StandardAero

Document #1025567
Rev: C

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

FOR

CESSNA AIRCRAFT COMPANY

CARAVAN MODEL 208B AIRCRAFT

EQUIPPED WITH A PRATT & WHITNEY CANADA PT6A-140 ENGINE

AIRCRAFT MODEL NO.: _____

AIRCRAFT SERIAL NO.: _____

AIRCRAFT REGISTRATION NO.: _____

This supplement must be attached to the Airplane Maintenance Manuals. The information contained herein complies with FAR Part 23.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only in those areas listed, when the Installation of a Pratt & Whitney Canada PT6A-114 or PT6A-114A engine is replaced with a Pratt & Whitney Canada PT6A-140 engine in accordance with Standard Aero STC # **SA03393CH**. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

ACCEPTED BY: _____

FOR Tim Winiesdorffer
ODA Administrator
StandardAero
Springfield, IL 62707
ODA-100079-CE

LOG OF REVISIONS

Revision	Change Description	Page(s) Affected	Date	Accepted By
A	Initial Release	All	30 Sept 2015	ODA-100079-CE
B	Revised Drawing List and Table 16 – Modification Drawings; Corrected Typos in Table 16; Added Component Time Limit for Engine Mounts (Chpt 5); Amended Notes in Table 9; Added Note about Icing Placard installation	2, 6, 15, 40, 41, 45	14 Mar 2016	ODA-100079-CE
C	Corrected starter generator part numbers	2, 39, 95	12 May 2017	ODA-100079-CE

NOTE: All changes are indicated by a black vertical line along the left margin.

This supplement is only applicable to aircraft modified by StandardAero STC # **SA03393CH**. In accordance with 14 CFR 21.50, changes to these Instructions for Continued Airworthiness shall be made available to any person required to comply with this supplement. To obtain the current Maintenance Manual Supplement contact StandardAero, 1200 North Airport Drive, Springfield, IL 62707, phone: **1-800-731-7371**.

TABLE OF CONTENTS

EFFECTIVITY: Cessna Aircraft Company 208B Series aircraft modified by StandardAero Supplemental Type Certificate # **SA03393CH**.

INTRODUCTION

This document defines the Instructions for Continued Airworthiness (ICA) as required by FAR 23.1529 and as defined in FAR 23 Appendix G for the aircraft modifications associated with Standard Aero STC # **SA03393CH**. This document is intended to be a supplement to the original Aircraft's Maintenance Manual for Cessna Caravan Model 208 Series Maintenance Manual, P/N D2078-13, (Rev. 29) dated 1 June 2015 or later approved revision.

From time to time, Standard Aero will issue revisions to these Instructions for Continued Airworthiness for the aircraft when the need arises. This information will be mailed to the address of the registered aircraft owner.

The following chart lists the Vendor Supplied Component, the Component Model Number and Component Maintenance Manual (ICA) document number for the Component, installed as part of this modification. The individual supplier's Component Maintenance Manual should be consulted for replacement or overhaul time intervals or overhaul procedures.

VENDOR SUPPLIED COMPONENT LIST
Cessna Caravan Model 208B Series Aircraft
PT6A-140 Engine (Build Spec 1345) Modification

ITEM	MANUFACTURER (VENDOR)	MODEL NO. / PART NO.	COMPONENT MAINTENANCE MANUAL
Engine	Pratt & Whitney Canada Corp.	PT6A-140 (Build Spec 1345) 3076226-01	Maintenance Manual P/N 3075742
Propeller (Hub/Blade)	Hartzell Propeller Inc.	HC-B3TN-3AF(Y)/T10890CN(B,K)-2 B3N00120S/B3N21100S/ B3N00119S/B3N21200S/ B3N21300S/B3N10020S	Propeller Owner's Manual 139
Torque Indicator	R.C. Allen (StandardAero)	RCA70-01 (1025571) RCA70-02 (1025571)	Contact Manufacturer
	Ametek Inc. (StandardAero)	SR2AW (1025571)	Ametek SR-2AW
		SE-OC2H (1025571)	Ametek TS-755-C
		10263N01W00 (1025571)	Ametek MS-910-BR
ITT Indicator	Aero-Mach Labs, Inc. (StandardAero)	5802-01 (1025572)	AML SCD 5802
		5802-02 (1025572)	AML SCD 5802
Ng Indicator	R.C. Allen (StandardAero)	RCA41A-03 (1025573)	RCA Publication 1371
	Aero-Mach Labs, Inc. (StandardAero)	100-5657-02 (1025573) 100-5678-02 (1025573) 100-0034-05 (1025573)	AML SCD 100-5657 AML SCD 100-5678 AML SCD 100-0034
Fuel Flow Indicator	Senior Aerospace Ketema	PC900-1A0800PH-7*2	Contact Manufacturer
Fuel Flow Transmitter	Senior Aerospace Ketema	1/2-2-81-301	Contact Manufacturer
Oil Press. & Oil Temp. Indicator	R.C. Allen (StandardAero)	18C454-2 (1025574) 18C454-03 (1025574) 18C454-3 (1025574)	Contact Manufacturer
	MidContinent Instrument Co. (StandardAero)	MD81-5 (1025574)	Contact Manufacturer

INSTALLATION AND REMOVAL INSTRUCTIONS

The following drawings (or later approved revisions) outline the procedures for installing the equipment associated with this modification. These drawings are intended to be a part of the Instructions for Continued Airworthiness and should be followed when installing or removing equipment associated with the new Power Plant installation.

For procedures not outlined by these drawings, consult the remainder of this document or the Cessna Caravan Model 208 Series Maintenance Manual, P/N D2078-13, (Rev. 29) dated 1 June 2015 or later approved revision.

Drawing No.	Revision	Title	Date
1025570	F	Modification: Cessna Caravan 208B, PT6A-140 Engine Upgrade	08-Mar-16
1025571	C	Modification: Remark Powerplant (Torque) Instrument	06-Feb-15
1025572	A	Modification: Remark Powerplant (ITT) Instrument	16-Dec-14
1025573	A	Modification: Remark Powerplant (Gas Generator RPM) Instrument	16-Dec-14
1025574	B	Modification: Remark Powerplant (Oil Press & Oil Temp) Instrument	17-Dec-14
1025575	C	Modification: Electrical Wiring	26-May-15
1025579	C	Modification: Fuel Control Air Line Heater	29-May-15
1025589	C	Modification: Fuel Pump Delay Relay Bracket Installation	17-Sep-15
1025590	A	Modification: Placard (Torque) – Instrument Panel	16-Dec-14
1025591	A	Modification: Firewall – Oil Cooler Shutoff Cable Installation	17-Sep-15
1025631	C	Modification: Pedestal Quadrant Control Cover	12-Mar-15
1027659	C	Modification: Fuel Ecology Tank Installation	24-Sep-15
1028434	C	Modification: Fuel Flow, Electrical Wiring	17-Sep-15
1030068	A	Modification: Placard (Icing) – Instrument Panel	08-Mar-16

The format of the remainder of this document follows the format of the original Cessna Caravan 208 Series Maintenance Manual. Caravan Model 208B aircraft serial numbers 208B0001 thru 208B0178 and 208B0180 thru 208B0229 were originally equipped with a PT6A-114 engine. Caravan Model 208B series aircraft serial numbers 208B0179 and 208B0230 and after (except 208B2197) were originally equipped with a PT6A-114A engine. Caravan Model 208B series aircraft 208B2197 and 208B5000 and after are equipped with a PT6A-140 engine. The Cessna Caravan Model 208 Series Maintenance Manual contains Instructions for Continued Airworthiness for aircraft equipped with either a PT6A-114, a PT6A-114A or a PT6A-140 engine. For aircraft modified in accordance with this STC, the instructions contained in the current Maintenance Manual for aircraft equipped with a PT6A-140 engine and a Hartzell 3-bladed metal propeller should be followed.

In general, the only changes required for the current Maintenance Manual occur when a procedure is specified by both serial number block and engine type. As stated above, the procedures for PT6A-140 engine should be followed for the aircraft modified in accordance with this STC.

INSTALLED AND REPLACEMENT PARTS

The following is a list of installed parts for this modification.

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Clamp	1	MS21919WDG46	Cessna	Cessna Model 208 IPC P688-12 (21-41-00-01-96) – Page 1	
Clamp	1	MS21919WDG18	Cessna	Cessna Model 208 IPC P688-12 (21-41-00-01-97) – Page 1	
Screw	1	MS35207-264	Cessna	Cessna Model 208 IPC P688-12 (21-41-00-01-98) – Page 1	
Nut	1	MS21042-3 NAS1291X3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (21-41-00-01-99/99A) – Page 1	
Flex Duct	1	S2655-1	Cessna	Cessna Model 208 IPC P688-12 (21-41-00-01-100) – Page 3	Recommended replacement - may be retained if serviceable.

Table 1. Chapter 21 – Air Conditioning (Bleed Air Heater Components).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Gasket	2	S3346-1	Cessna	Cessna Model 208 IPC P688-12 (24-36-01-02-25) – Page 1	100% replacement

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Relay – Time Delay	1	76733-20	Lee Air Inc.	Cessna Model 208 IPC P688-12 (24-51-00-01-1) – Page 1	
Screw	3	MS35206-229	Cessna	Cessna Model 208 IPC P688-12 (24-51-00-01-2) – Page 1	
Washer	3	NAS1149FN632P	Cessna	Cessna Model 208 IPC P688-12 (24-51-00-01-3) – Page 1	
Relay Bracket	1	2613504-2	Cessna	Cessna Model 208 IPC P688-12 (24-51-00-01-4) – Page 1	
Screw	4	MS35206-228	Cessna	Cessna Model 208 IPC P688-12 (24-51-00-01-5) – Page 1	

Table 2. Chapter 24 – Electrical Power (Fuel Pump Relay Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Cable Assy	1	644-04303416	Vibro-Meter Inc.	Cessna Model 208 IPC P688-12 (26-10-00-01-1) – Page 1	Retain existing Cable Assy removed from aircraft, if serviceable.
Cable Assy	1	644-13403485	Vibro-Meter Inc.	Cessna Model 208 IPC P688-12 (26-10-00-01-12) – Page 1	Retain existing Cable Assy removed from aircraft, if serviceable.
Fire Detection Cable	1	244-20922	Vibro-Meter Inc.	Cessna Model 208 IPC P688-12 (26-10-00-02-1) – Page 1	
Bushing / Liner	4	3106	Meggitt	Cessna Model 208 IPC P688-12 (26-10-00-02-5) – Page 1	Refer to Installation Instructions #1025566 - to be used on engine mounted clamps for fire detection cable.
Clamp	5	MS21919WDG20	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-9) – Page 1	100% replacement
Clamp	3	MS21919WDG17	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-10) – Page 1	100% replacement
Clamp	3	MS21919WDG16	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-11) – Page 1	100% replacement
Clamp	1	MS21919WDG9	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-12) – Page 1	100% replacement

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Clamp	1	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-13) – Page 1	100% replacement
Screw	2	MS35206-244	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-14) – Page 1	100% replacement
Bracket	1	2650026-2	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-15) – Page 1	Retain existing Bracket(s) removed from aircraft, if serviceable.
Bolt	1	AN3-5A	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-16) – Page 1	
Bracket	3	2650026-5	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-17) – Page 1	Retain existing Brackets (2) removed from aircraft, if serviceable. Procure (1) additional Bracket.
Bracket	3	2650026-3	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-18) – Page 1	Retain existing Brackets (3 of 5) removed from aircraft, if serviceable.
Bolt	3	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-19) – Page 1	
Washer	4	NAS1149F0332P	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-20) – Page 1	
Bracket	2	23693	Vibro-Meter Inc.	Cessna Model 208 IPC P688-12 (26-10-00-02-21) – Page 1	Retain existing Brackets removed from aircraft, if serviceable.
Nut	2	22922	Vibro-Meter Inc.	Cessna Model 208 IPC P688-12 (26-10-00-02-22) – Page 1	Retain existing Nuts removed from aircraft, if serviceable.
Screw	2	MS35206-242	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-23) – Page 1	100% replacement
Bracket	1	MS9593-134	Society of Automotive Engineeers	Cessna Model 208 IPC P688-12 (26-10-00-02-24) – Page 1	
Bracket	1	S2300-12	Cessna	Cessna Model 208 IPC P688-12 (26-10-00-02-25) – Page 1	Retain existing Bracket removed from aircraft, if serviceable.

Table 3. Chapter 26 – Fire Protection (Fire Detection System).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Pin – Spring, Tubular	1	MS16562-195	Cessna	Cessna Model 208 IPC P688-12 (27-50-01-03-21) – Page 1	100% replacement
Stop – Flap Actuator	1`	2611210-2	Cessna	Cessna Model 208 IPC P688-12 (27-50-01-03-29A) – Page 1	

Table 4. Chapter 27 – Flight Controls (Flap Actuator Switch Assembly).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Plug / Bleeder	1	AS5169D04L	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-96B) – Page 2	
Switch – Fuel Pressure	1	S2615-4	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-96C) – Page 2	
O-Ring	1	MS29512-04 M83248/2-904 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-98/98A) – Page 2	100% replacement
Hose	1	S51-8 R221485 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-100) – Page 3	
Cover Plate	1	2656001-3	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-165A) – Page 5	
Control Assy – Dual Fuel Shutoff	1	6352	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-229A) – Page 7	
Clamp	1	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-241) – Page 7	
Clamp	1	MS21919WDG5	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-242) – Page 7	
Screw	1	MS35207-262	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-243) – Page 7	
Nut	1	MS21043-3 NAS1291C3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-02-244/244A) – Page 7	
Bracket Assy – Fuel Ecology Tank	1	2656001-18	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-1) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	3	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-2) – Page 1	
Washer	3	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-3) – Page 1	
Bracket Assy – Fuel Ecology Tank	1	2695014-1 (rework of 2656001-21) 2656001-28 (Alt)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (28-21-00-03-7/7A) – Page 1 Cessna Service Bulletin # CAB-71-02	P/N 2656001-28 does not require any rework and is the most desired configuration. If using P/N 2656001-21, it must be reworked iaw CAB-71-02 and reidentified as 2695014-1 (ref. StandardAero Drawing #1027659.
Bolt	4	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-8) – Page 1	
Washer	4	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-9) – Page 1	
Tube Assy – Fuel Ecology Tank	1	2656001-22	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-10) – Page 1	
Clamp	1	MS21919WDG18	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-11) – Page 1	
Clamp	1	MS21919WDG5	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-12) – Page 1	
Screw	1	MS35207-263	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-13) – Page 1	
Nut	1	MS21042L3	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-14) – Page 1	
Reducer	1	AS5174J0504	Society of Automotive Engineers	Cessna Model 208 IPC P688-12 (28-21-00-03-15) – Page 1	
Tube Assy – Fuel Ecology	1	2656001-26	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-16) – Page 1	
Tube Assy – Fuel Ecology	1	2656001-23	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-17) – Page 1	
Valve – Swing Check	1	S2218-5	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-18) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Clamp	1	MS21919WDG15	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-19) – Page 1	
Clamp	1	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-20) – Page 1	
Bolt	1	AN3-5A	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-21) – Page 1	
Nut	1	MS21042L3	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-22) – Page 1	
Tube Assy – Fuel Ecology	1	2656001-12	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-23) – Page 1	
Nut	1	AN818-6J	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-24) – Page 1	
Reducer	1	NAS1564J6-4	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-25) – Page 1	
Tee	1	6R6X-SS	Parker – Hannifin Corp. Packing Div.	Cessna Model 208 IPC P688-12 (28-21-00-03-26) – Page 1	
Nut	1	AN818-10J	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-27) – Page 1	
Reducer	1	NAS1564J10-6	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-28) – Page 1	
Hose Assy – Fuel Supply	1	AE6208G0254-203	Eaton Aeroquip Inc. – Engineered Systems Div.	Cessna Model 208 IPC P688-12 (28-21-00-03-29) – Page 1	
Reducer	1	AS5174J1006	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-30) – Page 1	
Packing	1	M83248/2-910	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-31) – Page 1	
Fitting	1	AS1033J060404	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-32) – Page 1	
Elbow Assy	1	AS4407J0404	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-33) – Page 1	
Hose Assy	1	AE3663725E0265	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-34) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Union	1	AS5174J0404	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-35) – Page 1	
O-Ring	1	M83248/2-904	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-36) – Page 1	
Tie	AR	S2209-5	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-37) – Page 1	
Bolt	3	AN4H4A	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-39) – Page 1	
Washer	3	NAS1149C0432R	Cessna	Cessna Model 208 IPC P688-12 (28-21-00-03-40) – Page 1	
Gasket	1	2616017-27	Cessna	Cessna Model 208 IPC P688-12 (28-22-00-01-11) – Page 1	
Pump – Fuel Boost	1	2C6-10	Parker (Airborne)	Cessna Model 208 IPC P688-12 (28-22-00-01-32A) – Page 1	
Gasket	1	2616024-3	Cessna	Cessna Model 208 IPC P688-12 (28-22-00-01-77) – Page 3	
Pump - Ejector	1	68E101-19	Allen Aircraft Products Inc.	Cessna Model 208 IPC P688-12 (28-22-00-01-81A) – Page 3	
O-Ring	1	NAS1596-08 M83248/2-908 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (28-22-00-01-89) – Page 3	
Fuel Shutoff Valve - Firewall	1	72DA0358	Auto Valve Inc.	Cessna Model 208 IPC P688-12 (28-23-01-01-27A) – Page 1	

Table 5. Chapter 28 – Fuel (Fuel Distribution System, Fuel Ecology Tank System, Fuel Reservoir Components, Fuel Shutoff Valves).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Gasket	1	3007342	Pratt & Whitney Canada	Cessna Model 208 IPC P688-12 (36-10--00-02-9) – Page 1	100% replacement
Flange Seal Assembly – Bleed Air Duct	1	2650058-5	Cessna	Cessna Model 208 IPC P688-12 (36-10--00-02-12) – Page 1	Remove from PT6A-114/114A Plenum Asembly – retain and reuse if serviceable.

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	4	AN3-3A	Cessna	Cessna Model 208 IPC P688-12 (36-10--00-02-13) – Page 1	

Table 6. Chapter 36 – Pneumatic (Pressure Regulator – Engine Bleed Air Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bracket – Fuel Ecology	1	1027659-003 (Rework from 2656001-19)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (53-10-00-01-78) – Page 3	Modify in accordance with Drawing #1027659.

Table 7. Chapter 53 - Fuselage (Firewall Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Propeller	1	HC-B3TN-3AF(Y)	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-2) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
Spinner Assy (Polished)	1	D-4897 D-4897P	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-3/3A) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
Blade	1	T10890CN(B,K)-2	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-4/4A) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions. (included with new Prop Ass'y from Hartzell)
Bolt	21	B-3384-4H	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-5) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
Washer	21	B-3851-0432	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-6) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
Bolt	8	B-3339	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-7) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
Washer	8	A-2048-2	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-8) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Block – Beta Feedback Assy	1	A-3044	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-9) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
O-Ring	1	C-3317-230	Hartzell	Cessna Model 208 IPC P688-12 (61-10-00-01A-10) – Page 1	Refer to Propeller Owner's Manual 139 for Maintenance Instructions.
De-Ice Kit, Airframe	1	102-430	Hartzell		If required – depending on aircraft configuration.

