



SUPPORT CLIENT / CUSTOMER SUPPORT

AERODROME TARBES—OSSUN—LOURDES
B.P. 930 – F65009 TARBES CEDEX
FRANCE

TELEPHONE : 33 (0)5 62.41.73.00
TELEFAX : 33 (0)5 62.41.76.54
TELEX : 532 835 F

SERVICE BULLETIN

TB AIRCRAFT

SB 10–129	79 <small>ATA No.</small>
------------------	-------------------------------------

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

SUBJECT : MEDIAMATE PRESSURE TRANSMITTER

EFFECTIVITY : TB200, TB20 and TB 21 aircraft S/N 969, 1214, 1478, 1506 to 1508, 1513 to 2059, 2066 to 2076, 2079 and 2080 for the oil pressure transmitter.

TB9 and TB10 aircraft S/N 1185, 1506 to 1508, 1513 to 2073 and 2137 for oil and fuel pressure transmitters.

NOTE :

For the other aircraft, the modification is applied at the factory.

REASON :

A. PROBLEM

Possibility of pressure erratic indication : falling down to zero or increasing up to the maximum of indicator scale.

B. REASON

Contamination of pressure transmitter by humidity.

C. SOLUTION

Dry and seal aircraft harness connector to avoid infiltration of humidity into pressure transmitter connector.

COMPLIANCE : Customer option.

PROCURABLE MATERIAL :

- Kit No. OPT10 9279–00 to be ordered from your TB spare parts distributor.

Item	Part number	Description	Qty/aircraft
6	Z00.N7765110275	Tie-wrap	6
10	Z00.N4343062428	Heat-shrinkable tubing	3.94 in (100 mm)
12	Z00.N4391560023	Shrinking wire	23.62 in (600 mm)
13	Z00.N4343071016	Heat-shrinkable tubing	3.94 in (100 mm)
14	Z00.N4343071008	Heat-shrinkable tubing	9.45 in (240 mm)
/	Z00.N7510240928	EM1 identification sleeve	1
/	Z00.N7510240928	ER1 identification sleeve	1
/	Z00.N7141113901	Tie-wrap	10

SERVICE BULLETIN

SB 10–129

79

ATA No.

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

CONSUMABLE MATERIAL (Local purchase) :

- Sealant silicone RTV 732 or equivalent
- Masking tape

TOOLING :

- Standard aeronautical maintenance station tools

MANPOWER :

- TB200, TB20 and TB21, 1 electrician : 1 h 40
- TB9 and TB10, 1 electrician : 2 h 40

TECHNICAL INCIDENCES :

- None

ACCOMPLISHMENT INSTRUCTIONS :*NOTE :*

Operations required in this Service Bulletin must be accomplished by persons authorized by their Airworthiness Authorities and according to the procedure described hereafter.

NOTE :

This procedure is applicable to oil and fuel pressure transmitters. Information specific to fuel pressure transmitter are given in square brackets.

A. PROCEDURE – see Figure 1

- 1) Remove engine cowlings – refer to Chapter 71–10–01 of the Maintenance Manual.
- 2) Disconnect connector equipped with pressure transmitter (7) and retain gasket (8).
- 3) Cut tie–wraps necessary to release wiring on a sufficient length.
- 4) Cut tie–wrap (6) and retain "P061" ["P062"] identification sleeve.
- 5) Cut and discard EM1 [ER1] identification sleeve.
- 6) Using masking tape, mark position of textile sheath (5) turning over end at 4.33 in (110 mm) from connector (9).
- 7) Remove screw (11), unscrew nut (4) and pull it back with textile sheath (5).
- 8) Mark position of connector (9) locating pin and clear cover (1) from connector (9).
- 9) Cut heat–shrinkable tubings (10) and unsolder wires.
- 10) Retain connector (9) and remove cover (1), packing gland (2), washer (3) and nut (4).
- 11) If installed, cut and discard heat–shrinkable sleeve attaching textile sheath (5) end.
- 12) Blow hot air to dry pressure transmitter (7), textile sheath (5), wires and all removed parts.
- 13) Turn over end of textile sheath (5) on about 0.39 in (10 mm) from masking tape mark and bind with shrinking wire (12), P/N Z00.N4391560023. Cut excess textile sheath (5) and remove adhesive tape.
- 14) Insert EM1 [ER1] identification sleeve, heat–shrinkable tubing (13), P/N Z00.N4343071016, nut (4), washer (3), packing gland (2), cover (1) and heat–shrinkable tubing (14), P/N Z00.N4343071008 onto cable.

