



HN-210  
DN-150  
N-38  
N-27

# SERVICE BULLETIN

DATE: 15 SEPTEMBER 1987  
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**MANDATORY**

\*This Notice supercedes Service Information Letters, HL-92, DL-60 and EL-11, dated 15E July 1985.E

**SUBJECT:** START PUMP WIRE ROUTING AND FUEL QUANTITY SENDERE INSPECTION.E

**MODELS AFFECTED:** All MD Helicopters, Inc. (MDHI) 369A (OH-6A), 369H, 369HE,/ 369HM, 369HS, 369D and 369E Series helicopters. In addition, all 369F/FF/ Series helicopters equipped with internal start /umps./

**TIME OF COMPLIANCE:** This Service Information Notice shall be accomplished within/ the next 25 hours of helicopter / eration / or at the next /emoval / f /the fuel/ start /ump /or fuel quantity sender unit, whichever occurs first and at each/ subsequent /emoval / f /the start pump from the fuel /ell./

**PREFACE:** There have been recent incidents where the fuel tank start pump wiring in-/ terfered with the 369A4245 fuel float after the start pump and fuel quantity sending unit had been replaced in the field. This interference /an /result in/ erroneous fuel quantity indications. T/ / event / this situation, the fuel /ump/ wiring shall be wrapped around / / ie-wrapped / /the fuel inlet hose /er / he/ HMI. This Notice provides for an inspection to be /erformed /to ensure / er/ start pump wire routing and fuel quantity sender unit / eration./

## REFERENCE PUBLICATIONS:

369D/E HMI Vol. I (CSP-D-2) Revised 15 June 1985/  
369H Basic HMI (CSP-H-2) Revised 15 June 1985/  
369F/FF HMI Vol. I (CSP-F-2) Revised 15 April 1986/

**WEIGHT AND BALANCE:** Weight and balance data not affected.E

The resultant alteration to affected models as described by procedures in this Notice hasE been shown to comply with Federal Aviation Regulations and is FAA Approved.E

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## PROCEDURE

### WARNING

Use all necessary precautions consistent with safe practice when working in or around fuel cells.

### CAUTION

Care shall be taken not to damage fuel float arm or low fuel level warning contact spring while accomplishing this Notice.

- Ensure all electric power is off.
- Remove left fuel cell access cover per applicable HMI, Section 12.
- Disconnect start pump electrical harness from access cover. (See Figure 1.)
- Ensure that electrical harness is wrapped around fuel inlet hose preventing any interference with the fuel quantity float arm as shown in Figure 1.
- Inspect fuel float arm and low level warning contact spring for damage. Replace any damaged parts as necessary.

### CAUTION

Do not reinstall any current configuration float assembly that shows indications that attempts have been made to adjust fuel level indications by bending fuel float arm. (See Figure 2.)

- Connect start pump electrical harness to access cover.
- Install left fuel cell access cover per Section 12 of applicable HMI. Turn access cover clockwise and slide as far aft as possible.
- Bleed fuel system as necessary per HN-185 for 369H Series helicopters and Section 12 of HMI for 369D and 369E Series helicopters.
- Perform an operational check of the fuel quantity transmitter and indicator per the following instructions:

## NOTE

This operational check is not for accuracy of the fuel quantity indicating system but rather for proper functioning of the fuel float arm.

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1. With fuel cell fuel, set main power switch to EXT PWR (24 to 28.5 VDC). Fuel gauge should read FULL.

2. Begin defueling fuel cell per Section 2 of applicable HMI. Observe movement of fuel gauge.

3. Continue draining fuel cell until empty. Note point at which, if any, indicator begins to show decreasing fuel quantity. Verify proper operation of FUEL LOW warning light. If gauges and warning lights function properly until fuel cell is empty, proceed to Step j.

4. If fuel float interference is experienced, loosen (5) sensor attach bolts and rotate sensor clockwise as far as possible and tighten. If float is still interfered with, loosen fuel cell access cover and slide access cover aft as far as possible and turn clockwise. One or both of these actions should free the float arm. If float arm is still interfered with, disconnect electrical power, remove sensor unit and verify start pump wiring does not interfere with fuel float arm.