Table 8. Chapter 61 – Propeller (Propeller and Spinner Installation – 867 SHP Hartzell).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Nose Cap Assy – RH (Large Oil Cooler)	1	2652004-3	Cessna	Cessna Model 208 IPC P688-12 (71-10-01-01-15) – Page 1	Paint to match aircraft scheme as required.
Engine Elastomer Mount (Forward & Aft)	6	9910333-1 (LM-600-9)	Cessna (LORD)	Cessna Model 208 IPC P688-12 (71-20-00-01-31) – Page 1	100% replacement at initial installation. Refer to Chpt 5 – Component Time Limits.
Pin	3	NAS607-5-5	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-01-32) – Page 1	100% replacement at initial installation.
Pin	3	NAS607-4-5	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-01-33) – Page 1	100% replacement at initial installation.
Spacer	3	C299501-0402 (LM-600-60)	Cessna (LORD)	Cessna Model 208 IPC P688-12 (71-20-00-01-34) – Page 1	100% replacement at initial installation. Refer to Chpt 5 – Component Time Limits.
Engine Mount Truss (Weld) Assy	1	2651040-2	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-01) – Page 1	**CAUTION:** Make sure to install the correct P/N Engine Mount Truss Assembly for use with the PT6A-140. The tubing wall thickness is greater on some of the tubes while the outside diameter remains the same. The part number placard for the Engine Mount Truss Assembly (p/n 2651040-2) is located on the left upper side of the truss on the firewall mount boss.
Bolt	1	AN5C12A	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-2) – Page 1	100% replacement

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Washer	2	NAS1149C0563R	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-3) – Page 1	100% replacement
Nut	1	MS21042L5	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-4) – Page 1	100% replacement
Bolt	2	MS20007-30	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-5) – Page 1	100% replacement
Washer	2	MS20002C7	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-6) – Page 1	100% replacement
Nut	6	MS21044N7	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-7) – Page 1	100% replacement
Washer	2	NAS1149F0732P	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-8) – Page 1	100% replacement
Bolt	1	NAS147-82	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-11) – Page 1	100% replacement
Bolt	1	NAS147-84	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-12) – Page 1	100% replacement
Washer	4	NAS1149C0763R	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-13) – Page 1	100% replacement
Bolt	1	NAS147-97	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-15) – Page 1	100% replacement
Bolt	1	NAS147-84	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-16) – Page 1	100% replacement
Bolt - MPI	3	S3461-64	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-24) – Page 1	100% replacement or MPI
Washer	3	MS20002C8	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-25) – Page 1	100% replacement
Bracket Assy – Engine Mount Center	1	2651008-8	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-33) – Page 1	Retain existing Bracket removed from aircraft, if serviceable.
Bracket Assy – Engine Mount Lower LH	1	2651012-7	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-34) – Page 1	Retain existing Bracket removed from aircraft, if serviceable.
Bracket Assy – Engine Mount Lower RH	1	2651011-9	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-35) – Page 1	Retain existing Bracket removed from aircraft, if serviceable.

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	12	S3354-1	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-36) – Page 1	100% replacement
Washer	12	MS20002C6	Cessna	Cessna Model 208 IPC P688-12 (71-20-00-02-37) – Page 1	100% replacement
Bracket – Washring Attach	1	2650044-4	Cessna	Cessna Model 208 IPC P688-12 (71-41-00-01-6) – Page 1	Required for aircraft equipped with Compressor Washring. Refer to Installation Instructions #1025566.
Coupling - End	2	S2420-2	Cessna	Cessna Model 208 IPC P688-12 (71-41-00-01-24) – Page 1	Required for aircraft equipped with Compressor Washring. Refer to Installation Instructions #1025566.
Pin	2	NAS561C4-10 MS15652-223 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-00-02-19/19A) – Page 3	100% replacement
Linkage Support Plate Assy	1	2652036-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-00-02-77) – Page 3	
Spacer	7	S133-4P1.000	Cessna	Cessna Model 208 IPC P688-12 (71-60-00-02-80) – Page 3	
Panel - Lower	1	2650132-10	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-2) – Page 1	Part of Panel Assy – Lower 2650132-9
Doubler	1	2650132-25	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-3) – Page 1	Part of Panel Assy – Lower 2650132-9
Spacer	1	2650132-24	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-4) – Page 1	Part of Panel Assy – Lower 2650132-9
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-5) – Page 1	Part of Panel Assy – Lower 2650132-9
Sealer	AR	S1389-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-6) – Page 1	Part of Panel Assy – Lower 2650132-9
Bolt	18	AN3-3A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-7) – Page 1	100% replacement
Bolt	25	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-8) – Page 1	100% replacement
Bolt	5	AN3-5A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-9) – Page 1	100% replacement
Washer	47	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-10) – Page 1	100% replacement

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Panel Weld Assy	1	2650133-7	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-11) – Page 1	
Tube – Weld Assy	1	2650133-10	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-12) – Page 1	
Seal	1	2650133-13	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-13) – Page 1	
Access Panel	1	2650133-14 2650133-22 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-14/14A) – Page 1	
Access Panel	1	2650133-15	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-15) – Page 1	
Grommet	1	MS35489-12	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-16) – Page 1	
Panel Assy – Lower LH	1	2650132-27	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-17/17A) – Page 1 CAB-71-02	Panel Assy Lower LH 2650132-11 or DDA06603-1 must be replaced in accordance with CAB-71-02.
Retainer Assy	1	2650132-22	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-25) – Page 1	
Panel - Closeout	1	2650132-17	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-27) – Page 1	Part of Closeout Assy – Engine Truss 2650132-16 or DDA06603. P/N 2650132-16 or DDA06603 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-2.
Hinge Half	1	2650132-4	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-28) – Page 1	Part of Closeout Assy – Engine Truss 2650132-16 or DDA06603. P/N 2650132-16 or DDA06603 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-2.
Doubler	1	2650132-19	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-29) – Page 1	Part of Closeout Assy – Engine Truss 2650132-16 or DDA06603. P/N 2650132-16 or DDA06603 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-2.
Spacer	1	2650132-18	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-30) – Page 1	Part of Closeout Assy – Engine Truss 2650132-16 or DDA06603. P/N

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
					2650132-16 or DDA06603 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-2.
Sealer Strip	AR	S1389-9	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-31) – Page 1	Part of Closeout Assy – Engine Truss 2650132-16 or DDA06603. P/N 2650132-16 or DDA06603 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-2.
Hinge Aft Fireseal	1	2650131-12	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-32) – Page 1	
Retainer Assy	1	2695130-3 (field rework of 2650132-20 DDA06603-6 (Alt))	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-33/33A) – Page 1	P/N 2650132-20 of DDA06603-6 (Alt) must be reworked iaw CAB-71-02 and reidentified as 2695130-3.
Fireseal – Engine Mount	1	2650131-16 2650131-24 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-76/76A) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-15 or 2650131-23
Rubber	AR	CM2613-2 S1055-1 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-77) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-15 or 2650131-23
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-78) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-15 or 2650131-23
Panel - RH	1	2650132-8	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-80) – Page 3	Part of Panel Assy – RH 2650132-7
Access Panel	AR	2650132-26	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-81) – Page 3	Part of Panel Assy – RH 2650132-7
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-82) – Page 3	Part of Panel Assy – RH 2650132-7
Bolt	10	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-84) – Page 3	100% replacement
Bolt	15	AN3-5A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-85) – Page 3	100% replacement
Washer	30	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-86) – Page 3	100% replacement
Panel - Upper	1	2650132-6	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-88) – Page 3	Part of Panel Assy – Upper 2650132-5

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-89) – Page 3	Part of Panel Assy – Upper 2650132-5
Fireseal – Engine Mount	1	2650131-18 2650131-26 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-91/91A) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-17 or 2650131-25
Rubber	AR	CM2613-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-92) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-17 or 2650131-25
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-93) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-17 or 2650131-25
Seal	AR	S1389-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-94) – Page 3	Part of Fireseal Assy – Engine Mount 2650131-17 or 2650131-25
Panel – Upper LH	1	2650132-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-96) – Page 3	Part of Panel Assy – Upper LH 2650132-1
Doubler - Upper	1	2650132-3	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-97) – Page 3	Part of Panel Assy – Upper LH 2650132-1
Hinge Half	2	2650132-4	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-98) – Page 3	Part of Panel Assy – Upper LH 2650132-1
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-99) – Page 3	Part of Panel Assy – Upper LH 2650132-1
Sealer Strip	AR	S1389-9	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-100) – Page 3	Part of Panel Assy – Upper LH 2650132-1
Bolt	2	AN3H5A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-101) – Page 3	
Washer	2	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-102) – Page 3	100% replacement
Fireseal – Forward LH	1	2650131-2 2650131-22 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-151/151A) – Page 5	Part of Fireseal Assy – Forward LH 2650131-1 or 2650131-21
Spacer	1	2650131-3	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-152) – Page 5	Part of Fireseal Assy – Forward LH 2650131-1 or 2650131-21
Hinge Fwd Fireseal	1	2650131-4	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-153) – Page 5	Part of Fireseal Assy – Forward LH 2650131-1 or 2650131-21
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-154) – Page 5	Part of Fireseal Assy – Forward LH 2650131-1 or 2650131-21

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	28	AN3-3A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-155) – Page 5	100% replacement
Washer	28	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-156) – Page 5	100% replacement
Fireseal – Forward RH	1	2650131-6	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-158) – Page 5	Part of Fireseal Assy – Forward RH 2650131-5
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-159) – Page 5	Part of Fireseal Assy – Forward RH 2650131-5
Fireseal – Aft LH	1	2650131-10 2650131-20 (Alt) DDA06602-2 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-161/161A/161B) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Hinge – Aft Fireseal	1	2650131-11	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-162) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Seal - Aft	1	2650131-9	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-163) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Seal Retainer - Aft	1	2650131-8 DDA06602-3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-164/164A) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Bracket	1	AN743-13	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-165) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-166) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Sealer Strip	AR	S1389-9	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-167) – Page 5	Part of Fireseal Assy – Aft LH 2650131-19 or DDA06602-1 P/N 2650131-19 must be reworked iaw CAB-71-02 and reidentified as 2695130-4
Fireseal – Aft RH	1	2650131-14	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-169) – Page 5	Part of Fireseal Assy – Aft RH 2650131-13

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Sealer Strip	AR	S1389-1	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-170) – Page 5	Part of Fireseal Assy – Aft RH 2650131-13
Upper Band	1	2650133-2	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-172) – Page 5	Part of Upper Band Assy 2650133-1
Angle	1	2650133-4	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-173) – Page 5	Part of Upper Band Assy 2650133-1
Rubber	AR	R441362	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-174) – Page 5	Part of Upper Band Assy 2650133-1
Lower Band	1	2650133-6 2650133-23 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-176/176A) – Page 5	Part of Lower Band Assy 2650133-5 or 2650133-24
Angle	1	2650133-3	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-177) – Page 5	Part of Lower Band Assy 2650133-5 or 2650133-24
Rubber	AR	R441362	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-178) – Page 5	Part of Lower Band Assy 2650133-5 or 2650133-24
Bolt	4	AN3-13A	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-179) – Page 5	100% replacement
Washer	4	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-180) – Page 5	100% replacement
Spacer	4	NAS43DD3-56FC	Cessna	Cessna Model 208 IPC P688-12 (71-60-01-02-181) – Page 5	100% replacement
Can	1	2656011-3	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-2) – Page 1	Part of Can Assy-Oil 2656011-18. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
End Plate	1	2656011-4	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-3) – Page 1	Part of Can Assy-Oil 2656011-18. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
End Plate	1	2656011-5	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-4) – Page 1	Part of Can Assy-Oil 2656011-18. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Fitting	1	2656011-6	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-5) – Page 1	Part of Can Assy-Oil 2656011-18. May be required on aircraft 20800001 thru 20800241 and

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
					208B0001 thru 208B0434 unless SK208-122 is installed.
Boss	1	2656011-7	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-6) – Page 1	Part of Can Assy-Oil 2656011-18. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Channel Support	1	2601260-3	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-9) – Page 1	Part of Support Bracket Assy 2601260-2. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Saddle	1	2601260-4	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-10) – Page 1	Part of Support Bracket Assy 2601260-2. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Clamp Bolt	1	2601260-5	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-11) – Page 1	Part of Support Bracket Assy 2601260-2. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Nut	4	MS21083N3	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-12/12A) – Page 1	Part of Support Bracket Assy 2601260-2. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 is installed.
Washer	4	NAS1149D00332K	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-13) – Page 1	Part of Support Bracket Assy 2601260-2. May be required on aircraft 20800001 thru 20800241 and 208B0001 thru 208B0434 unless SK208-122 in installed.
Elbow	1	MS20822-4D	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-15) – Page 1	
Nut	2	AN924-4D	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-17) – Page 1	
Washer	1	NAS1149F0763P	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-18) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Hose	1	S2554-4-3.00	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-23) – Page 1	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	2	S2357-1	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-24) – Page 1	
Line Assy	1	2600100-64	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-25) – Page 1	. May be required for 20800001 thru 20800241 and 208B0001 thru 208B0434 depending on configuration.
Bracket - Drain Lines	1	2650118-6	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-26) – Page 1	
Bolt	2	AN3-4A	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-27) – Page 1	
Washer	2	NAS1149F0332P	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-28) – Page 1	
Hose	1	S2548-6-13.5	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-39) – Page 1	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	1	S2357-3	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-40) – Page 1	
Union	1	AS5174D0404	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-49) – Page 1	
Tube Assy – Fuel Main Drain	1	2656001-25	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-50) – Page 1	
Clamp	2	MS21919WDG18	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-51) – Page 1	
Clamp	2	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-52) – Page 1	
Screw	2	MS35207-263	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-53) – Page 1	
Nut	2	MS21042-3 NAS1291X3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-54) – Page 1	
Breather Vent Assy	1	2650118-2	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-75) – Page 3	
O-Ring	1	MS28775-022	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-76) – Page 3	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Hose	1	S51-14-8	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-77) – Page 3	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	2	S1891-12	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-78) – Page 3	100% replacement
Hose	1	S51-14-50	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-86) – Page 3	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	2	S1891-12	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-87) – Page 3	100% replacement
Tube Assy-S/G Drain	1	2600100-20	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-88) – Page 3	
Clamp	1	MS21919WDG3	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-89) – Page 3	
Clamp	1	MS21919WCJ8	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-90) – Page 3	
Screw	1	MS35207-263	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-91) – Page 3	
Nut	1	MS21042-3 NAS1291X3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-92/92A) – Page 3	
Hose	1	S2554-4-17.00	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-93) – Page 3	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	2	S2357-1	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-94) – Page 3	
Hose	1	S2554-4-24.00	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-96) – Page 3	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Clamp	2	S2357-1	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-97) – Page 3	
Tube Assy - FCU Drain	1	2650118-7	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-98) – Page 3	
Elbow	1	NAS552-4D	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-99) – Page 3	
Bolt	1	NAS551-4D	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-100) – Page 3	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Packing	1	MS28778-4	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-101) – Page 3	
O-Ring	1	MS28775-011	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-102) – Page 3	
Tube Assy	1	2656001-24	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-106) – Page 3	
Drain Can Weld Assy	1	2656014-2	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-108) – Page 3	Part of Drain Can Assy 2656014-1. May be required for 20800001 thru 20800143 and 208B0001 thru 208B0142 depending on configuration.
Line Assy	1	2656014-6	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-109) – Page 3	Part of Drain Can Assy 2656014-1. May be required for 20800001 thru 20800143 and 208B0001 thru 208B0142 depending on configuration.
Drain Valve	1	0850410-1	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-110) – Page 3	Part of Drain Can Assy 2656014-1. May be required for 20800001 thru 20800143 and 208B0001 thru 208B0142 depending on configuration.
O-Ring	1	MS29512-04	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-117) – Page 3	
Union	1	AS5174J0404	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-118) – Page 3	Retain if serviceable.
Elbow	1	AN833-4J	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-119) – Page 3	
Nut	1	AN924-4J	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-120) – Page 3	
O-Ring	1	MS29512-04	Cessna	Cessna Model 208 IPC P688-12 (71-70-00-02-121) – Page 3	

Table 9. Chapter 71 – Powerplant (Nose Cap and Cowl Bulkhead Installation; Engine Mounting; Intertial Separator Actuator Installation; Induction Air Plenum Installation; Oil Breather and Engine Drains Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
PT6A-140 Engine, Turboprop	1	3076226-01	Pratt & Whitney Canada	P&WC PT6A-140 IPC 3075744 (72-00-00-01-1) – Page 2	Build Spec 1345. Refer to P&WC PT6A-140 Maintenance Manual P/N 3075742 for Maintenance Instructions.

Table 10. Chapter 72 – Engine (Turboprop).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Shield Assy – Magnetic Flowmeter	1	A2049SM	Beechcraft	Beechcraft Model 1900D IPC 129-590000-11N (73-30-00-03-12) – Page 2	Refer to Installation Instructions #1025566.
Fuel Flow Transmitter	1	1/2-2-81-301	Senior Aerospace Ketema	Beechcraft Model 1900D IPC 129-590000-11N (73-30-00-03-20) – Page 3	Refer to Installation Instructions #1025566.
Fuel Flow Indicator	1	PC900-1A0800PH-7*2	Senior Aerospace Ketema	Beechcraft Model 1900D IPC 129-590000-11N (73-30-00-03-45) – Page 3	Refer to Installation Instructions #1025566.

Table 11. Chapter 73 – Engine Fuel and Control (Fuel Flow Indicator Installation; Fuel Totalizer Indicating System).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Control Assy – Emergency Power	1	38047100	Orscheln Co. Inc.	Cessna Model 208 IPC P688-12 (76-10-01-01B-6) – Page 1	
Control Assy – Condition Control	1	38047200	Orscheln Co. Inc.	Cessna Model 208 IPC P688-12 (76-10-01-01B-9) – Page 1	
Bolt	1	AN3-15	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-11) – Page 1	May be retained if removed serviceable.
Bracket – Prop Control	1	2650116-5	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-19) – Page 1	
Nut	2	MS35691-47	Cessna	Cessna Model 208 IPC P688-12	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
				(76-10-01-01B-20) – Page 1	
Lock Washer	2	MS35333-43	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-21) – Page 1	
Clamp	4	MS21919WDG6	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-22) – Page 1	
Bolt	4	AN3-5A	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-23) – Page 1	
Washer	2	NAS1149F0332P	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-24) – Page 1	
Clamp	1	MS21919WDG20	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-25) – Page 1	
Clamp	1	MS21919WDG12	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-26) – Page 1	
Screw	2	MS35207	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-27) – Page 1	
Nut	5	MS21043-3	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-28) – Page 1	
Clamp	3	MS21919WDG5	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-29) – Page 1	
Clamp	1	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-30) – Page 1	
Washer	1	NAS1149F0363P	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-31) – Page 1	
Clamp	1	AN735D96	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-32) – Page 1	
Bracket	1	AN743-12	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-33) – Page 1	
Bracket	1	2650116-7	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-76) – Page 3	Part of Bracket Assy 2650116-1
Nutplate	1	MS21047L3	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-77) – Page 3	Part of Bracket Assy 2650116-1
Bracket – Emergency Power	1	2650116-3	Cessna	Cessna Model 208 IPC P688-12	Part of Bracket Assy 2650116-1

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
				(76-10-01-01B-78) – Page 3	
Spacer	1	NAS42HT3-7	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-79) – Page 3	Part of Bracket Assy 2650116-1
Nutplate	1	NAS682A3	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-80) – Page 3	Part of Bracket Assy 2650116-1
Bracket - Condition Control	1	2650116-4	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-106) – Page 3	Part of Bracket Assy – Condition Control 2650116-2
Spacer	1	NAS42HT3-7	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-107) – Page 3	Part of Bracket Assy – Condition Control 2650116-2
Nutplate	2	NAS682A3	Cessna	Cessna Model 208 IPC P688-12 (76-10-01-01B-108) – Page 3	Part of Bracket Assy – Condition Control 2650116-2
Quadrant Cover Assy	1	1025631-501 (Rework from 2613048-14/-15/-17/-20/-22)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (76-10-01-02-153B/C/D/154/A) – Page 5	Rework in accordance with StandardAero Drawing #1025631.

