	<b>Service Bulletin</b>	
	<b>Flight Design GmbH</b> Sielminger Str. 51 D-70771 L.-Echterdingen Tel.: +49(0)7021 80460-0 Fax: +49(0)7021 80460-69 E-Mail: <a href="mailto:airworthiness@flightdesign.com">airworthiness@flightdesign.com</a>	<b>SB-SECS-CT__-03, SB-SECS-CT2k-04</b> <b>SB-SECS-CTSW-06</b> <b>Revision 00</b>

# SERVICE BULLETIN

**Garmin SL30 and SL40**

**Comm Radio Spurious Emissions Correction**

**SB-SECS-CT\_\_-03**

**SB-SECS-CT2k-04**

**SB-SECS-CTSW-06**

## Repeating Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **Warning:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **Caution:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- **Note:** Information useful for better handling.

## 1 Planning Information

### 1.1 Affected Aircraft


Type: CT  
 Model: CT; CT2K; CTSW  
 Serial Number: All aircraft with Garmin SL30 \ Garmin SL40 units installed and with aircraft production date earlier than August 2010 (excluded), or when retrofitted with named Garmin units that have been produced by Garmin prior to October 2010 (excluded)  
 Applicable Countries: Not limited

### 1.2 Concurrent Documents

Service Bulletin:  
 Garmin SB0921 Rev C

### 1.3 Reason

According to the information from the equipment manufacturer Garmin, "Certain SL30, SL40 and GNS 480 units may generate spurious emissions when transmitting. When they exist with a particular unit, it is unlikely that the pilot will be aware of the condition. Nevertheless, affected

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units are to be returned to Garmin for calibration that provides a permanent correction for this condition”.

To ensure that all affected units are found, Garmin requested Flight Design to also issue a SB on aircraft level with reference to the Garmin notification. As Flight Design is not aware of any GNS480 installation in one of the airplanes, the information affecting GNS480 is not included to this bulletin

List of effected units please see below

<b>Model</b>	<b>Garmin P/N</b>	<b>Hardware Mod Level</b>
SL30	430-6040-303	Mod AC (without Mod AE)
SL30	430-6040-303	Mod Y (without Mod AE)
SL40	430-6040-203	Mod AB (without Mod AE)
SL40	430-6040-203	Mod V (without Mod AE)

#### **1.4 Subject**

This service bulletin provides information how to identify if an installed unit is affected by the Garmin SB. This bulletin also repeats the instruction provided by Garmin how to get affected units repaired.

#### **1.5 Compliance**

The equipment manufacturer Garmin has declared his SB as mandatory, but without time limit. It is recommended to run the identification of the Mod level of the unit (= check if the unit is affected and requires repair) at the earliest convenient date, to ensure that the warranty repair deadline defined by Garmin is met.

**▲Warning:** Non-compliance with these instructions could result in further damages, personal injuries or death.

#### **1.6 Approval**

Not applicable

#### **1.7 Type of Maintenance**


Line

#### **1.8 Personnel Qualifications**

National maintenance and inspection regulations as applicable for line maintenance. Inspector with adequate rating to return avionic system back to service.

#### **1.9 Release to Service**

Conduct of this modification must be inspected by an aircraft inspector according to the national applicable regulations for the country of registry of the aircraft. In some countries a specific qualification for radio equipment is required.

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### **1.10 Weight and Balance**

Not applicable

### **1.11 References**

#### **Latest issues of:**

[1] Garmin SB0921 Rev C

### **1.12 Superseded Documents**

- none -

### **1.13 Contact Details**

For further information on conduct of this SB, or to report any Safety of Flight or Service Difficulty issues contact your Distributor responsible for your country. Your Distributor can be located via the Flight Design website: [www.flightdesign.com](http://www.flightdesign.com) under "Dealer Location".

In cases where the local distributor is not known or available contact Flight Design GmbH directly: [airworthiness@flightdesign.com](mailto:airworthiness@flightdesign.com).

## **2 Resources**

### **2.1 Materials**

- none -

### **2.2 Tools**

2.5 mm hex-nut wrench

### **2.3 Special tools**


- none -

### **2.4 Manpower**

The described task can be performed within approximately 1 hours (working time).

### **2.5 Cost**

Warranty coverage as defined by Garmin.

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### 3 Instructions

#### 3.1 Identification of Mod of the Unit

To identify the Mod level of the unit it is necessary to remove the unit temporarily from the installation rack. The Mod level can then be detected and the unit re-installed.

Typical installation locations of the units are shown in Fig. 1.



Fig. 1


##### 3.1.1 Remove Unit from Rack

This instruction is valid for installations using the original Garmin installation rack.

Use the 2.5 mm hex key as shown on Fig. 2. Unscrew the bolt in several counterclockwise rotations firmly, until the unit will slide out from the installation rack on the instrument panel by 5-10 mm. The unit can now be removed straight from the installation rack.



Fig. 2

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### 3.1.1 Determine Unit Reference Data

Identify the Mod level from the nameplate on the bottom side of the unit. P/N, Mod level and S/N of the individual unit are shown in Fig. 3.