SERVICE BULLETIN

TB AIRCRAFT

SB 10–129

79

ATA No.

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

- 15) Cut pieces of heat–shrinkable tubing (10) and insert them onto wires.
- 16) Solder wires on connector (9) :
 - stud 1 : green wire,
 - stud 2 : blue wire,
 - stud 3 : yellow wire,
 - stud 4 : white wire.
- 17) Position heat–shrinkable tubing (10) pieces on studs and shrink them.
- 18) Position heat–shrinkable tubing (14), close to weldings so that it can be compressed by packing gland (2) and make sure it overlaps turned over and bound textile sheath (5) end by 0.59 in (15 mm).
- 19) Shrink heat–shrinkable tubing (14).
- 20) Install connector (9) on cover (1). Position the assy on pressure transmitter (7) to check it is correctly directed.
- 21) Position packing gland (2) and washer (3) into cover (1) and screw nut (4).
- 22) Install screw (11) on connector assy.
- 23) Position heat–shrinkable tubing (13) on cover (1) and shrink it. Make sure it does not move on cover (1).
- 24) While heat–shrinkable tubing (13) is hot, position connector assy on pressure transmitter (7) and fold tubing to avoid interferences with surrounding components making a loop downwards if possible.
- 25) Disconnect connector assy.
- 26) Insert "P061" ["P062"] identification sleeve on a tie–wrap (6), P/N Z00.N7765110275 and install it on cover (1) / heat–shrinkable tubing (13) interface.
- 27) Position and retract EM1 [ER1] identification sleeve.
- 28) Install gasket (8) on connector assy.
- 29) Position and secure connector assy on pressure transmitter (7).
- 30) Apply silicone RTV 732 sealant on screw (11) head to ensure tightness.
- 31) Route wiring making a loop downwards and secure with tie–wraps, P/N Z00.N7765110275 and Z00.N7141113901.
- 32) Make sure all the tools and materials are removed and the work area is clean and free from debris.
- 33) Install engine cowlings – refer to Chapter 71–10–01 of the Maintenance Manual.
- 34) Perform an engine run up and check for transmitter(s) operation.
- 35) After application of this SB, please return the enclosed [form](#) to SOCATA at the indicated address.

UPDATING OF THE AIRCRAFT DOCUMENTATION :

Mention, in the aircraft log book, the application of Service Bulletin No. SB 10–129–79 "MEDIAMATE PRESSURE TRANSMITTER".

SERVICE BULLETIN

SB 10-129	79 <small>ATA No.</small>
------------------	-------------------------------------

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

WARNING : SOCATA considers that it is VERY IMPORTANT for operators to comply with the instructions of this SB.

Operators who arbitrarily ignore the compliance statement indicated in this SB do so at their own risk.

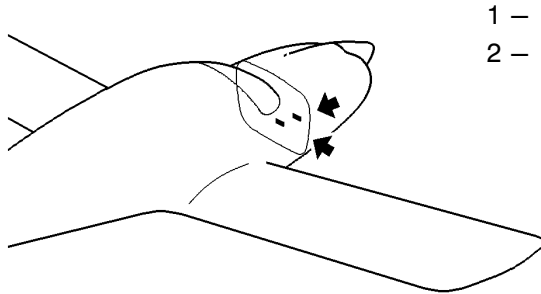
SERVICE BULLETIN

TB AIRCRAFT

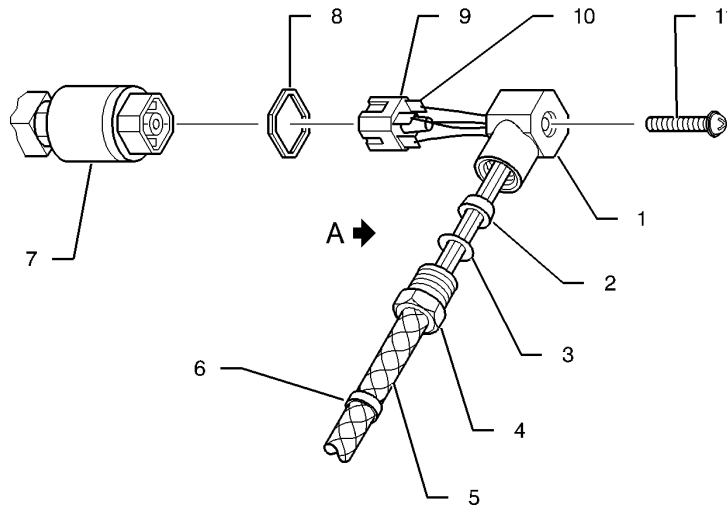
SB 10-129	79
	ATA No.