Table 12. Chapter 76 – Engine Controls (Engine Controls; Engine Control Quadrant Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Torque Indicator	1	2606011-1 2606011-2 (Alt) 2606011-3 (Alt)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (77-11-00-01-1/2/2A) – Page 1	For aircraft equipped with a Wet Torque Indicating System. Re-mark in accordance with StandardAero Drawing #1025571. Ensure label is affixed to backside of indicator.
Line Assy – Torque Vent Bracket to Separator	1	2600101-56 2600101-22 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-75/76) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Clamp	1	MS21919WDG4	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-87) – Page 3	
Bolt	1	AN3-3A	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-88) – Page 3	
Nut	1	MS21044N3	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-89) – Page 3	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Elbow	1	MS20822-4	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-90) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Body-Separator	1	5950034-2	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-92) – Page 3	Part of Torque Vent Separator Assy P/N 5950034-15. Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Breather Pads	3	204090-17	Air-Maze Corp.	Cessna Model 208 IPC P688-12 (77-11-00-01-93) – Page 3	100% replacement
Adapter-Separator	1	5950034-7	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-94) – Page 3	Part of Torque Vent Separator Assy P/N 5950034-15. Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Nut	4	AN924-4	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-95) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation.
Washer	2	NAS1149F0732P	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-96) – Page 3	
Elbow	4	AN833-4	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-97) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation.
Bracket–Torque Line Attach AFT	1	2650081-1	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-98) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Bracke –Torque Line Attach FWD	1	2650081-2	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-01-99) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Hose Assy-Torque Vent Bracket to Bracket	1	S2808-4-0113 AE3663161E0113 (Alt)	Cessna (Eaton Aeroquip Inc.)	Cessna Model 208 IPC P688-12 (77-11-00-01-90) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Hose Assy-Torque Press Bracket to Bracket	1	S2808-4-0113 AE3663161E0113 (Alt)	Cessna (Eaton Aeroquip Inc.)	Cessna Model 208 IPC P688-12 (77-11-00-01-90) – Page 3	Remove from aircraft and retain (if serviceable) for re-installation. Refer to Installation Instructions #1025566.
Tube Assy – Torque Indicator	1	2655001-8	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-02-30) – Page 1	
Restrictor	1	JETA1875120D	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-02-32) – Page 1	Part of Orifice Assy 6355003-6

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Union	1	6355003-7	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-02-33) – Page 1	Part of Orifice Assy 6355003-6
O-Ring	1	M83248/2-904	Cessna	Cessna Model 208 IPC P688-12 (77-11-00-02-34) – Page 1	
Torque Indicator	1	SR2AW SE-OC2H (Alt) 10263N01W00 (Alt)	Ametek Inc. (StandardAero)	Cessna Model 208 IPC P688-12 (77-12-00-01-1/2/3) – Page 1	For aircraft equipped with an Electrical Torque Indicating System. Re-mark in accordance with StandardAero Drawing #1025571. Ensure label is affixed to backside of instrument.
Ng RPM Indicator	1	2606013-1 2606013-2 (Alt)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (77-14-00-01-1/1A) – Page 1	Re-mark in accordance with StandardAero Drawing #1025573. Ensure label is affixed to backside of instrument.
ITT Indicator	1	2606012-1 2606012-2 (Alt)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (77-21-00-01-1/1A) – Page 1	Re-mark in accordance with StandardAero Drawing #1025572. Ensure label is affixed to backside of instrument.

Table 13. Chapter 77 – Engine Indicating (Wet Torque Indicating System; Electrical Torque Indicating System; Gas Generator RPM Indicator System; Inter-Turbine Temperature Indicator System).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Oil Cooler	1	9910636-1	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-1) – Page 1	
Bolt	4	AN3C5A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-2) – Page 1	
Washer	3	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-3) – Page 1	
Spacer	3	NAS43HT3-13	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-4) – Page 1	
Bolt	3	AN4CH4A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-5) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	1	AN4CH5A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-6) – Page 1	
Washer	4	NAS1149C0432R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-7) – Page 1	
Bolt	32	AN3C3A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-8) – Page 1	
Washer	32	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-9) – Page 1	
Plug / Bleeder	1	AS5169J02L	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-10) – Page 1	
Packing	1	M83461/2-902	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-11) – Page 1	
Mount Weld Assy	1	2650121-28 2650121-119 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-12/12A) – Page 1	
Bracket	1	2650113-5	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-13) – Page 1	
Bracket	1	MS9593-134	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-14) – Page 1	
Clamp	6	MS21919WCJ17	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-15) – Page 1	
Clamp	4	MS21919WCJ12	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-16) – Page 1	
Clamp	1	MS21919WCJ19	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-17) – Page 1	
Clamp	2	MS21919WCJ6	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-18) – Page 1	
Clamp	1	MS21919WCJ4	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-19) – Page 1	
Bolt	8	AN3C3A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-20) – Page 1	
Bolt	9	AN3C4A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-21) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Bolt	1	AN3C12A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-22) – Page 1	
Bolt	1	AN3C10A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-23) – Page 1	
Washer	20	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-24) – Page 1	
Spacer	1	NAS43HT3-14	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-25) – Page 1	
Spacer	2	NAS43HT3-34	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-26) – Page 1	
Nut	5	MS21043-3 NAS1291C3 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-27/27A) – Page 1	
Elbow	1	AN837-12J	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-28) – Page 1	
Nut	1	AN924-12J	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-29) – Page 1	
Union	2	AS5174J1212	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-30) – Page 1	
Packing	2	M83461/2-912	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-31) – Page 1	
Hose Assy	1	AE36633163K0410	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-32) – Page 1	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Grommet	1	MS35489-27	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-33) – Page 1	
Extender - Expander	1	12-10_XHX6-S	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-34) – Page 1	
Nut	1	AN924-10J	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-35) – Page 1	
Washer	1	S1450-14S20-032	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-36) – Page 1	
Valve Assy – Shut Off	1	BALLH00004-10	Auto Valve Inc.	Cessna Model 208 IPC P688-12 (79-20-00-03-37) – Page 1	

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
O-Ring	1	010-K-4079	Daemar Inc.	Cessna Model 208 IPC P688-12 (79-20-00-03-38) – Page 1	
O-Ring	1	018-K-4079	Daemar Inc.	Cessna Model 208 IPC P688-12 (79-20-00-03-39) – Page 1	
Clamp	1	S2323-5	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-40) – Page 1	
Nut	1	MS21044N3	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-41) – Page 2	
Washer	2	NAS1149C0316R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-42) – Page 2	
Grommet	1	MS35489-22	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-43) – Page 2	
Tube Assy	1	2650121-114	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-44) – Page 2	
Clamp	2	S2226-3	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-45) – Page 2	
Bracket – Oil Valve	1	2650121-112	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-47) – Page 2	Part of Shroud Assy 2650121-115
Cover – Aft Upper	1	2650121-117	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-48) – Page 2	Part of Shroud Assy 2650121-115
Nutplate	4	MS21095L3 NAS1791A3-1 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-49/49A) – Page 2	Part of Shroud Assy 2650121-115
Hose – Main Supply	1	AE6208K0343-062	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-75) – Page 2	Refer to Component Time Limits (5-11-00) for hose replacement intervals.
Cover - Fwd	1	2650121-107	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-77) – Page 2	Part of Shroud Assy - Lower Oil Valve 2650121-116
Cover - Aft	1	2650121-109	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-78) – Page 2	Part of Shroud Assy - Lower Oil Valve 2650121-116
Bracket Assy - Cable	1	2650121-110	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-79) – Page 2	Part of Shroud Assy - Lower Oil Valve 2650121-116
Nutplate	8	MS21059L3 NAS1791A3-1 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-80/80A) – Page 2	Part of Shroud Assy - Lower Oil Valve 2650121-116

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Access Panel - Control	1	2650121-106	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-81) – Page 2	
Valve – Flap Check	1	C100490-1	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-82) – Page 2	
Tube Assy	1	2650121-97	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-83) – Page 2	
Tee	2	AS1035-121212	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-86) – Page 2	
Tube Assy	1	2650121-96	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-87) – Page 2	
Tube Assy	1	2650121-98	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-88) – Page 2	
Female Connector	2	12-8 GTX-S	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-91) – Page 2	
Check Valve	1	2650121-118	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-92) – Page 2	Ensure directional arrow is pointed UP. Refer to Installation Instructions #1025566.
Tube Assy	1	2650121-93	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-93) – Page 2	
Tube Assy	1	2650121-95	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-96) – Page 2	
Support	1	2650121-23	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-98) – Page 2	Part of Support Assy 2650121-22
Nutplate	3	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-99) – Page 2	Part of Support Assy 2650121-22
Bolt	1	AN3C4A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-100) – Page 2	
Washer	1	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-101) – Page 2	
Bracket	1	2650121-26	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-103) – Page 2	Part of Bracket Assy 2650121-25
Receptacle	2	S2319-50	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-104) – Page 2	Part of Bracket Assy 2650121-25

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Shroud - Aft	1	2650121-51	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-105) – Page 2	
Forward Panel	1	2650121-32	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-107) – Page 3	Part of Forward Panel Assy 2650121-31
Seal Retainer	1	2650121-3	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-108) – Page 3	Part of Forward Panel Assy 2650121-31
Aft Panel	1	2650121-5	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-109) – Page 3	Part of Forward Panel Assy 2650121-31
Seal	1	2650121-4	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-110) – Page 3	Part of Forward Panel Assy 2650121-31
Nutplate	10	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-111) – Page 3	Part of Forward Panel Assy 2650121-31
Exhaust Panel	1	2650121-7	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-114) – Page 3	Part of Exhaust Panel Assy 2650121-6 or DDA06482-1
Nutplate	12	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-115) – Page 3	Part of Exhaust Panel Assy 2650121-6 or DDA06482-1
Outer Panel	1	2650121-19	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-117) – Page 3	Part of Outer Panel Assy 2650121-18
Seal - Outer	1	2650121-21	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-118) – Page 3	Part of Outer Panel Assy 2650121-18
Seal Retainer - Inner	1	2650121-20	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-119) – Page 3	Part of Outer Panel Assy 2650121-18
Upper Panel	1	2650121-9	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-121) – Page 3	Part of Upper Panel Assy 2650121-8
Stiffener	1	2650121-17	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-122) – Page 3	Part of Upper Panel Assy 2650121-8
Nutplate	4	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-123) – Page 3	Part of Upper Panel Assy 2650121-8
Seal Retainer - Inner	1	2650121-10	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-124) – Page 3	Part of Upper Panel Assy 2650121-8
Seal Retainer - Outer	1	2650121-13	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-125) – Page 3	Part of Upper Panel Assy 2650121-8

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Seal Retainer - Inner	1	2650121-11	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-126) – Page 3	Part of Upper Panel Assy 2650121-8
Seal Lower - Inner	1	2650121-16	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-127) – Page 3	Part of Upper Panel Assy 2650121-8
Seal - Inner	1	2650121-14	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-128) – Page 3	Part of Upper Panel Assy 2650121-8
Seal – Outer	1	2650121-15	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-129) – Page 3	Part of Upper Panel Assy 2650121-8
Seal Retainer - Outer	1	2650121-12	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-03-130) – Page 3	Part of Upper Panel Assy 2650121-8
Bolt	14	AN3C3A	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-2) – Page 1	
Washer	14	NAS1149C0332R	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-3) – Page 1	
Access Panel	1	2650121-61	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-5) – Page 1	Part of Access Panel Assy 2650121-63 & Shroud Assy 2650121-54
Seal – Access Panel	2	2650121-62	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-6) – Page 1	Part of Access Panel Assy 2650121-63 & Shroud Assy 2650121-54
Retainer – Access Seal	1	2650121-70	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-7) – Page 1	Part of Access Panel Assy 2650121-63 & Shroud Assy 2650121-54
Retainer – Access Seal	1	2650121-82	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-8) – Page 1	Part of Access Panel Assy 2650121-63 & Shroud Assy 2650121-54
Seal – Access Seal	1	2650121-81	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-9) – Page 1	Part of Access Panel Assy 2650121-63 & Shroud Assy 2650121-54
Shroud - Upper	1	2650121-60	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-11) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Retainer – Upper Aft Seal	1	2650121-73	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-12) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Retainer – Upper Aft Seal	1	2650121-83	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-13) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Seal – Upper Aft	2	2650121-84	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-14) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Retainer – Upper Aft Seal	1	2650121-72	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-15) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Seal – Upper Seal	2	2650121-68	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-16) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Retainer – Upper Fwd Seal	1	2650121-71	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-17) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Seal – Upper Fwd	2	2650121-52	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-18) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Seal – Upper Fwd	1	2650121-79	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-19) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Retainer – Upper Fwd Seal	1	2650121-80	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-20) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Nutplate	7	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-21) – Page 1	Part of Shroud-Upper Assy 2650121-64 & Shroud Assy 2650121-54
Shroud – Inbd Aft	1	2650121-57	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-23) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Bracket - Shroud	1	2650121-38	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-24) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Retainer – Inbd Aft Seal	1	2650121-90	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-25) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Retainer – Inbd Aft Seal	1	2650121-89	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-26) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Seal – Inbd Aft	1	2650121-53	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-27) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Seal – Inbd Aft	1	2650121-91	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-28) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Nutplate	11	MS21059L3K	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-29) – Page 1	Part of Shroud-Inbd Aft Assy 2650121-65 & Shroud Assy 2650121-54
Shroud – Inbd Fwd	1	2650121-69	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-31) – Page 1	Part of Shroud-Inbd Fwd Assy 2650121-66 & Shroud Assy 2650121-54
Retainer – Inbd Fwd Seal	1	2650121-78	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-32) – Page 1	Part of Shroud-Inbd Fwd Assy 2650121-66 & Shroud Assy 2650121-54

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Seal – Inbd Fwd	1	2650121-67	Cessna	Cessna Model 208 IPC P688-12 (79-20-00-04-33) – Page 1	Part of Shroud-Inbd Fwd Assy 2650121-66 & Shroud Assy 2650121-54
Oil Press & Oil Temp Indicator	1	2606015-1 2606015-2 (Alt) 2606015-3 (Alt) 2606015-4 (Alt)	Cessna (StandardAero)	Cessna Model 208 IPC P688-12 (79-30-00-01-1/1A/1B) – Page 1	Re-mark in accordance with StandardAero Drawing #1025574. Ensure label is affixed to backside of instrument.
Oil Pressure Switch	1	9910287-16	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-11) – Page 1	Retain existing Oil Pressure Switch, if serviceable.
Hose Assy – Oil Pressure Firewall to Engine	1	S2808-4B0230 AE3663163E0230 (Alt)	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-15/16) – Page 1	Retain existing Hose removed from aircraft, if serviceable. Ensure time limits for Hose Assy are respected.
Reducer Assy – Oil Pressure	1	5950017-11	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-20) – Page 1	Retain existing Reducer Assy removed from aircraft, if serviceable.
O-Ring	1	M83248/1-213	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-21) – Page 1	100% replacement
Bulb – Oil Temperature	1	MS28034-3	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-22) – Page 1	Retain existing Oil Temp Bulb removed from aircraft, if serviceable.
O-Ring	1	M83248/2-904	Cessna	Cessna Model 208 IPC P688-12 (79-30-00-01-23) – Page 1	100% replacement

Table 14. Chapter 79 – Oil (Engine Oil Cooling System – Large 867 HP; Oil Indicating).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Starter-Generator Ass'y	1	200SGL119Q-1 200SGL119Q-2 (Alt) 200SGL119Q-2-1 (Alt) 200SGL153Q-1 (Alt)	APC / Skurka	Cessna Model 208 IPC P688-12 (80-10-01-01-7/10A/10B/10C) – Page 1	Retain existing Starter-Generator removed from aircraft, if serviceable and correct part number. Refer to Component Time Limits (5-11-00) for overhaul or replacement intervals.

Table 15. Chapter 80 – Starting (Starter/Generator Installation).

ITEM	QTY (per aircraft)	PART NO.	MANUFACTURER / VENDOR	MANUAL & ATA REFERENCE	NOTES
Connector (JC095)	1	1-640520-0	AMP	Standard Aero Drawing #1025575	
Connector (PC095)	1	1-640510-0	AMP	Standard Aero Drawing #1025575	
Socket	AR	641300-1	AMP	Standard Aero Drawing #1025575	
Pin	AR	640545-1	AMP	Standard Aero Drawing #1025575	
Connector (PN042)	1	M85049/118S10N	QPL	Standard Aero Drawing #1025575	
Backshell	1	M83723/86G1005N	QPL	Standard Aero Drawing #1025575	
Splice	1	D436-37	Raychem	Standard Aero Drawing #1025575	
Splice	1	D436-38	Raychem	Standard Aero Drawing #1025575	
Cap	7	324485	AMP	Standard Aero Drawing #1025575	
Socket	1	66565-1	AMP	Standard Aero Drawing #1025575	
Socket	1	350550-1	AMP	Standard Aero Drawing #1025575	
Terminal	1	360160	AMP	Standard Aero Drawing #1025575	
Pin	1	66099-4	AMP	Standard Aero Drawing #1025575	
Connector	1	FA62045116	Falcon Jet	Standard Aero Drawing #1025575	
Pin	6	1841-1-5620	Deutsch	Standard Aero Drawing #1025575	
Connector	2	M83723/95R10056	QPL	Standard Aero Drawing #1025575	
Backshell	2	M85049/51S10N	QPL	Standard Aero Drawing #1025575	
Backshell	1	M85049/51-1-12W	QPL	Standard Aero Drawing #1025575	
Plug (Circuit Breaker)	1	S2446M6W1	Cessna	Standard Aero Drawing #1025579	
Cap	1	324485	AMP	Standard Aero Drawing #1025579	
Terminal	1	36160	AMP	Standard Aero Drawing #1025579	
Placard - Torque	1	1025590	StandardAero	Standard Aero Drawing #1025590	Ref Install Instruction #1025566.
Connector	1	MS3116F8-4S	QPL	Standard Aero Drawing #1028434	
Cap	4	324485	AMP	Standard Aero Drawing #1028434	
Connector	1	MS3476W14-15S	QPL	Standard Aero Drawing #1028434	
Backshell	1	M85049/52-1-14W	QPL	Standard Aero Drawing #1028434	
Placard – Icing	1	1030068	StandardAero	Standard Aero Drawing #1030068	Ref Install Instruction #1025566.

Table 16. Modification Drawings.

CHAPTER 5 – TIME LIMITS/MAINTENANCE CHECKS

Changes as follows:

5-11-00 COMPONENT TIME LIMITS

2. Schedule

K. Power plant (Chapter 71)

(5) Top, Left Hand and Right Hand Engine Elastomer Mounts (Forward & Aft) (P/N 9910333-1 / LM-600-9) and Bonded Spacers (P/N LM-600-60). Remove and replace every 3 years or 1200 hours, whichever occurs first.

