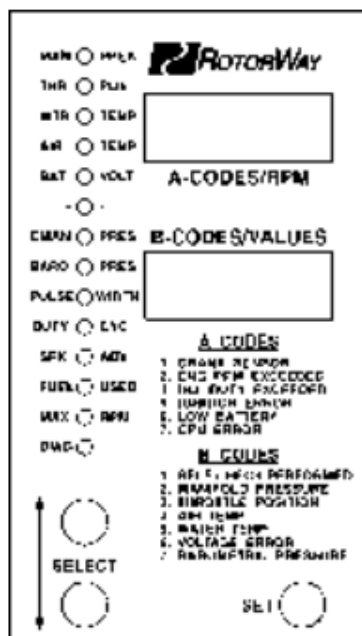
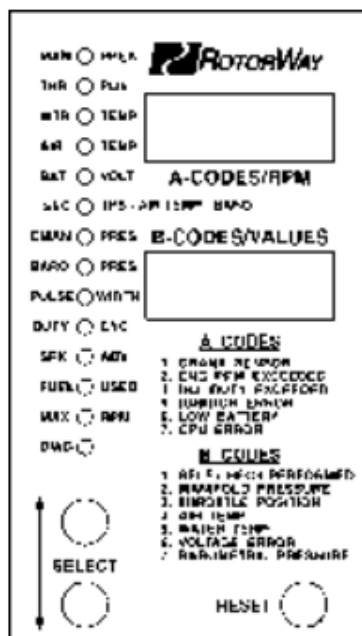


FADEC DIGITAL DISPLAY

SINGLE ECU



DUAL ECU



NOTE: The digital display equipped on 162F helicopters with dual ECUs has an additional feature not found on earlier units. To display values of the secondary ECU, choose **SEC** using the **SELECT** buttons. Then press the **RESET** button to toggle between throttle position, air temperature, and barometric pressure values. Pressing the **RESET** button again will cause manifold pressure (2) and water temperature (5) errors in the **B CODES** readout. This is normal, because the secondary system does not have these two sensors. These error codes will remain until a different function is selected.

Section 3. Normal Procedures

Pre-flight checks:

- A. Remove front inspection panel and check:
 1. Security and condition of pedals
 2. Security of front landing gear bracket
 3. Routing and security of all electric wiring
 4. Routing and security of the oil pressure and pitot lines
- B. Remove covers on the right and left seat backs and check:
 1. Torque link for cracks and security
 2. Lower bearing on the main shaft
 3. Condition of main drive belts
 4. Condition of the ignition systems
 5. All airframe tubes for cracks
- C. Engine area right side check:
 1. For oil, fuel, and water leaks, and proper levels
 2. Security and routing of hoses, pipes, and wiring
 3. Heat shielding for cracks and clearance
 4. Security of the rear landing gear brackets

CAUTION: Do not overfill the oil sump. If too much oil is added, the sump must be drained to the proper level. If any oil is spilled, it must be cleaned up before flight.

- D. Tail rotor drive check:
 1. Travel of Idler pulley swing arm (not bottoming out in bulkhead)
 2. Condition and location of drive belts
 3. Tension of drive belts (1-3/8 inch $\pm$ 1/8 inch at 10 lbs. using belt tension tool)
 4. Condition of the pulleys and bearings
 5. Temperature strips on Idler pulleys and drive pulley:
 - 170° F indicates belt slipping or other problem
 - 180° F (or higher) belts have been damaged by heat and must be replaced

IMPORTANT: New belts will tend to stretch and become loose. Belt tension must be monitored and adjusted frequently until stretching has stopped. Check the belt replacement label when adjusting belt tension. Belts must be replaced if more than 1" stretching has occurred since initial tensioning.

NOTE: The belts and pulleys should be kept clean and free of any oil, dirt or other contamination. Use a clean cloth dampened with acetone.