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved



- 1 – Cowling
- 2 – Packing gland
- 3 – Washer
- 4 – Nut
- 5 – Textile sheath
- 6 – Tie-wrap
- 7 – Pressure transmitter
- 8 – Gasket
- 9 – Connector
- 10 – Heat-shrinkable tubing
- 11 – Screw
- 12 – Shrinking wire
- 13 – Heat-shrinkable tubing
- 14 – Heat-shrinkable tubing



(A)

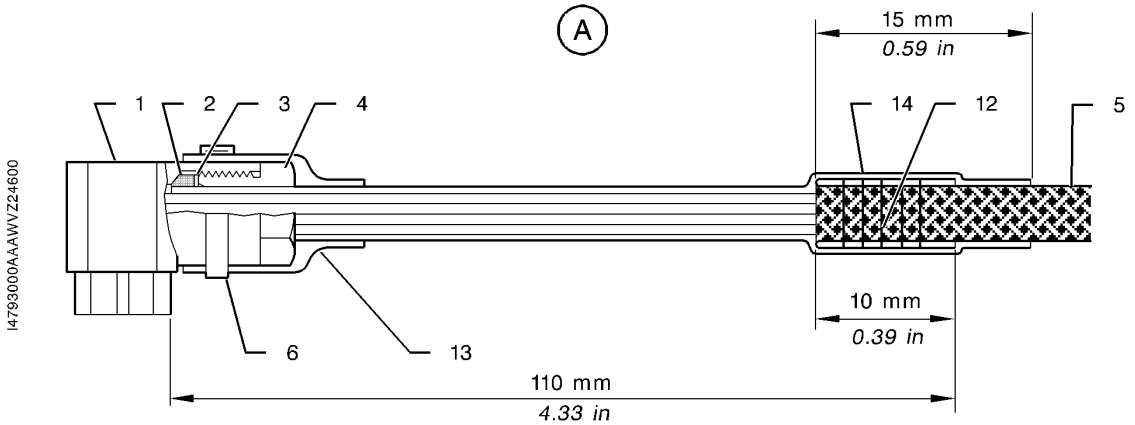


Figure 1 – Modification of wiring



SUPPORT CLIENT / CUSTOMER SUPPORT

AERODROME TARBES—OSSUN—LOURDES
B.P. 930 – F65009 TARBES CEDEX
FRANCE

TELEPHONE : 33 (0)5 62.41.73.00
TELEFAX : 33 (0)5 62.41.76.54
TELEX : 532 835 F

SERVICE BULLETIN

TB AIRCRAFT

SB 10–129	79 <small>ATA No.</small>
------------------	-------------------------------------

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

SUBJECT : MEDIAMATE PRESSURE TRANSMITTER

EFFECTIVITY : TB200, TB20 and TB 21 aircraft S/N 969, 1214, 1478, 1506 to 1508, 1513 to 2059, 2066 to 2076, 2079 and 2080 for the oil pressure transmitter.

TB9 and TB10 aircraft S/N 1185, 1506 to 1508, 1513 to 2073 and 2137 for oil and fuel pressure transmitters.

NOTE :

For the other aircraft, the modification is applied at the factory.

REASON :

A. PROBLEM

Possibility of pressure erratic indication : falling down to zero or increasing up to the maximum of indicator scale.

B. REASON

Contamination of pressure transmitter by humidity.

C. SOLUTION

Dry and seal aircraft harness connector to avoid infiltration of humidity into pressure transmitter connector.

COMPLIANCE : Customer option.

PROCURABLE MATERIAL :

– Kit No. OPT10 9279–00 to be ordered from your TB spare parts distributor.

Item	Part number	Description	Qty/aircraft
6	Z00.N7765110275	Tie-wrap	6
10	Z00.N4343062428	Heat-shrinkable tubing	3.94 in (100 mm)
12	Z00.N4391560023	Shrinking wire	23.62 in (600 mm)
13	Z00.N4343071016	Heat-shrinkable tubing	3.94 in (100 mm)
14	Z00.N4343071008	Heat-shrinkable tubing	9.45 in (240 mm)
/	Z00.N7510240928	EM1 identification sleeve	1
/	Z00.N7510240928	ER1 identification sleeve	1
/	Z00.N7141113901	Tie-wrap	10

SERVICE BULLETIN

SB 10–129

79

ATA No.