CHAPTER 6 – DIMENSIONS AND AREAS

Changes as follows:

6-00-01 AIRPLANE DIMENSIONS AND AREAS – DESCRIPTION AND OPERATION

3. Dimensions and Areas – 208B, 208B Super Cargomaster and 208B Passenger

AIRPLANE OVERALL

Propeller Diameter (Hartzell)	106.0 Inches
Propeller Diameter (McCauley)	N/A
Propeller Ground Clearance (Nose tire inflated and nose strut fully extended 3.625 inches) (Hartzell)	11.29 Inches
Propeller Ground Clearance (Nose tire inflated and nose strut fully extended 3.625 inches) (McCauley)	N/A

CONTROL SURFACE TRAVELS/CABLE TENSION SETTINGS

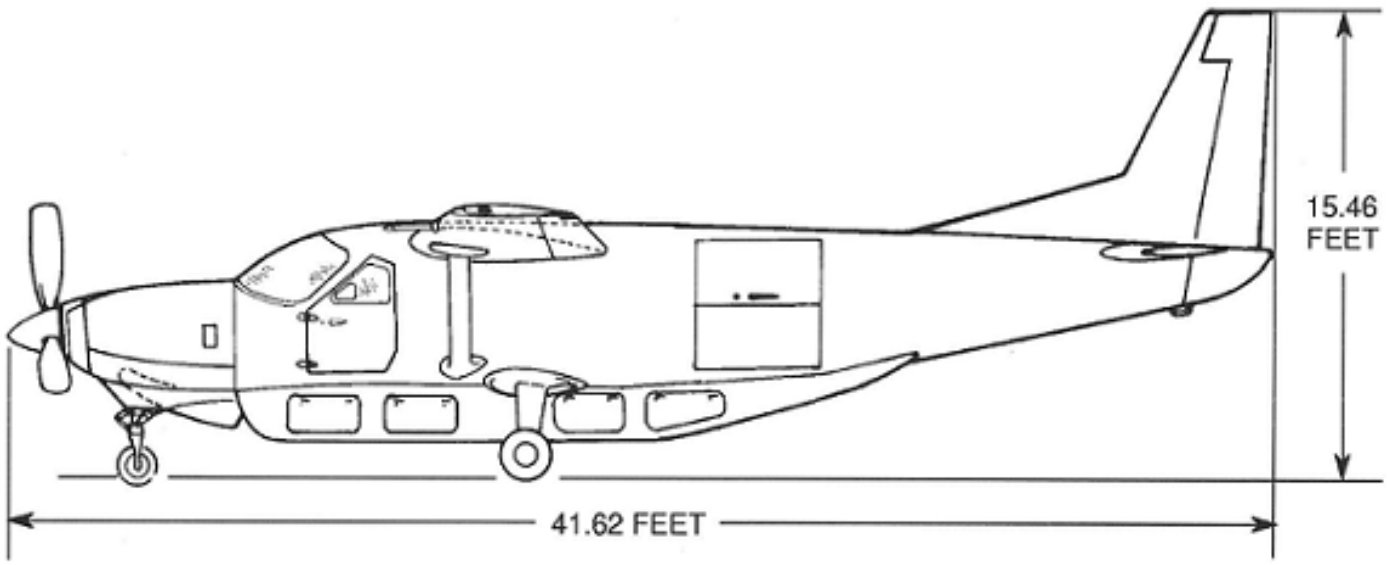
ELEVATORS

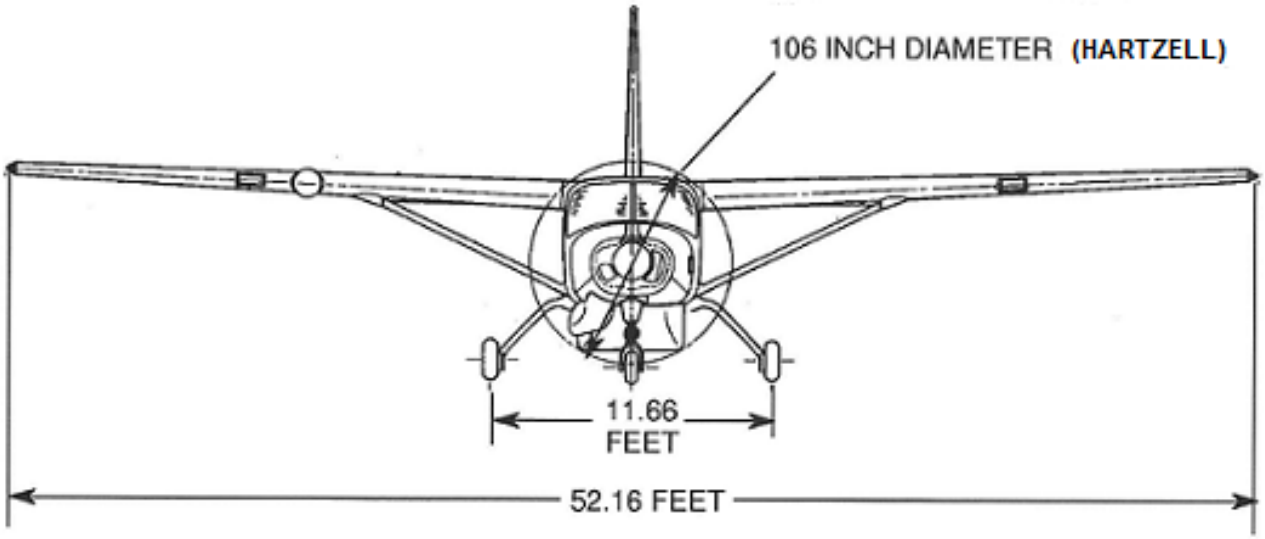
Elevator Up Travel	(Refer to Note 1)
Elevator Trim Tab:	
Tab Up (Refer to Note 2)	15 Degrees, +2 or -2 Degrees
Tab Down (Refer to Note 2)	15 Degrees, +2 or -2 Degrees
Flap Setting:	
UP (0 Degrees) (Refer to Note 3)	0 Degrees, +0 or -0 Degrees
TO/APR (15 Degrees) (Refer to Note 3)	15 Degrees, +1 or -2 Degrees
LAND (30 Degrees) (Refer to Note 3)	30 Degrees, +1 or -2 Degrees

NOTE 1: Refer to Chapter 27, Elevator System – Inspection/Check for Elevator Up Travel.

NOTE 2: Maximum allowable servo with full elevator travel must not exceed 1.0 degree.

NOTE 3: Left hand and right hand flap extension to be symmetrical within 0.5 degree at all positions.

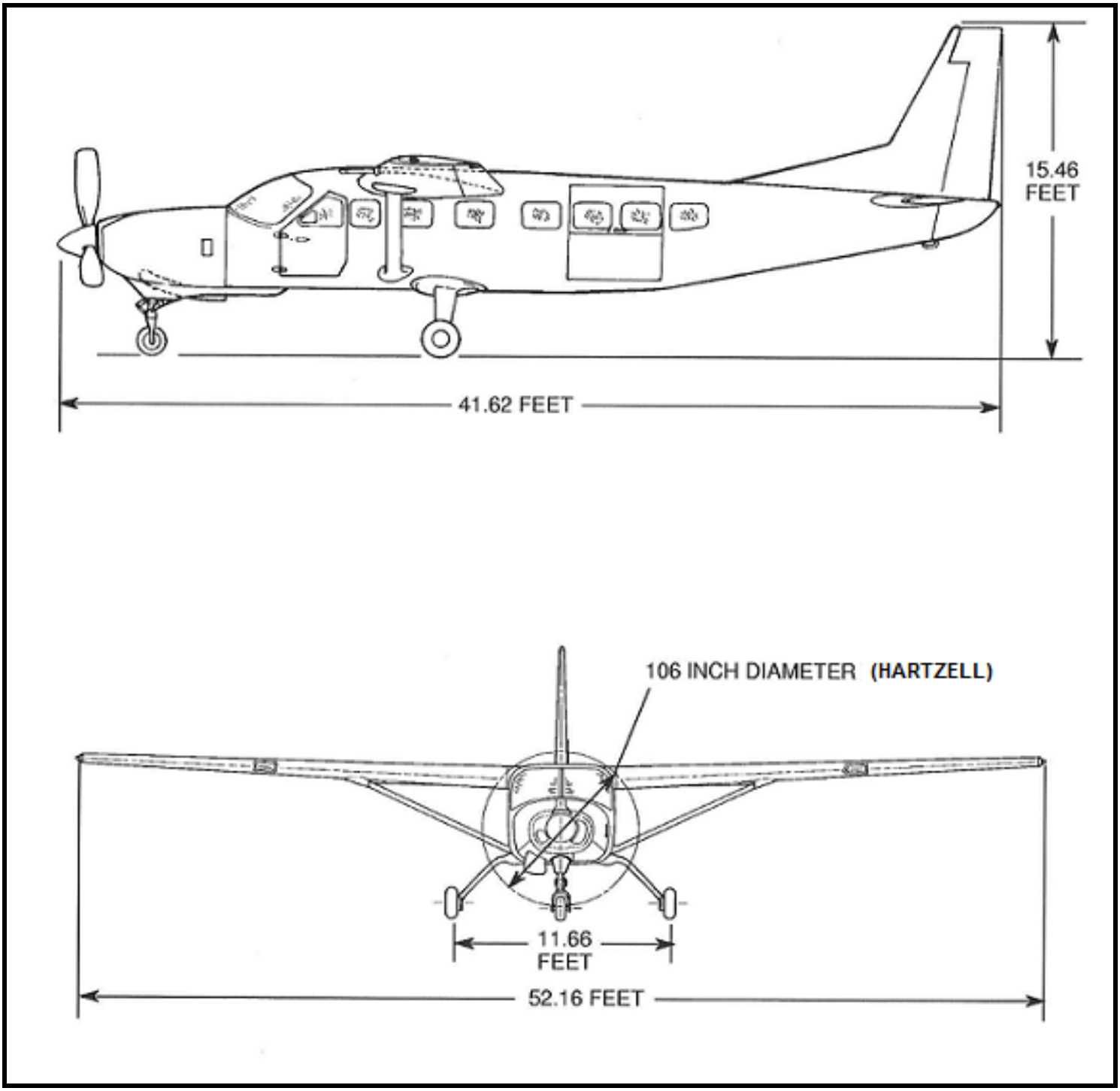




MODEL 208B AND 208B SUPER CARGOMASTER

STANDARD TIRES AND FORK STRUT EXTENDED 3.625 INCHES

Airplane Dimensions
Figure 2 (Sheet 3)



MODEL 208B PASSENGER

Airplane Dimensions
Figure 2 (Sheet 4)

All remaining contents of this chapter are unchanged.

CHAPTER 7 – LIFTING AND SHORING

There are no changes to the Lifting and Shoring procedures associated with this modification.

CHAPTER 8 – LEVELING AND WEIGHING

There are no changes to the Leveling and Weighing procedures associated with this modification.

CHAPTER 9 – TOWING AND TAXIING

There are no changes to the Towing and Taxiing procedures associated with this modification.

CHAPTER 10 – PARKING, MOORING, STORAGE AND RETURN TO SERVICE

There are no changes to the Parking, Mooring, Storage and Return to Service procedures associated with this modification.

CHAPTER 11 – PLACARDS AND MARKINGS

Changes as follows:

11-00-00 PLACARDS AND MARKINGS – INSPECTION/CHECK

3. Interior and Exterior Placard and Decal Detailed Inspection

D. Do an Interior and Exterior Placard and Decal Detailed Inspection

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, Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, and Installation Instructions #1025566.
   (b) For Airplanes modified in accordance with this STC, an interior placard must be placed on the cockpit instrument panel to annotate the new torque limitations in accordance with Drawing #1025575 and Installation Instructions #1025566. For aircraft equipped with Known Icing Equipment, an interior placard must be placed on the cockpit instrument panel in full view of the pilot in accordance with Drawing #1030068 and Installation Instructions #1025566. An optional exterior marking (see next page) may be placed directly following the Caravan / Grand Caravan exterior marking on the empennage (Model 208, Illustrated Parts Catalog, 11-N-22, Figure 01 (Sheet 1, Detail C) or 11-N-23, Figure 01 (Sheet 1, Detail F). The approximate dimensions of the exterior marking are 2.25" high x 4.0" wide.

All remaining contents of this chapter are unchanged.

CHAPTER 12 – SERVICING

Changes as follows:

12-10-00 REPLENISHING – DESCRIPTION AND OPERATION

6. Specified Synthetic Lubricating Oil Table (Ambient Temperature Above 0 deg. F)

Table 4 Synthetic Lubricating Oils for Ambient Temperature Above 0 deg. F

BRAND	SUPPLIER
Engine Oil	Refer to Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742, Chapter 72-00 for approved oil types. **(NOTE 1)**

NOTE 1: Engine lubricating oils must comply with Pratt & Whitney Canada Service Bulletin 1001 and all supplements or revisions. Do not mix brands unless specifically approved.

7. Specified Synthetic Lubricating Oil Table (Ambient Temperature 0 deg. F or Below)

Table 4 Synthetic Lubricating Oils for Ambient Temperature 0 deg. F or Below

BRAND (TYPE II)	SUPPLIER
Engine Oil	Refer to Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742, Chapter 72-00 for approved oil types. **(NOTE 1)**

NOTE 1: Engine lubricating oils must comply with Pratt & Whitney Canada Service Bulletin 1001 and all supplements or revisions. Do not mix brands unless specifically approved.

All remaining contents of this chapter are unchanged.

CHAPTER 20 – STANDARD PRACTICES – AIRFRAME

There are no changes to the Standard Practices - Airframe associated with this modification.

CHAPTER 21 – AIR CONDITIONING

Aircraft with the optional air conditioning system installed are not currently eligible for this STC. For aircraft presently equipped with the optional air conditioning system, it must be removed prior to incorporation of this STC.

CHAPTER 22 – AUTO FLIGHT

There are no changes to the Auto Flight systems associated with this modification.

CHAPTER 23 – COMMUNICATIONS

There are no changes to the Communications systems associated with this modification.

CHAPTER 24 – ELECTRICAL POWER

Changes as follows:

24-36-00 STANDBY ELECTRICAL SYSTEM – MAINTENANCE PRACTICES

3. Alternator Removal/Installation

A. Remove Alternator (Refer to Figure 201 of the Maintenance Manual).

(11) Remove the alternator from airplane.

NOTE: For removal of the standby alternator tension bracket assembly, for Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On, refer to Chapter 71, Engine Equipment Attach Brackets – Maintenance Practices (PT6A-140).

B. Install the Alternator (Refer to Figure 201 of the Maintenance Manual).

(3) Align the top of alternator to the tension bracket.

NOTE: It can be necessary to loosen the tension bracket and the pivot bracket to get the correct alignment with the top of the alternator. If necessary the tension

bracket is loosened first. If the top of the alternator still cannot be aligned to the tension bracket, the pivot bracket is loosened. For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On, refer to Chapter 71, Engine Equipment Attach Brackets – Maintenance Practices (PT6A-140).

All remaining contents of this chapter are unchanged.

CHAPTER 25 – EQUIPMENT/FURNISHINGS

There are no changes to the Equipment/Furnishings associated with this modification.

CHAPTER 26 – FIRE PROTECTION

Changes as follows:

26-10-00 ENGINE FIRE DETECTION SYSTEM – MAINTENANCE PRACTICES

1. General

A. Maintenance practices for engine fire detection system consist of heat detection loop removal/installation, control box removal/installation and alarm assembly removal/installation. Airplanes modified by this STC will retain the existing fire wire mounting arrangement (nuts and clamps) and therefore maintenance instructions for the specified airplane serial number remain valid.

All remaining contents of this chapter are unchanged.

CHAPTER 27 – FLIGHT CONTROLS

Changes as follows:

27-30-00 ELEVATOR SYSTEM – INSPECTION/CHECK

2. Elevator System Functional Check

Table 602 – Model 208B UP Stop Limits

Model	TKS Anti-Ice System	Elevator UP Stop Setting	Plus Tolerance	Minus Tolerance
208B airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On	Without TKS Anti-Ice Without Cargo Pod	24 deg.	+0 deg.	-1 deg.
	Without TKS Anti-Ice With Cargo Pod			
	With TKS Anti-Ice With Cargo Pod			
	With TKS Anti-Ice With Fairing	22 deg.	+1 deg.	-0 deg.

NOTE: If necessary, adjust the UP Stop bolt.

27-30-01 ELEVATOR – MAINTENANCE PRACTICES

3. Elevator System Rigging

Table 202 – Model 208B UP Stop Limits

Model	TKS Anti-Ice System	Elevator UP Stop Setting	Plus Tolerance	Minus Tolerance
208B airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On	Without TKS Anti-Ice Without Cargo Pod	24 deg.	+0 deg.	-1 deg.
	Without TKS Anti-Ice With Cargo Pod			
	With TKS Anti-Ice With Cargo Pod			
	With TKS Anti-Ice With Fairing	22 deg.	+1 deg.	-0 deg.

NOTE: If necessary, adjust the UP Stop bolt.

27-50-00 FLAP SYSTEM – DESCRIPTION AND OPERATION

2. Description and Operation

A. The flap control lever controls the flap switch actuator which allows the pilot to select any flap position between 0 and 30 degrees, with detents at UP, TO/APR and LAND settings.

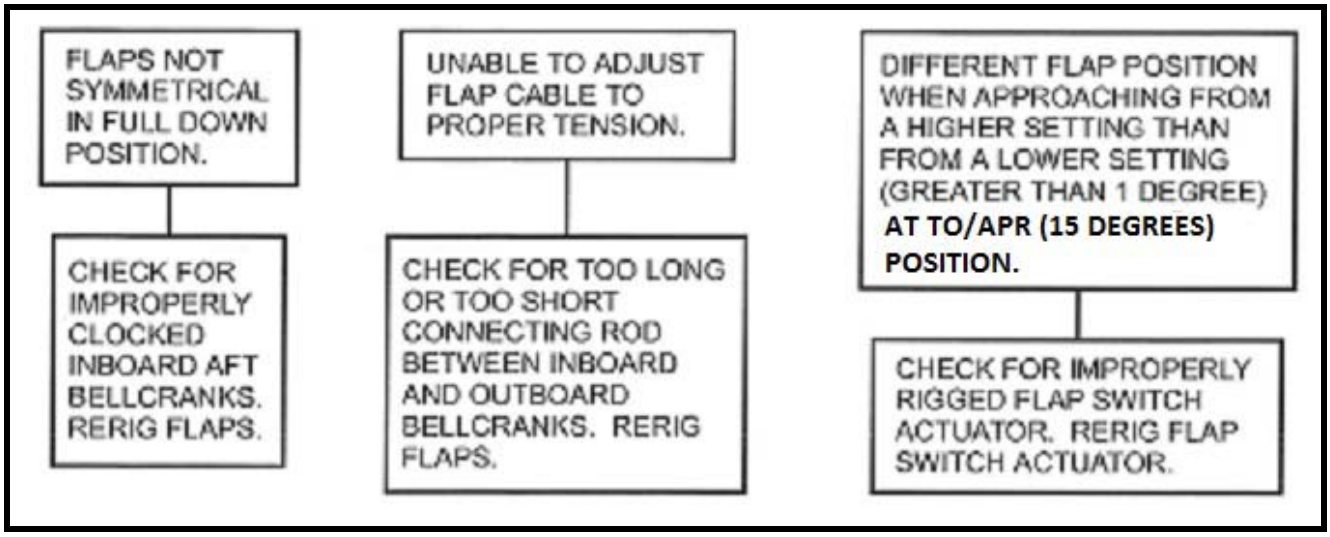
B. The standby system is controlled by two toggle switches mounted in the overhead console. Before you can use the standby UP/DOWN switch, you must put the STBY FLAP MOTOR switch in the STBY position.

(2) For airplanes 208B0001 thru 208B2196 and 208B2198 thru 208B4999 including Airplanes modified by this STC, the standby motor is always connected and can be operated. If the standby UP/DOWN switch is used to operate the flaps with the STBY FLAP MOTOR switch in the NORMAL position, the primary and standby motors will run in opposition to each other. Also, the standby system bypasses the limit function of the flap switch actuator, so extreme care must be exercised to prevent running the flaps past their up and down stops.

27-50-00 FLAP SYSTEM – TROUBLESHOOTING

1. General

A. A troubleshooting chart has been developed to aid the maintenance technician in system understanding. Refer to Figure 101 of the Maintenance Manual except where noted (Sheet 4).



Flap System Troubleshooting Chart
Figure 101 (Sheet 4)

27-50-00 FLAP SYSTEM – INSPECTION/CHECK

4. Flap System Functional Check

F. Do a Standby Flap Motor Operational Check (Refer to Figure 601 of the Maintenance Manual).

(3) Use the flap control lever in the control pedestal to move the flaps to the TO/APR position.

(6) Move the flaps to the LAND position with the standby UP/DOWN switch.
(7) Move the flaps to the TO/APR position with the standby UP/DOWN switch.

3. Operational Check

A. Position flap lever to UP

(1) Check and note cable tension of both flaps. With flaps UP the tension must be 35 pounds +5 or -5 pounds. (Refer to Figure 501 of the Maintenance Manual for tensiometer access locations).
(2) Lower flaps in small increments to TO/APR (15 degrees) while monitoring cable tension. Minimum cable tension is 10 pounds between UP and TO/APR (15 degrees).

B. Return flaps to UP position.

(3) Lower flaps to TO/APR (15 degrees), then raise to UP, while observing flap actuator support structure for deflection caused by preload. Also, listen and watch for indications of the drivescrew stopnut bottoming out at the end of the drivescrew, indicated by an abrupt stop. Transmission support structure must not deflect, and drivescrew stopnut must not bottom out at the end of the drivescrew in the UP position. (Refer to Figure 504 and Figure 505 of the Maintenance Manual).

(5) Extend the flaps to LAND and check clearance between the leather washer against the flap actuator transmission and the drivescrew stop nut. Clearance must be a minimum of 0.06 inches. (Refer to Figure 509 of the Maintenance Manual).

C. Return flaps to the UP position.

(1) Attach an inclinometer to each flap on the trailing edge rib, W.S. 68.00, located approximately thirty-four inches from the inboard edge of the flap. Set inclinometers to 0 degrees.

(a) Record inclinometer reading for each flap at the following positions on Table 501.

1 Lower flap control lever to TO/APR (15 degrees).
2 Lower flap control lever to LAND.
3 Raise flap control lever to TO/APR (15 degrees).
4 Raise flap control lever to UP.

Table 501. Flap Extension and Retraction Tolerances

Flap Handle Position	Flap Required Position	Inclinometer Position	
		Left	Right
UP (0 degrees)	0 degrees		
TO/APR (15 degrees) extending	15 degrees +1 or -2 degrees		
LAND (30 degrees) extending	30 degrees +1 or -2 degrees		
TO/APR (15 degrees) retracting	15 degrees +1 or -2 degrees		
UP (0 degrees) retracting	0 degrees		

Flap positions must be within tolerances, symmetrical within 1/2 degree in all positions and within one degree at corresponding extending and retraction positions.

