

Revision Transmittal

May 7, 2001

TO: Cessna Distributors, Single Engine Service Stations and CPC's

SUBJECT: Multi-engine Service Bulletin MEB99-21 Revision 1, Fuel Quantity Indicating System Inspection

REASON FOR REVISION

To delete the Stewart-Warner only manufactured condition statement from the Effectivity section.

This Service Bulletin is applicable for all fuel quantity indicating systems for the affected airplane serial numbers.

To add airplane serial numbers T30300001 thru T30300315 and 337-M0001 thru 337-M0476 to the Effectivity section.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of MEB99-21 with the attached copy of MEB99-21 Revision 1 which is printed in its entirety.

NOTE: Compliance with the repetitive inspection of this revision is required if in compliance with the original issue of this service bulletin.

LOG OF EFFECTIVE PAGES

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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Service Bulletin

May 7, 2001

MEB99-21
Revision 1

TITLE

FUEL QUANTITY INDICATING SYSTEM INSPECTION

EFFECTIVITY

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
T303	1982	T30300001 thru T30300175
T303	1983	T30300176 thru T30300257
T303	1984	T30300258 thru T30300315
336	1964	336-0001 thru 336-0195
336		633, 636
337	1965	337-0002 thru 337-0239
337A	1966	337-0240 thru 337-0305
337A	1966	337-0307 thru 337-0469
337A	1966	337-0471 thru 337-0525
337B/T337B	1967	337-0526 thru 337-0568
337B/T337B	1967	337-0570 thru 337-0755
337B/T337B		337-0001, 337-0470
M337B	1967	337-M0001 thru 337-M0476
337C/T337C	1968	337-0756 thru 337-0978
337D/T337D	1969	337-0979 thru 337-1193

PURPOSE

To inspect the fuel quantity indicating system for verification that each fuel tank quantity gauge indicates empty when the fuel tank contains only unusable fuel and indicates full when the fuel tank is full. Non-compliance with this service bulletin may result in an incorrect fuel quantity indication. Failure to resolve incorrect fuel quantity indications as well as improper preflight inspections and in-flight planning by the pilot could allow depletion of the airplane fuel supply and subsequent loss of engine power.

Original Issue: November 29, 1999

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COMPLIANCE

Mandatory;

- A. Initial Inspection; shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.
- B. After the Initial Inspection has been accomplished, this inspection shall be reaccomplished every 12 months thereafter.

NOTE: Compliance with the repetitive inspection of this revision is required if in compliance with the original issue of this service bulletin.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

Not determined

MATERIAL

Replacement fuel quantity indicating system components are available from Cessna Parts Distribution through an appropriate Cessna Service Station. Refer to applicable Service Bulletins and Illustrated Parts Catalogs for part numbers.

ACCOMPLISHMENT INSTRUCTIONS

Change In Weight And Balance

None

NOTE: When applicable, refer to appropriate sections of the airplane Service Manual and Owners Manual as required to accomplish this procedure.

WARNING: REMOVE ALL IGNITION SOURCES FROM THE AIRPLANE AND VAPOR HAZARD AREA. SOME TYPICAL EXAMPLES OF IGNITION SOURCES ARE STATIC ELECTRICITY, ELECTRICAL POWERED EQUIPMENT (TOOLS OR ELECTRONIC TEST EQUIPMENT - BOTH INSTALLED ON THE AIRPLANE AND GROUND SUPPORT EQUIPMENT), SMOKING AND SPARKS FROM METAL TOOLS.

WARNING: OBSERVE ALL STANDARD FUEL SYSTEM FIRE AND SAFETY PRACTICES.

1. Disconnect all electrical power from the airplane. Attach maintenance warning tags to the battery connector and external power receptacle stating: **DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS.**
2. Electrically ground the airplane.
3. Level the airplane and drain all fuel from wing fuel tanks.

NOTE: Refer to the applicable service manual for adjustment/replacement instructions.

4. Gain access to each fuel transmitter float arm and actuate the arm through the transmitter's full range of travel.
 - A. Ensure the transmitter float arm moves freely and consistently through this range of travel. Replace any transmitter that does not move freely or consistently.