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

CONSUMABLE MATERIAL (Local purchase) :

- Sealant silicone RTV 732 or equivalent
- Masking tape

TOOLING :

- Standard aeronautical maintenance station tools

MANPOWER :

- TB200, TB20 and TB21, 1 electrician : 1 h 40
- TB9 and TB10, 1 electrician : 2 h 40

TECHNICAL INCIDENCES :

- None

ACCOMPLISHMENT INSTRUCTIONS :*NOTE :*

Operations required in this Service Bulletin must be accomplished by persons authorized by their Airworthiness Authorities and according to the procedure described hereafter.

NOTE :

This procedure is applicable to oil and fuel pressure transmitters. Information specific to fuel pressure transmitter are given in square brackets.

A. PROCEDURE – see Figure 1

- 1) Remove engine cowlings – refer to Chapter 71–10–01 of the Maintenance Manual.
- 2) Disconnect connector equipped with pressure transmitter (7) and retain gasket (8).
- 3) Cut tie–wraps necessary to release wiring on a sufficient length.
- 4) Cut tie–wrap (6) and retain "P061" ["P062"] identification sleeve.
- 5) Cut and discard EM1 [ER1] identification sleeve.
- 6) Using masking tape, mark position of textile sheath (5) turning over end at 4.33 in (110 mm) from connector (9).
- 7) Remove screw (11), unscrew nut (4) and pull it back with textile sheath (5).
- 8) Mark position of connector (9) locating pin and clear cover (1) from connector (9).
- 9) Cut heat–shrinkable tubings (10) and unsolder wires.
- 10) Retain connector (9) and remove cover (1), packing gland (2), washer (3) and nut (4).
- 11) If installed, cut and discard heat–shrinkable sleeve attaching textile sheath (5) end.
- 12) Blow hot air to dry pressure transmitter (7), textile sheath (5), wires and all removed parts.
- 13) Turn over end of textile sheath (5) on about 0.39 in (10 mm) from masking tape mark and bind with shrinking wire (12), P/N Z00.N4391560023. Cut excess textile sheath (5) and remove adhesive tape.
- 14) Insert EM1 [ER1] identification sleeve, heat–shrinkable tubing (13), P/N Z00.N4343071016, nut (4), washer (3), packing gland (2), cover (1) and heat–shrinkable tubing (14), P/N Z00.N4343071008 onto cable.

SERVICE BULLETIN

TB AIRCRAFT

SB 10–129

79

ATA No.

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

- 15) Cut pieces of heat–shrinkable tubing (10) and insert them onto wires.
- 16) Solder wires on connector (9) :
 - stud 1 : green wire,
 - stud 2 : blue wire,
 - stud 3 : yellow wire,
 - stud 4 : white wire.
- 17) Position heat–shrinkable tubing (10) pieces on studs and shrink them.
- 18) Position heat–shrinkable tubing (14), close to weldings so that it can be compressed by packing gland (2) and make sure it overlaps turned over and bound textile sheath (5) end by 0.59 in (15 mm).
- 19) Shrink heat–shrinkable tubing (14).
- 20) Install connector (9) on cover (1). Position the assy on pressure transmitter (7) to check it is correctly directed.
- 21) Position packing gland (2) and washer (3) into cover (1) and screw nut (4).
- 22) Install screw (11) on connector assy.
- 23) Position heat–shrinkable tubing (13) on cover (1) and shrink it. Make sure it does not move on cover (1).
- 24) While heat–shrinkable tubing (13) is hot, position connector assy on pressure transmitter (7) and fold tubing to avoid interferences with surrounding components making a loop downwards if possible.
- 25) Disconnect connector assy.
- 26) Insert "P061" ["P062"] identification sleeve on a tie–wrap (6), P/N Z00.N7765110275 and install it on cover (1) / heat–shrinkable tubing (13) interface.
- 27) Position and retract EM1 [ER1] identification sleeve.
- 28) Install gasket (8) on connector assy.
- 29) Position and secure connector assy on pressure transmitter (7).
- 30) Apply silicone RTV 732 sealant on screw (11) head to ensure tightness.
- 31) Route wiring making a loop downwards and secure with tie–wraps, P/N Z00.N7765110275 and Z00.N7141113901.
- 32) Make sure all the tools and materials are removed and the work area is clean and free from debris.
- 33) Install engine cowlings – refer to Chapter 71–10–01 of the Maintenance Manual.
- 34) Perform an engine run up and check for transmitter(s) operation.
- 35) After application of this SB, please return the enclosed form to SOCATA at the indicated address.

UPDATING OF THE AIRCRAFT DOCUMENTATION :

Mention, in the aircraft log book, the application of Service Bulletin No. SB 10–129–79 "MEDIAMATE PRESSURE TRANSMITTER".