4. Flap Rigging

B. Interconnect rod bolt removal

(1) Lower flaps to TO/APR (15 degrees).

C. Adjustment of pushrods, and/or connecting rods to ensure full roller travel in all flap tracks.

(2) Adjust cable tension to obtain 35 pounds, + or - 5 pounds in the UP position.

(b) Move flap to LAND position.

E. Adjustment and re-connection of interconnect rods to ensure flaps are fully up in tracks without preload.

NOTE: When installing interconnect rod attach bolts at bellcrank, do not tighten nuts at this time.

(2) Repeat this step for both flaps.

(b) Adjust and reconnect interconnect rod so the following conditions are met.

(3) Move flap control arm to TO/APR (15 degrees) detent, then back to UP. Recheck flaps and readjust interconnect rods if necessary.

F. Adjustment of TO/APR (15 degrees) position using the follow-up barrel assembly.

NOTE: Anytime the follow-up barrel assembly (Refer to Figure 516 of the Maintenance Manual) is adjusted, both the UP and Full Down stopbolts must be readjusted.

(1) Verify flaps are in the UP position, then adjust inclinometers to 0 degrees.
(2) Move flap control arm to the TO/APR (15 degrees) detent. Lengthen or shorten follow-up barrel assembly (Refer to Figure 516 of the Maintenance Manual) as required to obtain TO/APR (15 degrees) position.

NOTE: If TO/APR (15 degrees) position cannot be obtained with follow-up barrel assembly adjustment, remove and rig flap switch actuator assembly in accordance with the instructions in Flap system - Maintenance Practices, Flap Switch Actuator Disassembly/Assembly. Repeat this procedure before proceeding to the final adjustment of UP and down stopbolts.

(3) Move flap control arm to the LAND (30 degrees) detent (second detent aft of the UP detent).
(4) Tighten locknuts and recheck for TO/APR (15 degrees).

H. Adjustment to obtain symmetrical flaps.

(1) Move flap control arm to UP and verify inclinometers are set to 0 degrees.
(2) Move flap control arm to LAND position and note inclinometer readings on both flaps. If the difference is 1/2 degree or less, proceed to Adjustment of Flap Pointer. If the difference is greater than 1/2 degree, accomplish the following procedures.

NOTE: Decision to lengthen, or shorten pushrods depends on available adjustment and difference from nominal lengths listed in in Flap System - Maintenance Practices, Install Pushrods. Only one side should have to be adjusted.

I. Adjustment of flap pointer.

(1) Move flap control arm to TO/APR (15 degrees) detent and note position of pointer.
(2) DELETED.
(3) Adjust flap follow-up cable housing at the flap switch actuator support assembly (Refer to Figure 519 of the Maintenance Manual) as required to position flap pointer as close as possible to TO/APR mark on the pedestal cover.

All remaining contents of this chapter are unchanged.

CHAPTER 28 – FUEL

Changes as follows:

28-01-00 FUEL SYSTEM – DESCRIPTION AND OPERATION

1. General

A. The fuel system consists of two vented, integral fuel tanks (one in each wing), fuel reservoir, two selector valves, fuel strainer, electrically operated auxiliary fuel (boost) pump, and ejector pump (both pumps are submerged in the fuel reservoir). For a fuel system schematic refer to the related illustration that follows:

(1) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, refer to the Figure 1 (Sheets 1 & 2).

(2) DELETED.

2. Description and Operation

D. For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, a Low Pressure Fuel Filter is located in the Fuel Oil Heat Exchanger Assembly. A red warning button is located on top of the filter. If the button is “popped up”, the filter screen is clogged, and fuel is forced to bypass the filter. Do not fly the airplane until after the source of fuel contamination is discovered and eliminated.

F. Excessive fuel accumulated during the engine operation is routed as follows:

(1) DELETED.

(2) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with a PT6A-140 engine installed, a fuel ecology system is installed that recycles unused excessive fuel back to the fuel system during the next engine run.

H. The auxiliary (boost) fuel pump switch is located on the left sidewall switch and circuit breaker panel and labeled as follows: FUEL BOOST OFF, NORM and ON. When the switch is in NORM position, auxiliary fuel pump is armed and will operate anytime fuel pressure drops below 2.5 psi. Place the switch in ON position for engine starting and continuous operation of auxiliary fuel pump.

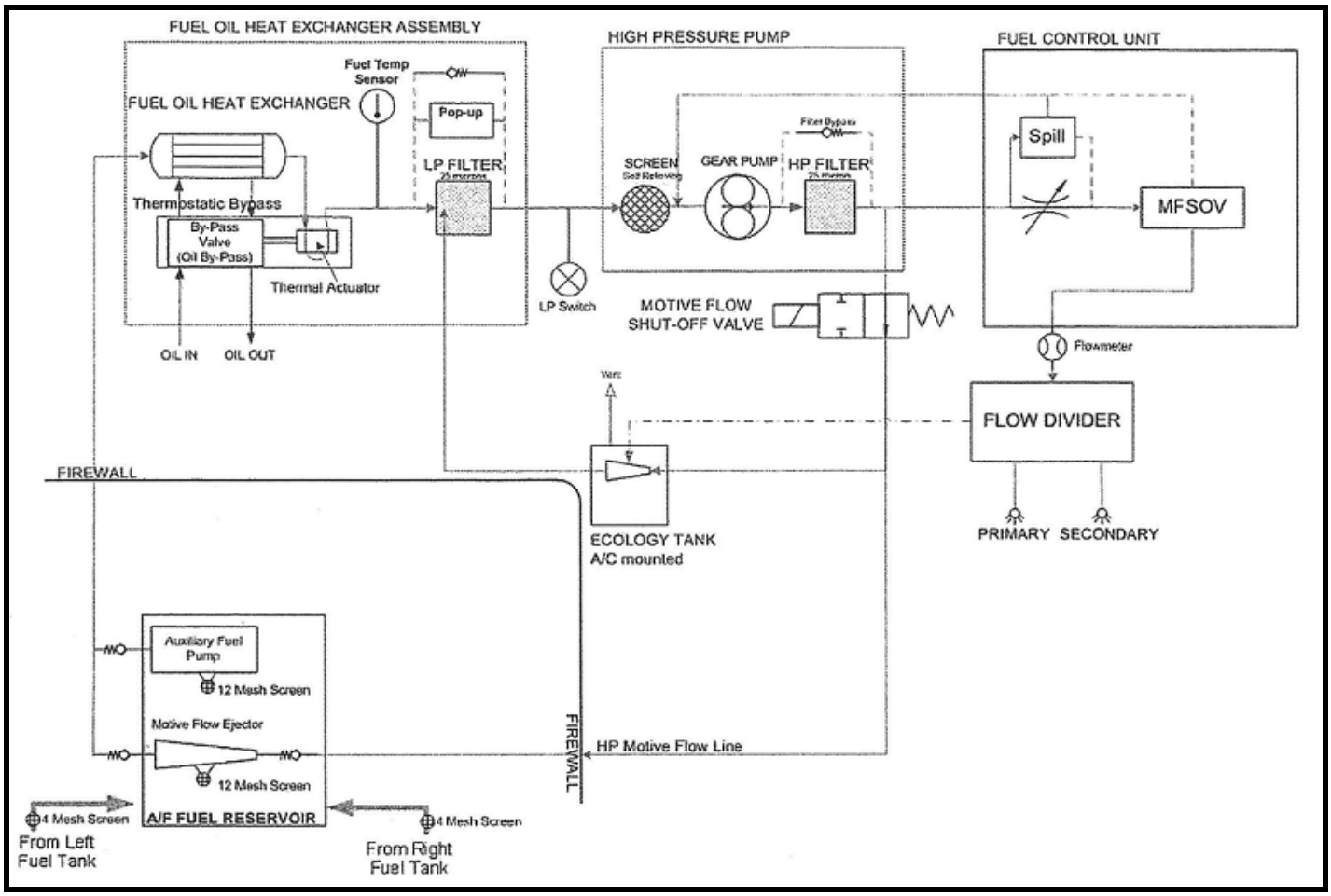
(1) For Airplanes modified by this STC, Airplanes 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, when the switch is in NORM position the Motive Flow Shutoff Valve (MFSOV) opens. There is a two second delay fuel pump delay relay that keeps the boost pump operating to allow the motive fuel pump to build pressure. Once the motive flow is established the residual fuel is removed from the fuel ecology tank.

M. The fuel system has drain valves to examine the fuel and remove contamination from the system. The fuel must be drained and examined before the first flight of the day, and after each refueling.

NOTE: Do not drain fuel on asphalt or concrete surface.

(1) DELETED.

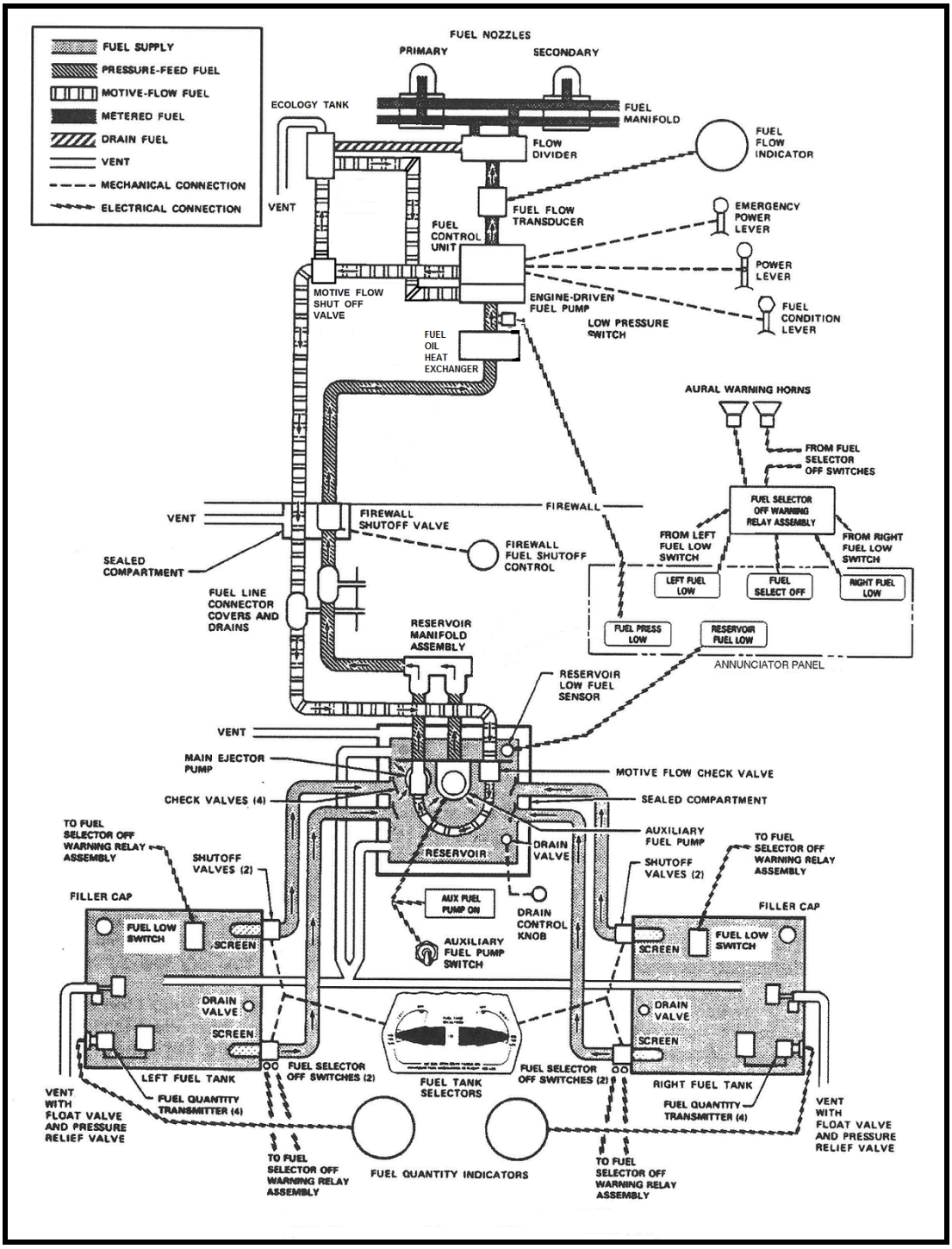
(2) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, a fuel ecology tank is installed that replaces the EPA fuel reservoir can. There is no drain associated with the ecology tank.



AIRPLANE 20182197, AIRPLANES 208B5000 AND ON
AND AIRPLANES MODIFIED BY THIS STC

Fuel System Schematic

Figure 1 (Sheet 1)



AIRPLANE 20182197, AIRPLANES 208B5000 AND ON
AND AIRPLANES MODIFIED BY THIS STC

Fuel System Schematic

Figure 1 (Sheet 2)

All remaining contents of this chapter are unchanged.

CHAPTER 30 – ICE AND RAIN PROTECTION

There are no changes to the Ice and Rain Protection systems associated with this modification.

CHAPTER 31 – INDICATING/RECORDING SYSTEMS

There are no changes to the Indicating/Recording Systems associated with this modification.

CHAPTER 32 – LANDING GEAR

There are no changes to the Landing Gear system associated with this modification. Brake return springs are not installed on Airplanes modified by this STC.

CHAPTER 33 – LIGHTS

There are no changes to the Lighting system associated with this modification.

CHAPTER 34 – NAVIGATION

There are no changes to the Navigation system associated with this modification.

CHAPTER 35 – OXYGEN

There are no changes to the Oxygen system associated with this modification.

CHAPTER 36 – PNEUMATIC

There are no changes to the Pneumatic systems associated with this modification.

CHAPTER 37 – VACUUM

There are no changes to the Vacuum systems associated with this modification.

CHAPTER 38 – WATER/WASTE

There are no changes to the Water/ Waste systems associated with this modification.

CHAPTER 51 – STANDARD PRACTICES AND STRUCTURES - GENERAL

There are no changes to the Standard Practices and Structures - General associated with this modification.

CHAPTER 52 – DOORS

There are no changes to the Doors associated with this modification.

CHAPTER 53 – FUSELAGE

There are no changes to the Fuselage associated with this modification.

CHAPTER 55 – STABILIZERS

There are no changes to the Stabilizers associated with this modification.

CHAPTER 56 – WINDOWS

There are no changes to the Windows associated with this modification.

CHAPTER 57 – WINGS

There are no changes to the Wings associated with this modification.

CHAPTER 61 – PROPELLER

Changes as follows:

The following sections are not applicable to Airplanes modified by this STC:

- **61-10-00 PROPELLER (HARTZELL) – ADJUSTMENT/TEST**
- **61-11-00 PROPELLER (MCCAULEY) – DESCRIPTION AND OPERATION**
- **61-11-00 PROPELLER (MCCAULEY) – MAINTENANCE PRACTICES**
- **61-11-00 DYNAMIC BALANCING (MCCAULEY) – ADJUSTMENT/TEST**
- **61-11-00 PROPELLER (MCCAULEY) – INSPECTION/CHECK**
- **61-60-00 COMPOSITE PROPELLER – CLEANING/PAINTING**

The following sections are now applicable to Airplanes modified by this STC:

- **61-10-00 PROPELLER (HARTZELL) – DESCRIPTION AND OPERATION**
- **61-10-00 PROPELLER (HARTZELL) – MAINTENANCE PRACTICES**
- **61-10-00 PROPELLER (HARTZELL) – INSPECTION/CHECK**

61-10-00 PROPELLER (HARTZELL) – DESCRIPTION AND OPERATION

1. General

A. Airplanes modified by this STC will have a Hartzell propeller HC-B3TN-3AF(Y)/T10890CN(B,K)-2 propeller assembly installed. The model HC-B3TN-3AF(Y)/T10890CN(B,K)-2 propeller is a three-bladed, constant-speed, full-feathering, reversible, governor-regulated propeller equipped with aluminum blades.

2. Description

C. The HC-3BTN-AF(Y)/T10890CN(B,K)-2 propeller assembly propeller blades are made from high strength aluminum alloy. The propeller blades and bearing assemblies are mounted on the arms of a steel hub unit. They are attached to the hub with two-piece blade clamps. The hub has a cylinder that is threaded in it. A feathering spring assembly is installed in the cylinder. A piston is installed over the cylinder and connected with a link arm to each blade clamp. The hydraulically actuated piston linear motion is transmitted to each blade through the link arms and blade clamps to the propeller to cause the blade angle to change.

D. DELETED.

61-10-00 PROPELLER (HARTZELL) – MAINTENANCE PRACTICES

1. General

A. This section gives the maintenance procedures for the removal and installation of the Hartzell HC-3BTN-3AF(Y)/T10890CN(B,K)-2 propeller assembly. The Hartzell HC-3BTN-3AF(Y)/T10890CN(B,K)-2 propeller assembly is installed on airplanes modified by this STC with the PT6A-140 engine. The assemblies have aluminum blades with optional equipment for electric or fluid deice as well as optional start locks.

2. Propeller Removal/Installation

B. Install the Propeller (Refer to Figure 201). For the PT6A-140 with the HC-3BTN-3AF(Y)/T10890CN(B,K)-2 propeller installation (Refer to Figure 202 – Sheet 1).

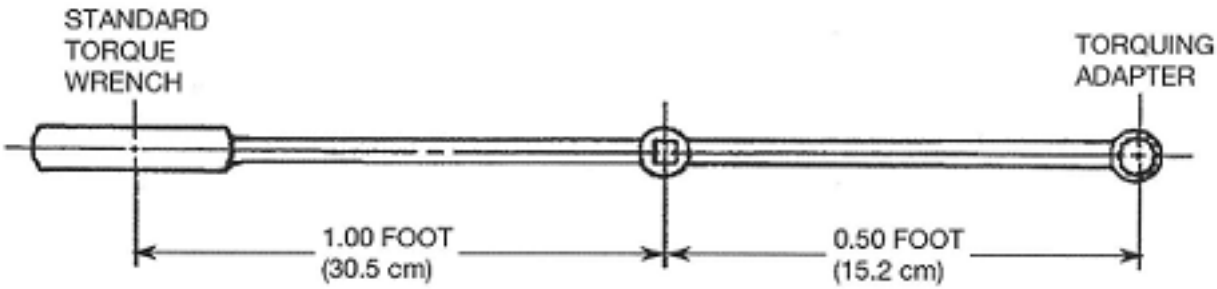
(12) Install the bolts (25). For airplanes with the PT6A-140 engine and the HC-3BTN-AF(Y)/T10890CN(B,K)-2 propeller installed refer to Figure 202 – Sheet 1.

(a) Torque the bolts to 40 foot-pounds using torque sequence A.

(b) Repeat sequence A but torque to 80 foot-pounds.

(c) Final torque all bolts from 100 to 105 foot-pounds using sequence B.

(d) Safety two each of the bolts together with wire. Refer to Chapter 20, Safetying – Maintenance Practices.



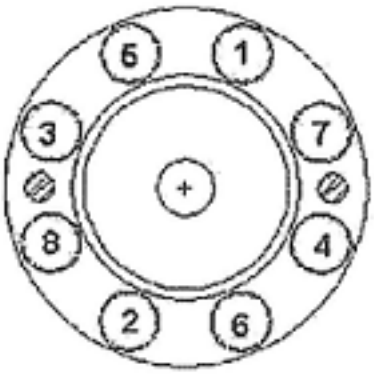
$$\frac{\text{(ACTUAL TORQUE REQUIRED) X (TORQUE WRENCH LENGTH)}}{\text{(TORQUE WRENCH LENGTH) + (LENGTH OF ADAPTER)}} = \text{TORQUE WRENCH READING TO ACHIEVE REQUIRED ACTUAL TORQUE}$$

EXAMPLE:

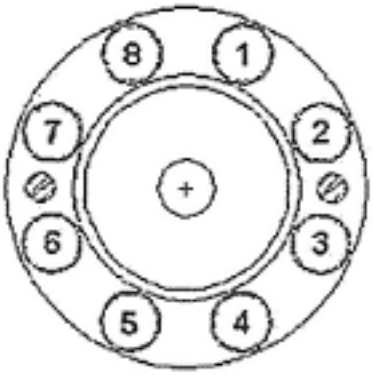
$$\frac{\text{100 FT–LB (136 N·m) x 1 FT (30.5 cm)}}{\text{1 FT (30.5 cm) + 0.50 FT (15.2 cm)}} = \text{66.7 FT–LB (90.1 N·m)}$$

< READING ON TORQUE WRENCH WITH 6–INCH (15.2 cm) ADAPTER FOR ACTUAL TORQUE OF 100 FT–LB (136 N·m)

THE CORRECTION SHOWN IS FOR AN ADAPTER THAT IS ALIGNED WITH THE CENTERLINE OF THE TORQUE WRENCH. IF THE ADAPTER IS ANGLED 90 DEGREES RELATIVE TO THE TORQUE WRENCH CENTERLINE, THE TORQUE WRENCH READING AND ACTUAL TORQUE APPLIED WILL BE EQUAL.