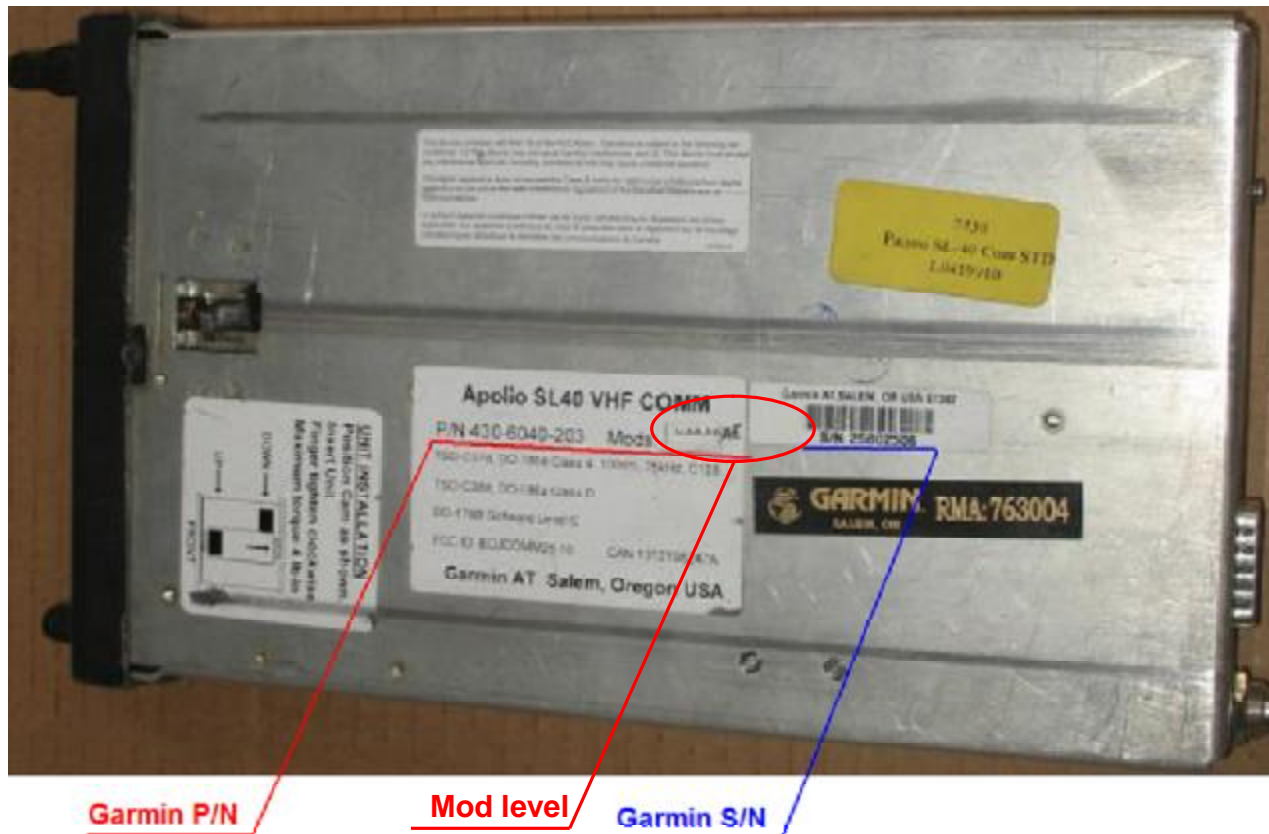


Fig. 3


### 3.1.2 Re-install Unit

Carefully insert the unit to the installation rack. Slide the unit inwards until you feel resistance approx. 5 – 10 mm before the final installation position. Use the 2.5mm hex key again like shown in Fig. 2. Rotate the bolt clockwise. The unit will be pulled into the rack to its final position by the retainer that is actuated with the bolt.

- **Caution:** Do not over-tighten the retainer. When the unit does not slide in properly, there might be a problem with the electric connectors at the back. Installing the unit with high force can severely damage the unit.

### 3.2 Unit Repair

When affected the unit must be sent to Garmin for repair. To do this, remove the unit from the installation rack following the instructions of 3.1.1 above. When the unit is returned from repair, it must be re-installed following the instructions of 3.1.3 above. After re-installation the unit must be verified for proper functioning by an authorized person, refer to 1.8 above.

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### 3.2.1 Repair Process with Garmin

Determine the units P/N, S/N and Mod level following the instructions of 3.1.2 above.

Contact Garmin Technical Support to receive an RMA (Return Material Authorization) number. To receive the RMA number you must provide the unit data, your return shipping address and a daytime telephone number. Together with your RMA number you will also receive a dock number.

Two possibilities to obtain a RMA numbers are:

Garmin USA:

Tel within USA: 800.525.6726 ext. 3991,  
 Tel. within Canada: 800.654.3415 ext. 3991,  
 Tel. for international calls: 503.391.3411 ext. 3991,  
 Shipments should be sent to:

Garmin AT, Inc.  
 Attn: RMA xxxxxx  
 2345 Turner Road SE  
 Salem OR 97302 USA

Garmin Europe, Middle East and Africa:

Garmin (Europe) Ltd.  
 Liberty House  
 Bulls Copse Road  
 Hounslow Business Park  
 Southampton, SO40 9RB, UK  
 Phone: +44 (0) 23 8066 2902  
 Fax: +44 (0) 23 8052 4004

E-mail for detailed information: [avionics.europe@garmin.com](mailto:avionics.europe@garmin.com)

Carefully pack the unit and ship it (insured) to the nearest Garmin Service center. The assigned dock number must be included to the package.

You can find more information about Garmin Service Centers here:

<http://www.garmin.com>

### 3.3 Documentation


Conduct of this SB must be logged in the aircraft log book with date and signature of the responsible Person conducting the SB.

When the unit is not affected, the entry must state that the installed unit is either not affected by Garmin SB 0921.

When the unit is affected and was repaired, the entry must state that Mod AE has been installed in accordance with SB 0921

National regulations apply.



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## 4 Appendix

### 4.1 Changes to Previous Revision

Original Issue – no changes

### 4.2 Feedback Template Flight Design

No specific feedback required