SERVICE BULLETIN

SB 10-129	79 <small>ATA No.</small>
------------------	-------------------------------------

RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved

WARNING : SOCATA considers that it is VERY IMPORTANT for operators to comply with the instructions of this SB.

Operators who arbitrarily ignore the compliance statement indicated in this SB do so at their own risk.

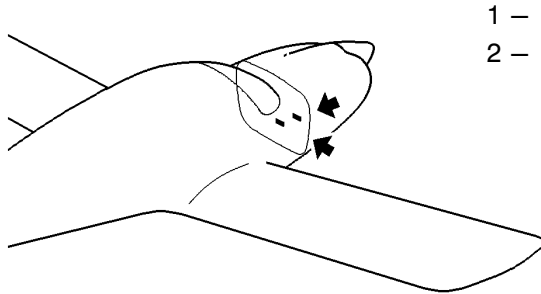
SERVICE BULLETIN

TB AIRCRAFT

SB 10-129	79
	ATA No.

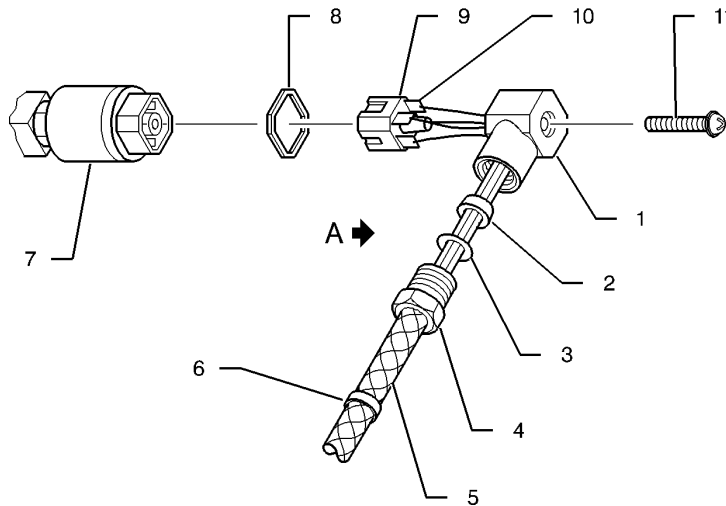
RECOMMENDED

DOA D.G.A.C. F.JA.04 Approved



- 1 – Cowling
- 2 – Packing gland

- 3 – Washer
- 4 – Nut
- 5 – Textile sheath
- 6 – Tie-wrap
- 7 – Pressure transmitter
- 8 – Gasket
- 9 – Connector
- 10 – Heat-shrinkable tubing
- 11 – Screw
- 12 – Shrinking wire
- 13 – Heat-shrinkable tubing
- 14 – Heat-shrinkable tubing



(A)

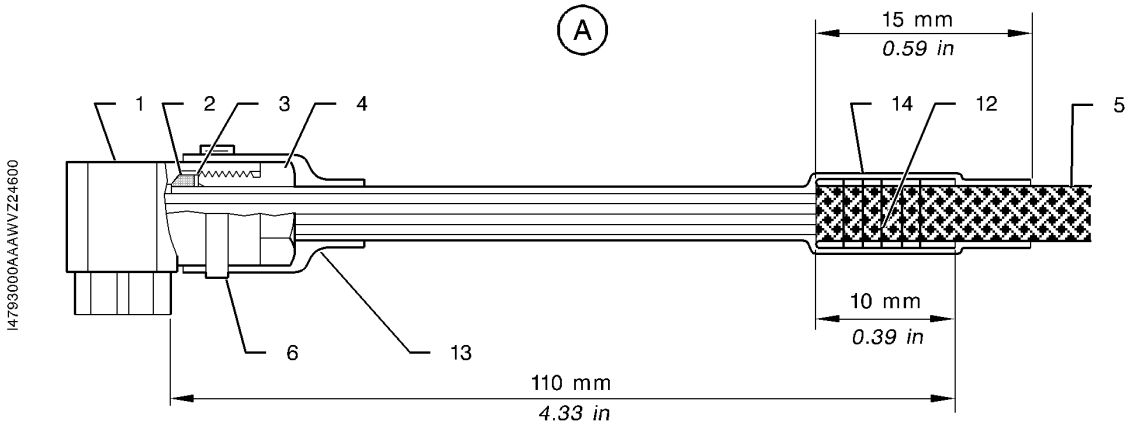


Figure 1 – Modification of wiring