SEQUENCE A



SEQUENCE B

USE SEQUENCE A FOR STEPS ON AND TWO

USE SEQUENCE B FOR STEP THREE

STEP 1 – TORQUE ALL BOLTS TO 40 FT–LBS (54 N·m)
STEP 2 – TORQUE ALL BOLTS TO 80 FT–LBS (108 N·m)

STEP 3 – TORQUE ALL BOLTS TO 100 FT-LBS (136 N·m) TO 105 FT-LBS (142 N·m)

Propeller Mounting Bolt Torque (HC-B3TN(Y)-3AF)

Figure 202 (Sheet 1)

3. Adjustment/Checks

C. Low Pitch Stop Check and Adjustment (Refer to Figure 204 of the Maintenance Manual).

(9) The average of the three individual blade angles must be as follows:

NOTE: The propeller low pitch blade angle tolerance can only be achieved accurately with propeller installed on a test bench. Do not attempt adjustment of an installed propeller if blade angle is within the +0.5 or -0.5 degree tolerance.

(a) For airplanes with the HC-3BTN-3AF(Y)/T10890CN(B,K)-2 propeller assembly, 8.5 degrees, +0.5 or -0.5 degrees.

(b) DELETED.

61-20-00 PROPELLER CONTROL - MAINTENANCE PRACTICES

5. Propeller Overspeed Governor Functional Check

A. Do a Propeller Overspeed Governor Functional Check

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

61-40-00 PROPELLER BETA INDICATING SYSTEM - MAINTENANCE PRACTICES

3. Adjustment/Test

B. Adjust the Beta Switch (Engine) (Refer to Figure 201 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

61-60-00 COMPOSITE PROPELLER – CLEANING/PAINTING

DELETED.

All remaining contents of this chapter are unchanged.

CHAPTER 71 – POWER PLANT

Changes as follows:

The following sections are not applicable to Airplanes modified by this STC:

- **71-00-01 POWER PLANT – DESCRIPTION AND OPERATION (PT6A-114/PT6A-114A)**
- **71-00-01 POWER PLANT – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A)**
- **71-00-01 POWER PLANT – ADJUSTMENT/TEST (PT6A-114/PT6A-114A)**
- **71-20-00 ENGINE MOUNT – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A)**
- **71-40-00 ENGINE EQUIPMENT ATTACH BRACKETS – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A)**
- **71-70-00 ENGINE DRAIN LINES – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A)**

The following sections are now applicable to Airplanes modified by this STC:

- **71-00-05 POWER PLANT (PT6A-140) – DESCRIPTION AND OPERATION**
- **71-00-05 POWER PLANT (PT6A-140) – MAINTENANCE PRACTICES**
- **71-00-05 POWER PLANT (PT6A-140) - ADJUSTMENT/TEST**
- **71-20-05 ENGINE MOUNT – MAINTENANCE PRACTICES (PT6A-140)**
- **71-40-05 ENGINE EQUIPMENT ATTACH BRACKETS – MAINTENANCE PRACTICES (PT6A-140)**
- **71-70-03 ENGINE DRAIN LINES – MAINTENANCE PRACTICES (PT6A-140)**

71-00-05 POWER PLANT (PT6A-140) – DESCRIPTION AND OPERATION

1. General

A. The power plant installed on Airplanes modified by this STC as well as Model 208B Airplane 208B2197 and Airplanes 208B5000 and On is a Pratt & Whitney Canada Ltd., PT6A-140 (867 SHP) engine. The PT6A-140 power plant is a lightweight free turbine engine. The engine is self-sufficient because the oil system is gas generator driven and supplies lubrication for all areas of the engine. The oil system also supplies pressure for the torquemeter and power for propeller pitch control.

71-00-05 POWER PLANT (PT6A-140) – MAINTENANCE PRACTICES

Changes as follows:

1. General

A. Powerplant maintenance practices include engine removal, installation, configuring engine to ship for service, and engine build-up. For more data applicable to the removal and installation of the Pratt & Whitney Canada PT6A-140 engine and engine components, refer to the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742, Installation Instructions #1025566 and the Instructions for Continued Airworthiness #1025567 for this STC.

2. Engine Removal/Installation

A. Remove Engine (Refer to Figure 201 and Figure 202 of the Maintenance Manual).

(17) Disconnect electrical wiring connectors and ground wires at the following equipment locations:

- Battery connector (aft right side of engine)
- Prop Overspeed Valve connector (left front of engine)
- ITT Harness connector (right side of engine)
- NP Speed Tach (right front of engine)
- Cabin Heat Bleed Air Valve connector (lower right side of engine)
- Oil Temperature Sensor connector (right rear of engine)
- NG Speed Tach (rear, lower right side of engine)
- Starter Generator connector (center top of engine accessory case)
- Ignition Exciter connector (right engine mount truss)
- Fuel Flow connector (rear, lower right side of engine)
- Fuel Pressure Switch connector (right rear of engine)
- RGB Chip Detector (right engine mount truss)
- Engine ground straps airplane frame connections

B. Install Engine (Refer to Figure 201, Figure 202 of the Maintenance Manual and Installation Instructions #1025566).

(10) Connect the electrical wiring connectors and ground wires at the following equipment locations:

- Battery connector (aft right side of engine)
- Prop Overspeed Valve connector (left front of engine)
- ITT Harness connector (right side of engine)
- NP Speed Tach (right front of engine)
- Cabin Heat Bleed Air Valve connector (lower right side of engine)
- Oil Temperature Sensor connector (right rear of engine)
- NG Speed Tach (rear, lower right side of engine)
- Starter Generator connector (center top of engine accessory case)
- Ignition Exciter connector (right engine mount truss)
- Fuel Flow connector (rear, lower right side of engine)
- Fuel Pressure Switch connector (right rear of engine)
- RGB Chip Detector (right engine mount truss)
- Engine ground straps airplane frame connections

(25) Do an operational check of the different components on the engine.

(a) Start the engine and do the operational check. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, FAA Approved Airplane Flight Manual Supplement for this STC, and the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742.

(b) Complete an Engine Performance Check. Refer to Chapter 71-00-05, Power Plant (PT6A-140) – Adjustment/Test, Engine Performance Check.

71-00-05 POWER PLANT (PT6A-140) – ADJUSTMENT/TEST

1. General

Table 502. PT6A-140 Engine Operating Limits

OPERATING CONDITIONS			GAS GENERATOR RPM (Ng) (2)		PROPELLER RPM (Np)		OIL PRESSURE PSIG (4)	OIL TEMP °C (5)
POWER SETTING	SHP (1)	OAT (°C)						
Takeoff	867	39	38,850	103.7	1900 (11)	100	85 to 120	32 to 99
Maximum Continuous (8)	867	27	38,850	103.7	1900 (11)	100	85 to 120	32 to 99
Maximum Climb	867	27	38,850	103.7	1900 (11)	100	85 to 120	32 to 99
Maximum Cruise	867	16	38,850	103.7	1900 (11)	100	85 to 120	32 to 99
Idle			20,607 (MIN) (12)	55 (MIN) (12)		N/A	40 (MIN)	-40 to 99
Starting			N/A	N/A		N/A	200 (MAX)	-40 (MIN)
Transient			39,500 (7)	105.4 (7)	2090 (3)	110 (12)		32 to 99
Maximum Reverse (10, 14)	867		38,850	103.7	1825	96	85 to 120	32 to 99

1. Refer to the Engine Torque For Takeoff figure of Section 5 of POH.
2. For every 10°C (18°F) below -30°C (-22°F) ambient temperature, reduce maximum allowable Ng by 2.2%.
3. 2090 Np may be employed in an emergency condition, to complete a flight, and may be employed at all ratings.
4. Normal oil pressure is 85 to 120 PSI at gas generator speeds above 72% with oil temperature between 60°C and 70°C (140°F and 185°F). Oil pressure below 85 PSI is undesirable and should be tolerated only for completion of the flight, preferably at a reduced power setting. Oil pressure below normal should be reported as an engine discrepancy and should be corrected before the next takeoff. Oil pressures below 40 PSI are unsafe and require that either the engine be shut down or a landing be made as soon as possible using the minimum power required to sustain flight.
5. Maximum transient oil temperature is 104°C for 10 minutes maximum.
6. This value is limited to 20 seconds (Reference Figure 501 sheet 3).
7. This value is limited to 20 seconds (Reference Figure 501 sheet 4).
8. This value is limited to 20 seconds (Reference Figure 501 sheet 2).
9. This value is limited to 2 seconds.
10. Reverse power operation is limited to one minute.

11. A transient fluctuation of up to +40 rpm is permitted to account for power settings accuracy and steady state fluctuations.

    NOTE: Steady state maximum Np setting is 1900 rpm.

12. Substantiated to FAR 33.73 with a minimum in-flight gas generator speed of 65% (24354 rpm).
13. Conversion factor: Shaft Torque (ft. lb.) = 53.6 x torquemeter pressure (psid).
14. Recommended power setting values.
15. Recommended settings for constant ITT climb.
16. Recommended settings for constant ITT cruise.
17. Maximum recommended torque at 1900 RPM NP is 2397 ft.lb. (44.7 psi). Torque limits of 2500 allows operation at reduced Np at quoted power settings and is aligned with the nominal setting of the overtorque limiter. It is note recommended to operate steady-state with the over-torque limiter engaged.

3. Idle Check

A. Low Idle Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(a) Operate engine at idle for five minutes, allowing temperatures to stabilize.

(b) Advance power lever as required to get between 55.5 and 56.5 percent Ng.

B. High Idle Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(a) Operate engine at idle for five minutes, allowing temperatures to stabilize.

(b) Advance power lever as required to get between 64 and 66 percent Ng.

4. Maximum Torque and Acceleration Check

A. Do the Maximum Torque and Acceleration Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Operate engine at idle for five minutes to allow temperatures to stabilize.

(6) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

5. Propeller Overspeed Governor Check

A. Do the Propeller Overspeed Governor Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Operate engine at idle for five minutes to allow temperatures to stabilize.

(8) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

6. Propeller Lever Adjustment Check

A. Do the Propeller Lever Adjustment Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Operate engine at idle for five minutes to allow temperatures to stabilize.

(6) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

7. Reverse Power Check

A. Do the Reverse Power Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

WARNING: Make sure you are careful when applying reverse thrust. Improper elevator position and/or hard braking during reverse motion can cause the airplane to tip onto its tail.

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Operate engine at idle for five minutes to allow temperatures to stabilize.

(4) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

8. Emergency Power Lever Check

A. Do the Emergency Power Lever Check (Refer to Figure 501, Table 501 and Table 502 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Operate engine at idle for five minutes to allow temperatures to stabilize.

(7) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

9. PWR LVR Annunciator Check

A. Do the PWR LVR Annunciator Check.

(1) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(2) Move the EMERGENCY POWER lever out of the NORMAL position.

(a) Make sure that the EMERGENCY PWR LEVER annunciator is illuminated (RED) on the Annunciator Panel.

(3) Slowly move the EMERGENCY POWER lever back to the NORMAL position.

(a) Make sure that the EMERGENCY PWR LEVER annunciator is extinguished.

(b) If necessary, mark the position the annunciator is extinguished.

10. Engine Performance Check

A. Do the Engine Performance Check.

(3) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(12) Shut down the engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

71-10-00 ENGINE COWLING AND NOSE CAP – MAINTENANCE PRACTICES

6. Nose Cap Removal/Installation

B. Install Nose Cap (Refer to Figure 201 of the Maintenance Manual).

(2) For Airplanes modified by this STC, Airplane 208B2197, and Airplanes 208B5000 and On, install the bolts, nuts, and between 3 and 6 washers between the nose cap assembly bracket and the mounting bracket as necessary for correct alignment of the nose cap.

71-20-05 ENGINE MOUNT – MAINTENANCE PRACTICES (PT6A-140)

1. General

A. This section gives the maintenance procedures for Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On, PT6A-140 engine mount maintenance. The procedures include, the engine mount truss removal and installation, the engine mount elastomer removal and installation, the engine mount bracket to engine mount ring removal and installation, and the engine mount bracket to engine removal and installation. **Airplanes with the PT6A-140 engine must have the correct engine mount truss installed. Refer to the Model 208 Illustrated Parts Catalog.**

B. DELETED.

71-43-00 COMPRESSOR BLADE WASH – MAINTENANCE PRACTICES

2. Engine Motoring Wash

A. Desalination or Performance Recovery Wash.

NOTE: Removal and capping off of P3 pneumatic lines, during compressor blade wash is not required on airplanes utilizing the Pratt & Whitney Canada PT6A-140 engine. This change is due to the incorporation of an improved P3 air filter drain adapter, which eliminates the possibility of fuel contamination and damage to the P3 lines due to mishandling, during this maintenance procedure.

(6) DELETED.

(11) DELETED.

2. Turbine Blade Wash

A. Wash Turbine Blades (Refer to Figure 201 of the Maintenance Manual).

NOTE: Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC, for starter motor cycle limitations.

NOTE: A minimum cool-down period of 40 minutes should be observed after engine running and prior to injecting rinse fluid.

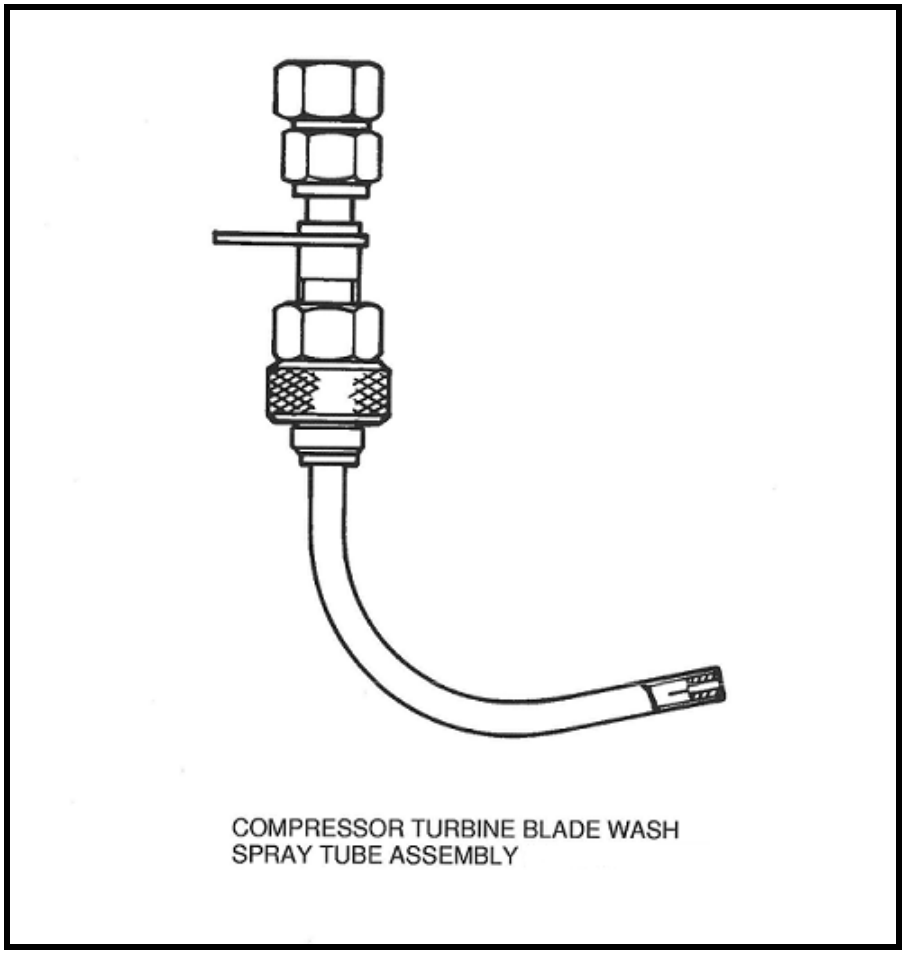
NOTE: Compressor turbine blade washing is to be accomplished using water of drinking quality (potable) only at ambient temperatures of 36°F and above, and a potable water/methanol solution at ambient temperatures below 36°F. Consult Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742 for solution strengths according to ambient temperature.

(1) Remove safety cable or lockwire from borescope port plug on Gas Generator Case and remove plug and gasket. Discard gasket.

(2) Install the compressor turbine wash spray tube assembly P/N PWC72230 into the borescope port. Tighten spray tube finger tight. Ensure that the arrow and "RGB" on the tang points toward the reduction gearbox and the tang is parallel with the centerline of engine.

CAUTION: Delivery hose should be supported so as to prevent damage to the spray tube.

(7) Remove spray tube assembly and reinstall borescope port plug with a new gasket. Install safety cable or lockwire.



Turbine Blade Wash Spray Tube Assembly

Figure 201 (Sheet 1)

71-60-00 INERTIAL AIR SEPARATOR – INSPECTION/CHECK

2. Inertial Air Separator Detailed Inspection

E. Rivet Replacement.

(3) If there are missing rivets, do the steps that follow:

(a) Examine the induction air plenum and the engine inlet areas for the missing rivet(s) and debris.

(b) Examine the engine for foreign object damage (FOD). Refer to the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3057542.

All remaining contents of this chapter are unchanged.

CHAPTER 73 – ENGINE FUEL AND CONTROL

Changes as follows:

73-10-00 FUEL DISTRIBUTION – DESCRIPTION AND OPERATION

1. Description and Operation

E. For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On, the fuel ecology tank collects the remaining fuel from the nozzles and plumbing at engine shutdown. Once the motive flow is established during the next engine run, the flow will automatically drain this residual fuel and return it back to the engine for combustion during the next engine run.

F. DELETED.

NOTE: For more data applicable to the airplane engine fuel components not included in this chapter, refer to the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742. For proper fuel grades and specifications, refer to the Cessna Model 208 Maintenance Manual, Chapter 12, Fuel – Servicing.

73-10-10 FUEL SCAVENGE SYSTEM – MAINTENANCE PRACTICES

1. General

A. For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On, this section gives the procedures for the removal and installation for the fuel ecology tank, which replaces the EPA fuel reservoir can. The fuel ecology tank recycles the unused fuel back to the fuel system.

B. DELETED.

2. Description

B. DELETED.

3. EPA Can Removal/Installation

A. DELETED.

B. DELETED.

Figure 201 (Sheet 1) – DELETED.

73-10-15 MOTIVE FLOW SHUTOFF VALVE – REMOVAL/INSTALLATION (PT6A-140)

1. General

A. This section gives the removal and installation procedures for the Motive Flow Shutoff Valve for Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed. For more data related to the PT6A-140 engine fuel system components refer to Chapter 73 of the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742.