WARNING: USE EXTREME CAUTION WHILE WORKING WITH ELECTRICAL COMPONENTS OF THE FUEL SYSTEM. THE POSSIBILITY OF ELECTRICAL SPARKS AROUND AN "EMPTY" FUEL CELL CREATES A HAZARDOUS SITUATION.

- B. While the transmitter float arm is being actuated, apply airplane battery electrical power as required to ensure that the fuel quantity indicator follows the movement of the transmitter float arm. If this does not occur, troubleshoot, repair and/or replace components as required until the results are achieved as stated.

NOTE: Stewart-Warner systems can be adjusted in accordance with the applicable airplane Service Manual. Rochester systems are not adjustable, only component replacement or standard electrical wiring system maintenance practices are permitted.

5. With the fuel selector valve in the "OFF" position, add unusable fuel to each fuel tank.
6. Apply electrical power as required to verify the fuel quantity indicator indicates "EMPTY".
 - A. If "EMPTY" is not indicated, adjust, troubleshoot, repair and/or replace fuel indicating components as required until the "EMPTY" indication is achieved.

NOTE: Refer to the applicable service manual for adjustment/replacement instructions.

NOTE: Stewart-Warner systems can be adjusted in accordance with the applicable airplane Service Manual. Rochester systems are not adjustable, only component replacement or standard electrical wiring system maintenance practices are permitted.

7. Fill tanks to capacity, apply electrical power as required and verify fuel quantity indicator indicates "FULL".
 - A. If "FULL" is not indicated, adjust, troubleshoot, repair and/or replace fuel indicating components as required until the "FULL" indication is achieved.

NOTE: Stewart-Warner systems can be adjusted in accordance with the applicable airplane Service Manual. Rochester systems are not adjustable, only component replacement or standard electrical wiring system maintenance practices are permitted.

8. Install any items and/or equipment removed to accomplish this procedure, remove maintenance warning tags and connect the airplane battery.
9. Make an entry in the airplane logbook stating compliance with this Service Bulletin and when this inspection is next due.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

CREDIT

Not applicable

OWNER NOTIFICATION

- A. On November 29, 1999, the following Owner Advisory message was sent to applicable owners of record in MEB99-21A.

Dear Cessna Owner:

If your airplane is equipped with a Stewart Warner manufactured fuel quantity indicating system, an inspection of the fuel quantity indicating system is required. The inspection will verify that each fuel tank quantity gauge indicates "EMPTY" when the fuel tank contains only unusable fuel and indicates "FULL" when the fuel tank is full. Non-compliance with Service Bulletin MEB99-21 may result in an incorrect fuel quantity indication. Failure to resolve incorrect fuel quantity indications as well as improper preflight inspections and in-flight planning by the pilot could result in depletion of the airplane fuel supply and subsequent loss of engine power.

Compliance is mandatory;

- A. Initial Inspection; shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.
- B. After the Initial Inspection has been accomplished, this inspection shall be reaccomplished every 12 months thereafter.

The information contained in Cessna Service Bulletins shall be considered an amendment to the Cessna Manufacturer's Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

Please contact a Cessna Multi-engine Service Station for detailed information and make arrangements to have Service Bulletin MEB99-21 accomplished on your airplane.

- B. On May 7, 2001 the following Owner Advisory message will be sent to applicable owners of record in MEB99-21AR1.

Dear Cessna Owner:

This Owner Notification is to advise you that Service Bulletin MEB99-21 Revision 1 has been issued which provides procedures for and inspection of the fuel quantity indicating system. The inspection will verify that each fuel tank quantity gauge indicates "EMPTY" when the fuel tank contains only unusable fuel and indicates "FULL" when the fuel tank is full. Non-compliance with Service Bulletin MEB99-21 Revision 1 may result in an incorrect fuel quantity indication. Failure to resolve incorrect fuel quantity indications as well as improper preflight inspections and in-flight planning by the pilot could result in depletion of the airplane fuel supply and subsequent loss of engine power.

Compliance is mandatory;

- A. Initial Inspection; shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.
- B. After the Initial Inspection has been accomplished, this inspection shall be reaccomplished every 12 months thereafter.

NOTE: Compliance with the repetitive inspection of this revision is required if in compliance with the original issue of this service bulletin.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

Please contact a Cessna Multi-engine Service Station for detailed information and make arrangements to have Service Bulletin MEB99-21 Revision 1 accomplished on your airplane.

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