2. Motive Fuel Shutoff Valve Removal/Installation

B. Install the Motive Flow Shutoff Valve (Refer to Figure 401 of the Maintenance Manual).

(13) Do an engine operational check to make sure there are not fuel line leaks. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

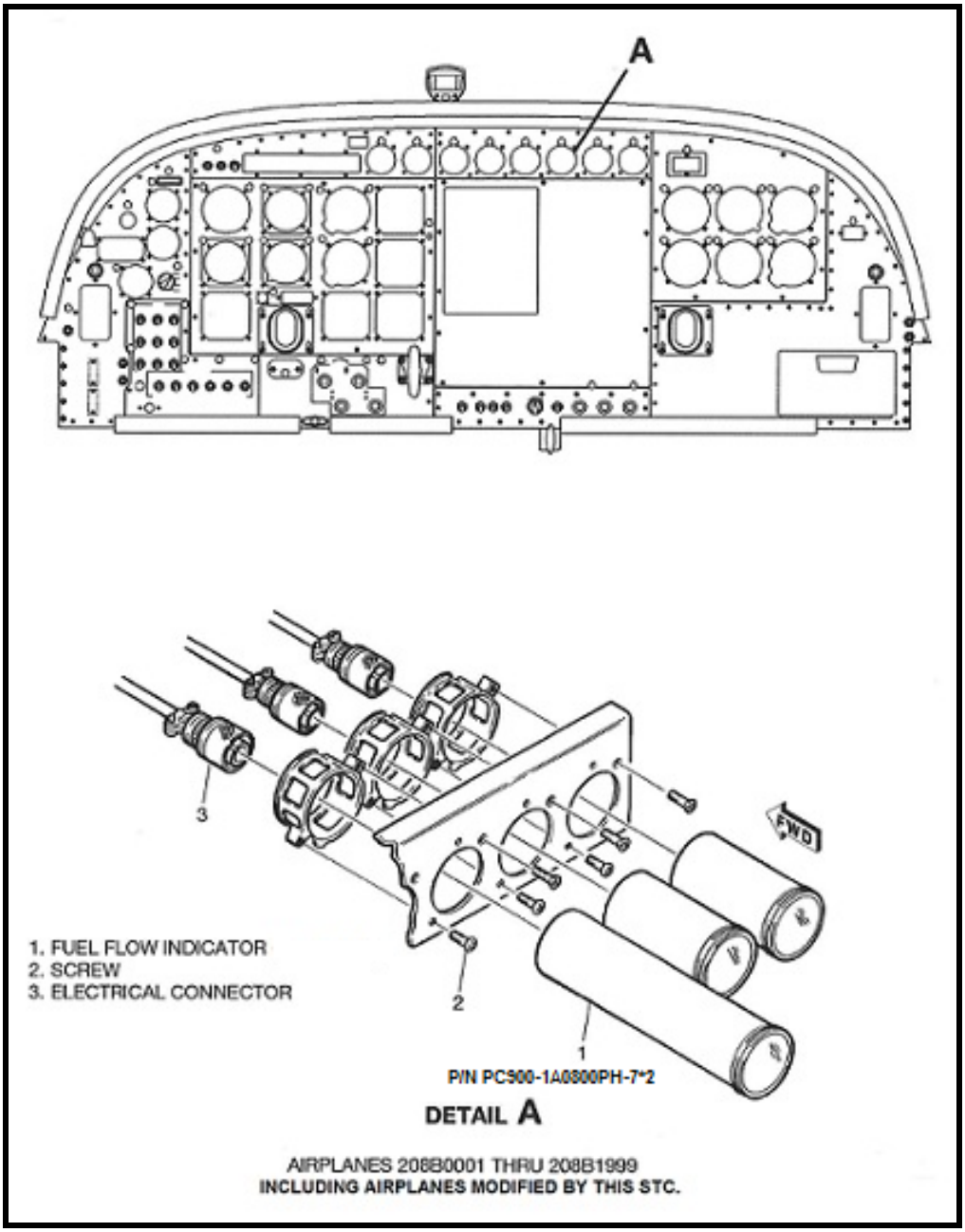
73-30-00 FUEL FLOW INDICATING – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A/PT6A-140)

1. General

A. This section gives the removal and installation procedures for the fuel flow indicator for Airplanes modified by this STC, Airplanes 208B00001 thru 208B1999.

B. This section gives the removal and installation procedures for the fuel flow transmitter for Airplanes modified by this STC, Airplanes 208B00001 thru 208B1999.

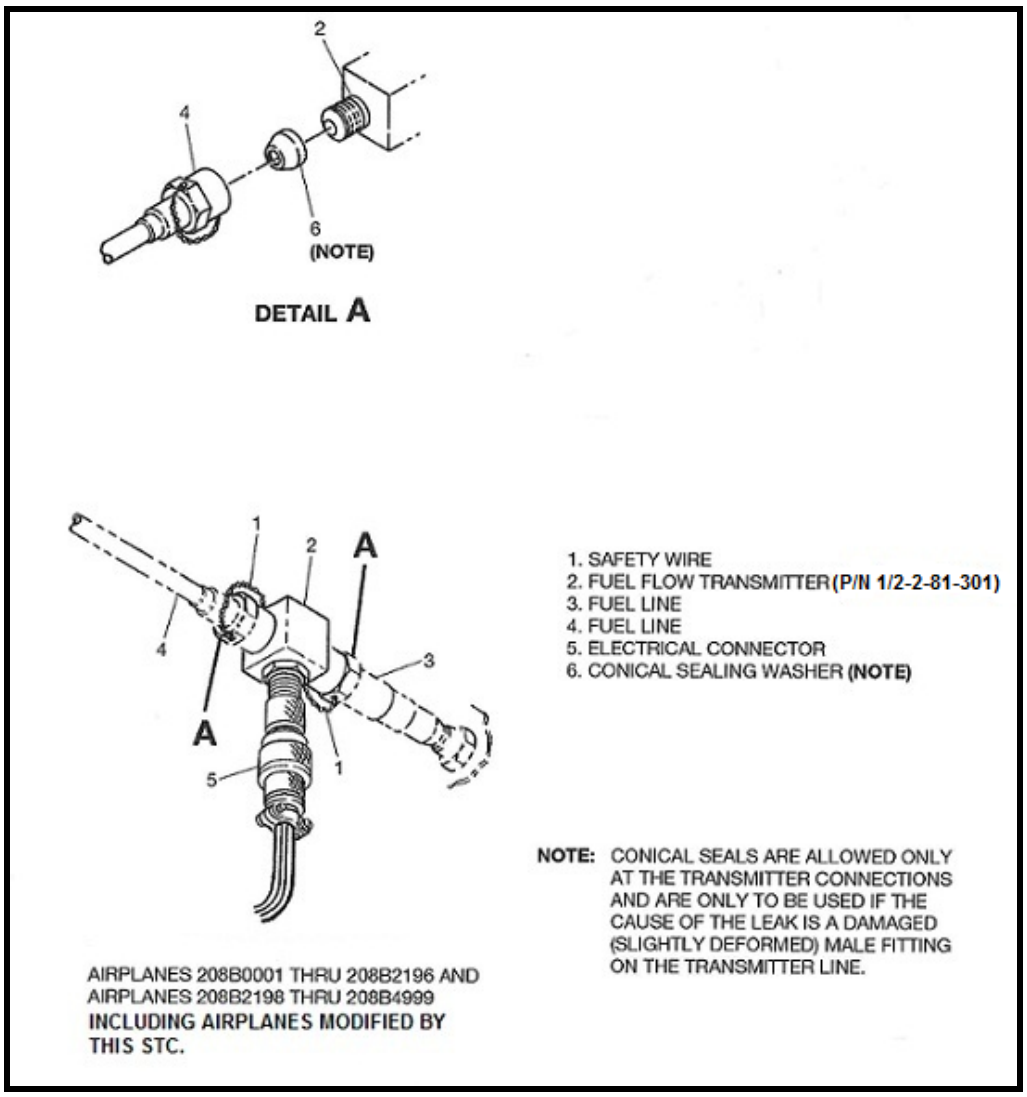
3. Fuel Flow Indicator Removal/Installation



Fuel Flow Indicator (P/N PC900-1A0800PH-7*2) Installation

Figure 201 (Sheet 1)

4. Fuel Flow Transmitter Removal/Installation



Fuel Flow Transmitter (P/N 1/2-2-81-301) Installation

Figure 201 (Sheet 2)

73-30-05 FUEL FLOW TRANSMITTER – REMOVAL/INSTALLATION (PT6A-140)

DELETED.

All remaining contents of this chapter are unchanged.

CHAPTER 74 – IGNITION

There are no changes to the Ignition system associated with this modification.

CHAPTER 76 – ENGINE CONTROLS

Changes as follows:

Refer to **76-12-03 ENGINE CONTROL ADJUSTMENT – ADJUSTMENT/TEST (PT6A-140)** and **76-12-05 ENGINE CONTROLS RIGGING – ADJUSTMENT/TEST (PT6A-140)** for Airplanes modified by this STC.

76-12-03 ENGINE CONTROL ADJUSTMENT – ADJUSTMENT/TEST (PT6A-140)

1. General

A. This section gives the engine rigging procedures for the PT6A-140 engine. For more engine rigging data refer to, Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742 and Installation Instructions #1025566 for this STC.

2. Low Idle Adjustment

A. Do the Low Idle Adjustment (Refer to Figure 501 of the Maintenance Manual).

(2) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(9) Shut down engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

3. High Idle Adjustment

A. Do the High Idle Adjustment (Refer to Figure 501 of the Maintenance Manual).

(1) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(7) Shut down engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

4. Deadband Width Adjustment

A. Do the Deadband Width Adjustment (Refer to Figure 502 of the Maintenance Manual).

(5) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(a) Make sure the low idle speed is correct.

(b) If necessary, adjust the low idle.

(6) Shut down engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

5. Reverse Power Adjustment

A. Do the Reverse Power Adjustment (Refer to Figure 503 of the Maintenance Manual).

(2) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(9) Shut down engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

6. Maximum Propeller RPM Adjustment

A. Do the Maximum Propeller RPM Adjustment (Refer to Figure 503 of the Maintenance Manual).

(2) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

(6) Shut down engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

76-12-05 ENGINE CONTROLS RIGGING – ADJUSTMENT/TEST (PT6A-140)

1. General

A. This section gives the engine control rigging procedures for the PT6A-140 engine and the Emergency Power Annunciator. For more engine rigging data refer to, Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742 and Installation Instructions #1025566 for this STC.

5. Emergency Power Annunciator Test

A. Test the Emergency Power Lever Annunciator

(1) Make sure that the engine is powered OFF.

(2) Make sure that external electrical power is applied to the airplane.

(3) Move the emergency power control lever through full travel range, forward of NORM gate, then back to NORM gate.

(a) Make sure that the EMERGENCY PWR LEVER annunciator is illuminated (RED) when the power control lever is moved.

NOTE: IDLE stop position is forward of NORM gate.

(4) Move the emergency power control lever aft of NORM gate.

NOTE: Normal stowed position is aft of NORM gate.

11. Engine Operating Limits

A. Engine operating limits are given for the PT6A-140 engine. Refer to Chapter 71, Power Plant – Adjustment/Test (PT6A-140) in the Cessna Model 208 Maintenance Manual, and the FAA Approved Airplane Flight Manual Supplement for this STC.

All remaining contents of this chapter are unchanged.

CHAPTER 77 – ENGINE INDICATING

Changes as follows:

The following sections are not applicable to Airplanes modified by this STC:

- **77-11-05 WET TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES (PT6A-140)**
- **77-13-05 PROPELLER RPM TACH GENERATOR – REMOVAL/INSTALLATION (PT6A-140)**

The following sections are now applicable to Airplanes modified by this STC:

- **77-11-00 WET TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES (PT6A-140; BUILD SPEC 1345)**
- **77-13-00 PROPELLER RPM TACH GENERATOR – REMOVAL/INSTALLATION (PT6A-114/PT6A-114A/PT6A-140)**

Refer to **77-11-00 WET TORQUE INDICATING SYSTEM – DESCRIPTION AND OPERATION** and **77-11-00 WET TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES (PT6A-140; BUILD SPEC 1345)** and **77-13-00 PROPELLER RPM TACH GENERATOR – REMOVAL/INSTALLATION (PT6A-114/PT6A-114A/PT6A-140)** for Airplanes modified by this STC.

77-11-00 WET TORQUE INDICATING SYSTEM – DESCRIPTION AND OPERATION

1. General

A. The torque indicator is located on the upper portion of the instrument panel. The torque indicator monitors the engine torque pressure and converts this pressure into an indication of torque in foot-pounds. Instrument markings indicate the normal operating range (green arc) is from 0 foot-pounds to 2397 foot-pounds. A takeoff limitation labeled T.O. and a red wedge at 2397 foot-pounds denotes the maximum torque at takeoff RPM of 1900 RPM. A striped gren arc indicates the alternate power range at reduced propeller RPM between 2397 foot-pounds and 2500 foot-pounds with the maximum torque (red line) at 2500 foot-pounds.

NOTE: Additional information pertaining to the torque sensor is contained in the Pratt & Whitney Canada PT6A-140 Maintenance Manual P/N 3075742.

77-11-00 WET TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES (PT6A-140; BUILD SPEC 1345)

6. Torque Indicator Functional Test

A. Complete a Functional Test of the Torque Indicator (Refer to Figure 201 of the Maintenance Manual).

CAUTION: Incorrect connection will damage the indicator.

Table 201. Scale Error

BENCH TEST INPUT PSI (NOTE 1 and NOTE 3)	IN-AIRPLANE INPUT PSI (NOTE 2 and NOTE 3) (REF)	TOLERANCE PSI (REF)	TORQUE (FT-LBS) (NOTE 4)	TOLERANCE (FT-LBS)
-0.71	0	+0.93 or -0.93	0	+50 or -50
8.62	9.33	+0.93 or -0.93	500	+50 or -50
17.95	18.66	+0.47 or -0.47	1000	+25 or -25
27.28	27.99	+0.47 or -0.47	1500	+25 or -25
36.60	37.31	+0.47 or -0.47	2000	+25 or -25
44.01	44.72	+0.47 or -0.47	2397	+25 or -25
45.93	46.64	+0.47 or -0.47	2500	+25 or -25
55.26	55.97	+0.47 or -0.47	3000	+25 or -25

NOTE 1: To be used to make sure that the indicator calibration is correct when the pressure source is at the same height as (or level with) the high pressure port on the indicator. For example, during a bench test of the unit.

NOTE 2: To be used to make sure that the indicator calibration is correct when it is installed in the airplane. The indicator is installed in the airplane 20 inches higher than the engine pressure port. This causes a decrease in the pressure/torque reading of 38 ft-lbs (0.71 psi) which must be compensated for in the torque indicator.

NOTE 3: The pressure-to-torque conversion rate is 53.6 ft-lbs/psi.

NOTE 4: Tap the indicator before reading.

77-11-05 WET TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES (PT6A-140)

DELETED.

77-12-00 ELECTRICAL TORQUE INDICATING SYSTEM – MAINTENANCE PRACTICES

2. Torque Indicator Removal/Installation

NOTE: During component removal and installation, cap all lines and fittings.

B. Install Torque Indicator (Refer to Table 201).

(3) Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Check torque indicator operation.

3. Torque Pressure Transmitter Removal/Installation

B. Install Torque Pressure Transmitter (Refer to Table 201).

(4) Restore electrical power to the aircraft. Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Verify proper torque indicator operation.

(6) Shutdown engine. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC.

6. Torque Transmitter Functional Check

A. Functional Test Torque Transmitter (Refer to Table 201).

Table 201. Scale Error

BENCH TEST INPUT PSI (NOTE 1 and NOTE 3)	IN-AIRPLANE INPUT PSI (NOTE 2 and NOTE 3) (REF)	TOLERANCE PSI (REF)	TORQUE (FT-LBS) (NOTE 4)	TOLERANCE (FT-LBS)
-0.71	0	+0.93 or -0.93	0	+50 or -50
8.62	9.33	+0.93 or -0.93	500	+50 or -50
17.95	18.66	+0.47 or -0.47	1000	+25 or -25
27.28	27.99	+0.47 or -0.47	1500	+25 or -25
36.60	37.31	+0.47 or -0.47	2000	+25 or -25
44.01	44.72	+0.47 or -0.47	2397	+25 or -25
45.93	46.64	+0.47 or -0.47	2500	+25 or -25
55.26	55.97	+0.47 or -0.47	3000	+25 or -25

NOTE 1: To be used when the transmitter and pressure source are on the same level.

NOTE 2: To be used when the transmitter is 20 inches higher than the pressure source.

NOTE 3: The pressure-to-torque conversion rate is 53.6 ft-lbs/psi.

NOTE 4: Tap the indicator before reading.

7. Torque System Functional Test

A. Functional Test Torque System (Refer to Figure 201 of the Maintenance Manual).

(4) Using dry Nitrogen source, apply 9.33 PSI, +0.93 or -0.93 PSI, to the transducer. The indicator shall read 500 Ft-Lbs, +50 or -50 Fl-Lbs.

(5) Increase pressure to 18.66 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 1000 Ft-Lbs, +25 or -25 Ft-Lbs.

(6) Increase pressure to 27.99 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 1500 Ft-Lbs, +25 or -25 Ft-Lbs.

(7) Increase pressure to 37.31 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 2000 Ft-Lbs, +25 or -25 Ft-Lbs.

(8) Increase pressure to 44.72 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 2397 Ft-Lbs, +25 or -25 Ft-Lbs.

(9) Increase pressure to 46.64 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 2500 Ft-Lbs, +25 or -25 Ft-Lbs.

(10) Increase pressure to 55.97 PSI, +0.47 or -0.47 PSI. The torque indicator shall read 3000 Ft-Lbs, +25 or -25 Ft-Lbs.

(11) Slowly remove pressure from the torque transducer.

(12) Remove torque system calibration tester and restore the system to original condition.

(13) If indicator readings are out of tolerance, then perform torque system calibration. Refer to Torque System Calibration.

8. Electrical Torque System Calibration

A. Aircraft System Calibration

(17) Using the following formula, calculate the pressure for the red radial indication (2397 Ft-Lbs torque) and maximum transient (2600 Ft-Lbs) torque for the PT6A-140 engine.

P_R = Pressure Required

T_I = Torque Indicated

$$P_R = [(M[2000 – T_I]) – P_2]$$

(18) Using the following formula, calculate the possible overall system error.

(a) °C = Ambient temperature in degrees centigrade.

(b) ± Error (Ft-Lbs) = [([50 - °C] 0.03714) + 1.4] 38

NOTE: °C should be current ambient temperature.

(19) DELETED

77-13-00 PROPELLER RPM INDICATOR – TROUBLESHOOTING (PT6A-114/PT6A-114A AND PT6A-140 AS INSTALLED BY THIS STC)

1. General

A. This section gives a troubleshooting chart to aid the maintenance technician in Propeller RPM Indicator system troubleshooting. This section is applicable to Airplanes modified by this STC with the PT6A-140 engine installed, as well as aircraft with the PT6A-114/PT6A-114A engine installed which do not have the Garmin G1000 system installed. Refer to Figure 101.

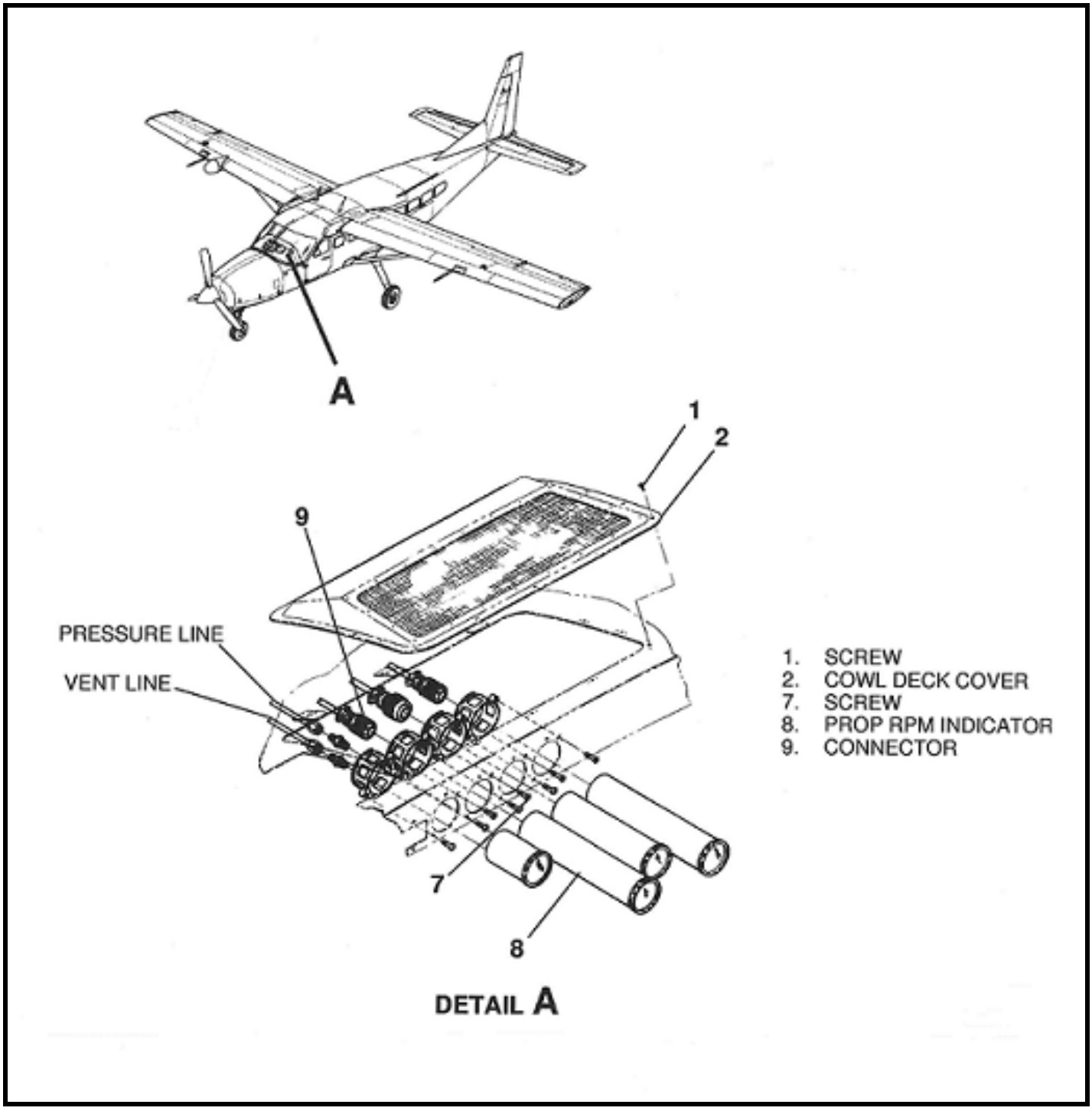
77-13-00 PROPELLER RPM INDICATOR – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A AND PT6A-140 AS INSTALLED BY THIS STC)

1. General

A. This section gives the Propeller RPM Indicator system maintenance practices. The procedures include the Propeller RPM Indicator removal, installation, and RPM indicator functional check for Airplanes 208B0001 thru 208B1999, including Airplanes modified by this STC. For Airplanes 208B2000 and On, the RPM Indicator function is shown on the Garmin G1000 Multifunction Display (MFD).

3. Tach Generator Removal/Installation

DELETED.



Propeller RPM Indicator Installation

Figure 201 (Sheet 1)

77-13-05 PROPELLER RPM TACH GENERATOR – REMOVAL/INSTALLATION (PT6A-140 INCLUDING AIRPLANES MODFIED BY THIS STC)

1. General

A. This section gives the Propeller RPM Tach Generator removal and installation for airplanes with the PT6A-140 including Airplanes modified by this STC.

2. Tach Generator Removal/Installation

A. Remove the Tach Generator (UN033) (Refer to Figure 401 of the Maintenance Manual).

(1) DELETED.

(2) DELETED.

(3) DELETED.

B. Install the Tach Generator (UN033) (Refer to Figure 401 of the Maintenance Manual).

CAUTION: Make sure that the splines of the tach generator drive shaft are aligned correctly with the engine drive when you install the tach generator to the engine drive pad.

(10) DELETED.

(11) DELETED.

(12) Do a check of the RPM Indicator. Start engine, observing all operating limitations. Refer to Pilot's Operating Handbook, FAA Approved Airplane Flight Manual, and FAA Approved Airplane Flight Manual Supplement for this STC. Check RPM Indicator operation.

(13) To troubleshoot the RPM Indicator, refer to 77-13-00 PROPELLER RPM INDICATOR – TROUBLESHOOTING (PT6A-114/PT6A-114A/PT6A-140 AS INSTALLED BY THIS STC).

4. Gas Generator RPM Indicator Functional Check

A. Functional Check Gas Generator RPM Indicator (Refer to Figure 202 of the Maintenance Manual).

(3) Tap indicator and check indicator readings. Readings shall be per column three of Calibration within the following limits:

(a) + or -1 percent RPM from 0 to 30 percent RPM

(b) + or -0.8 percent RPM from 31 to 80 percent RPM

(c) + or -0.5 percent RPM from 81 to 103.7 percent RPM

(d) + or -0.5 percent RPM at 103.7 percent RPM

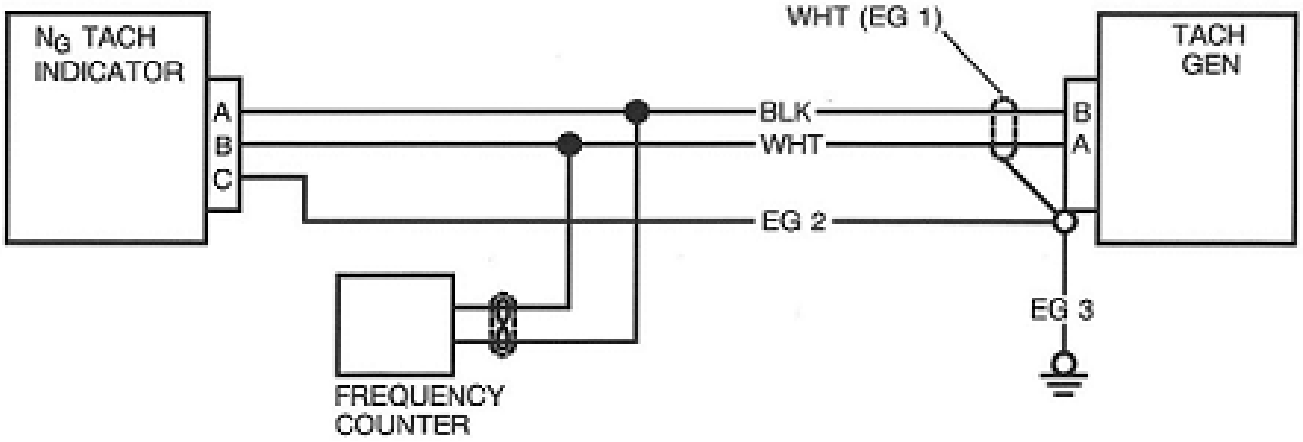
(e) + or -0.5 percent RPM at 108 percent RPM

NOTE: The unit “percent RPM” is to be interpreted as one small division of the auxiliary dial or one-half of one small division of the main dial.

NOTE: Readings shall be taken in both ascending and descending directions.

OUTPUT (HERTZ)	EQUIVALENT (RPM)	INDICATOR READING (% X 100)
0.0	0.0	0
7.0	420.0	10
14.0	840.0	20
21.0	1260.0	30
28.0	1680.0	40
35.0	2100.0	50
38.5	2310.0	55
42.0	2520.0	60
49.0	2940.0	70
56.0	3360.0	80
63.0	3780.0	90
70.0	4200.0	100
72.6	4356.0	103.7
75.6	4536.0	108

CALIBRATION TABLE



Gas Generator Percent RPM Functional Check Information

Figure 202 (Sheet 1)

77-21-00 INTERTURBINE TEMERATURE INDICATOR – ADJUSTMENT/TEST

4. Interturbine Temperature Indicator Adjustment and Test

Table 501. Calibration

TEST POINT (DEG. C)	APPLIED VOLTAGE IN MILLIVOLTS	TOLERANCE TEMPERATURE (DEG. C)
100	4.06	+20 to -20
300	12.21	+20 to -20
660	27.45	+7.5 to -7.5
850	35.31	+2.5 to -2.5
900	37.33	+5.0 to -5.0
1090	44.73	+2.5 to -2.5
1100	45.11	+5.0 to -5.0

All remaining contents of this chapter are unchanged.

CHAPTER 78 – EXHAUST

Changes as follows:

78-10-00 PRIMARY AND SECONDARY EXHAUST DUCT – MAINTENANCE PRACTICES

2. Description and Operation

A. The engine exhaust system has a primary exhaust duct and a secondary exhaust duct. These ducts let the hot exhaust gases flow from the gas generator section of the engine overboard and away from the airplane.

(2) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, there is an upper panel attached to the engine flange and the oil cooler bracket. There are also oil cooler outer and forward/aft panel assemblies installed around the primary exhaust duct.

3. Primary Exhaust Duct Removal/Installation

B. Remove the Primary Exhaust Duct (Refer to Figure 201 and Figure 202 of the Maintenance Manual).

(2) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, do the steps that follow:

(a) Remove the oil cooler panels. Refer to Forward/Aft and Outer Panel Assemblies Removal/Installation.

(b) Remove the bolts that attach the upper panel to the engine flange.

(c) Remove the bolts that attach the upper panel to the top section of the oil cooler bracket.

1 Remove the upper panel from the airplane.

(3) DELETED.

C. Install the Primary Exhaust Duct (Refer to Figure 201 and Figure 202 of the Maintenance Manual).

(3) For Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On with the PT6A-140 engine installed, do the steps that follow:

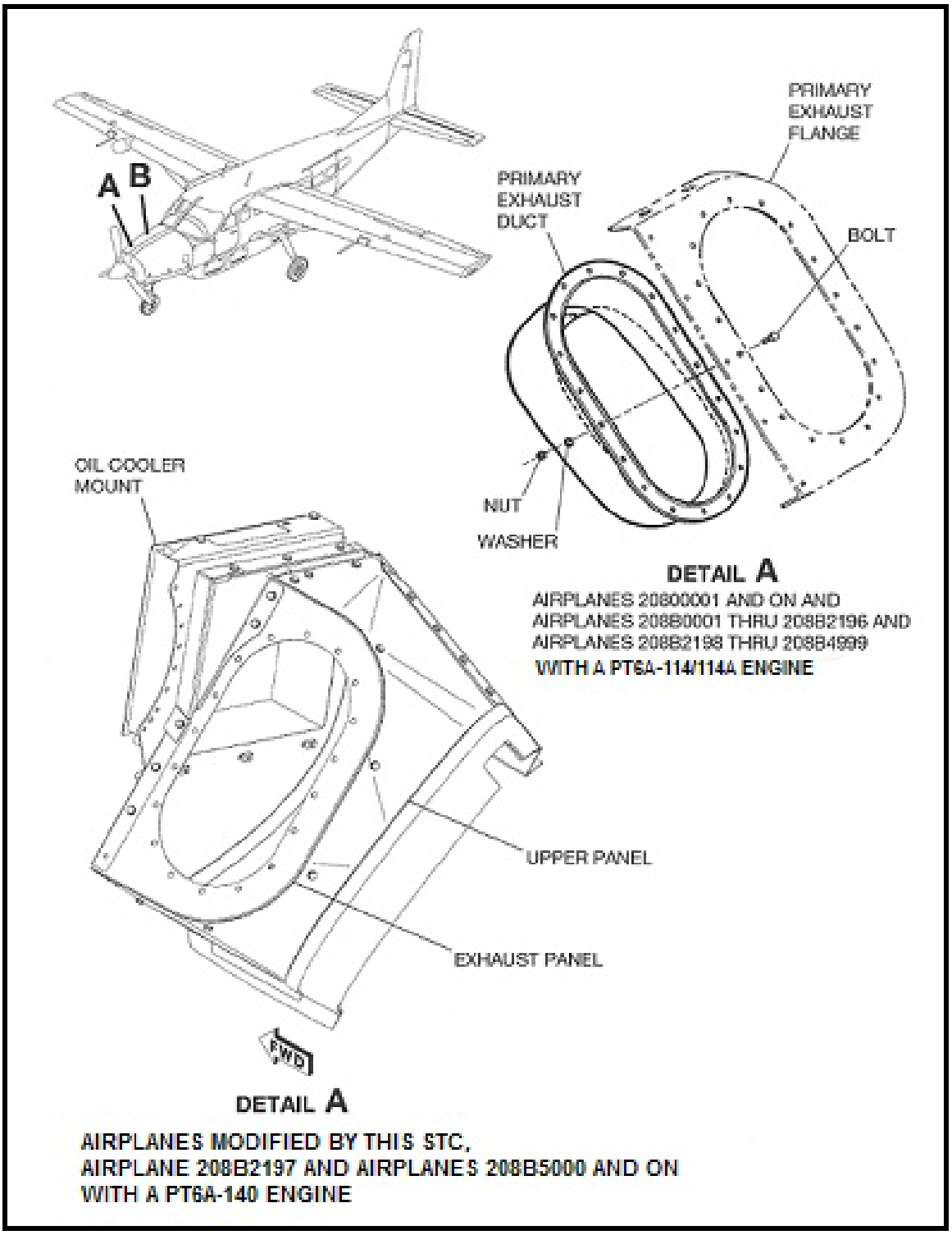
(a) Put the upper panel in its correct position on the exhaust flange and oil cooler bracket.

1 Install the bolts that attach the upper panel to the oil cooler bracket.

2 Install the bolts that attach the upper panel to the engine flange.

(b) Install the oil cooler panels. Refer to Forward/Aft and Outer Panel Assemblies Removal/Installation.

(4) DELETED.



Engine Exhaust System Installation (Without Cargo Pod)

Figure 201 (Sheet 1)

All remaining contents of this chapter are unchanged.

CHAPTER 79 – OIL

Changes as follows:

The following section is not applicable to Airplanes modified by this STC:

- **79-20-00 OIL DISTRIBUTION – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A)**

The following sections are applicable to Airplanes modified by this STC:

- **79-00-00 OIL – GENERAL**
- **79-20-05 OIL DISTRIBUTION – MAINTENANCE PRACTICES (PT6A-140)**
- **79-30-00 OIL INDICATING – TROUBLESHOOTING (PT6A-114/PT6A-114A/PT6A-140)**
- **79-30-00 OIL INDICATING – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A/PT6A-140)**
- **79-30-00 OIL INDICATING – ADJUSTMENT/TEST (PT6A-114/PT6A-114A/PT6A-140)**
- **79-30-05 OIL PRESSURE SWITCH MAINTENANCE PRACTICES (PT6A-140)**
- **79-31-00 CHIP DETECTORS – MAINTENANCE PRACTICES**

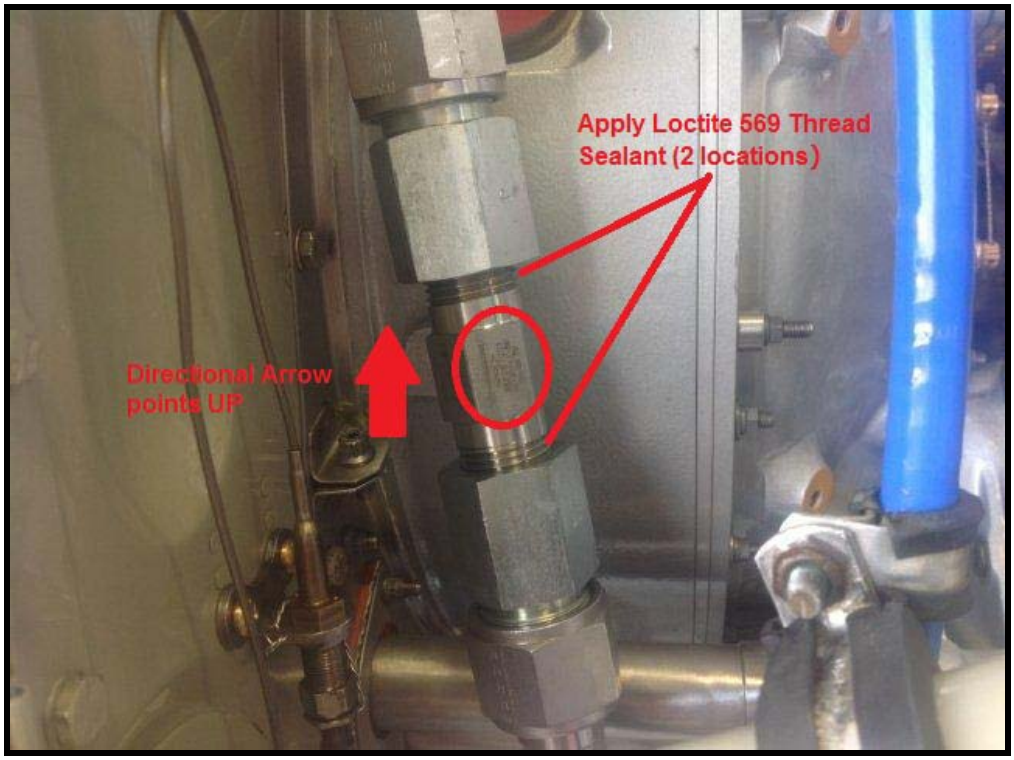
79-20-05 OIL DISTRIBUTION – MAINTENANCE PRACTICES (PT6A-140)

9. Oil Cooler Tubes Removal/Installation

B. Install the Oil Cooler Tubes (Refer to Figure 201 and Figure 202).

(8) Make sure that the tubes are aligned correctly and tighten the tube unions. See Note.

NOTE: Ensure the directional arrow on the Check Valve P/N 2650121-118 is pointed **UP**. It will be necessary to apply **Loctite 569 Thread Sealant** to the areas noted in ***Figure 202 (Sheet 2)*** to prevent oil leakage at these fittings.



Check Valve directional arrow (UP) and areas to be sealed with Loctite 569 Thread Sealant

Figure 202 (Sheet 2)

79-30-00 OIL INDICATING – TROUBLESHOOTING (PT6A-114/PT6A-114A/PT6A-140)

Change title of section to include PT6A-140 engine for Airplanes modified by this STC.

79-30-00 OIL INDICATING – MAINTENANCE PRACTICES (PT6A-114/PT6A-114A/PT6A-140)

Change title of section to include PT6A-140 engine for Airplanes modified by this STC.

1. General

B. The oil pressure/oil temperature indicator maintenance procedures are given for Airplanes 208B0001 thru 208B1999, including Airplanes modified by this STC. For Airplanes 208B2000 and On the oil pressure and temperature indications are shown on the Garmin G1000 Mulitifunction Display (MFD) engine display.

C. The maintenance procedures for the oil temperature bulb and the oil pressure switch are given for Airplanes 208B0001 thru 208B2196 and Airplanes 208B2198 thru 208B4999,

including Airplanes modified by this STC. Airplanes modified by this STC have the PT6A-140 engine installed.

D. For the oil pressure switch maintenance procedures for Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On refer to Chapter 79, Oil Pressure Switch - Maintenance Practices. For the oil temperature sensor maintenance procedures for Airplanes modified by this STC, Airplane 208B2197 and Airplanes 208B5000 and On refer to Chapter 79, Main Oil Temp Sensor -Maintenance Practices section of the Pratt and Whitney PT6A-140 Maintenance Manual P/N 3075742 found in the Introduction List of Publications.

6. Oil Pressure Switch Removal/Installation

DELETED – Refer to 79-30-05 Oil Pressure Switch – Maintenance Practices (PT6A-140).

79-30-00 OIL INDICATING – ADJUSTMENT/TEST (PT6A-114/PT6A-114A/PT6A-140)

Change title of section to include PT6A-140 engine for Airplanes modified by this STC.

All remaining contents of this chapter are unchanged.

CHAPTER 80 – STARTING

Changes as follows:

80-10-00 STARTER/GENERATOR – DESCRIPTION AND OPERATION

2. Description and Operation

A. Airplanes modified in accordance with this STC can be equipped with one of the two following starter/generators:

(1) Aircraft Parts Corporation (Skurka Aerospace) Model 200SGL119Q Starter/Generator (200SGL119Q-2-1, 200SGL119Q-2 or 200SGL119Q-1 Assy)

(2) Aircraft Parts Corporation (Skurka Aerospace) Model 200SGL153Q Starter/Generator (200SGL153Q-1 Assy)

All remaining contents of this chapter are unchanged.

CHAPTER 4 – AIRWORTHINESS LIMITATIONS

This section of the supplement must be attached to the Airplane Maintenance Manuals. The information contained herein complies with FAR 23.1529, Instructions for Continued Airworthiness and supplements the basic Maintenance Manuals only in those areas listed, when the Airplane is modified in accordance with Standard Aero STC # **SA03393CH**. For limitations and procedures not contained in this supplement, consult the basic Airplane Maintenance Manuals.

Note: The inspections specified in this document are FAA accepted. If applicable, the identified airworthiness limitations are FAA approved.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under sections 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved.

No changes to the basic aircraft airworthiness limitations.