5. When fuel float arm is free from any interference, tighten all bolts and recheck operation of fuel quantity sending unit per Step i, (1) through (3).

j. Ensure fuel system is properly serviced per HN-185 for 369H Series helicopters and Section 2 of HMI, Vol. I for 369D, 369E and 369F/FF Series helicopters.

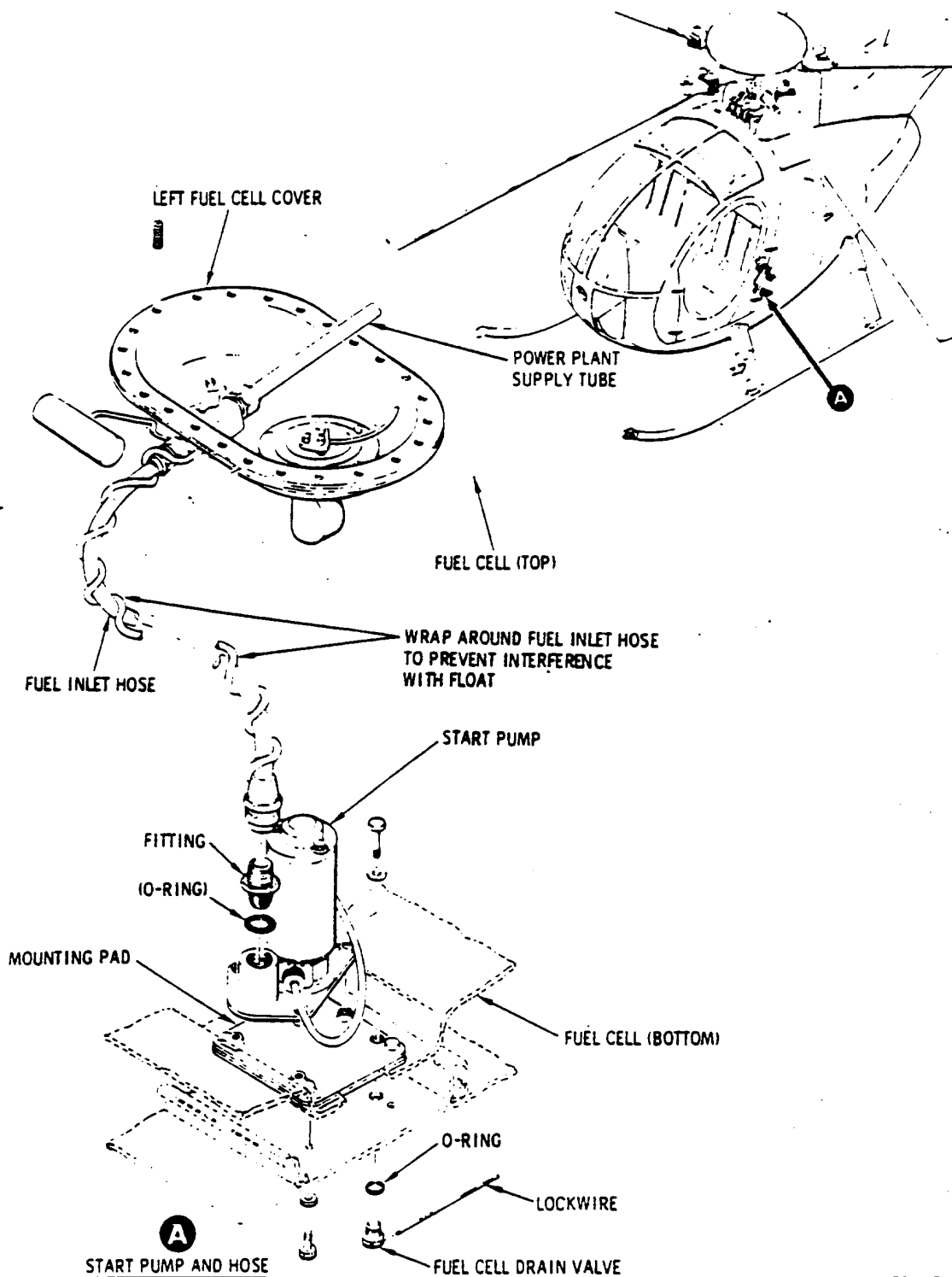
k. Record compliance to this Service Information Notice in the Compliance Record Section of the helicopter Log Book.

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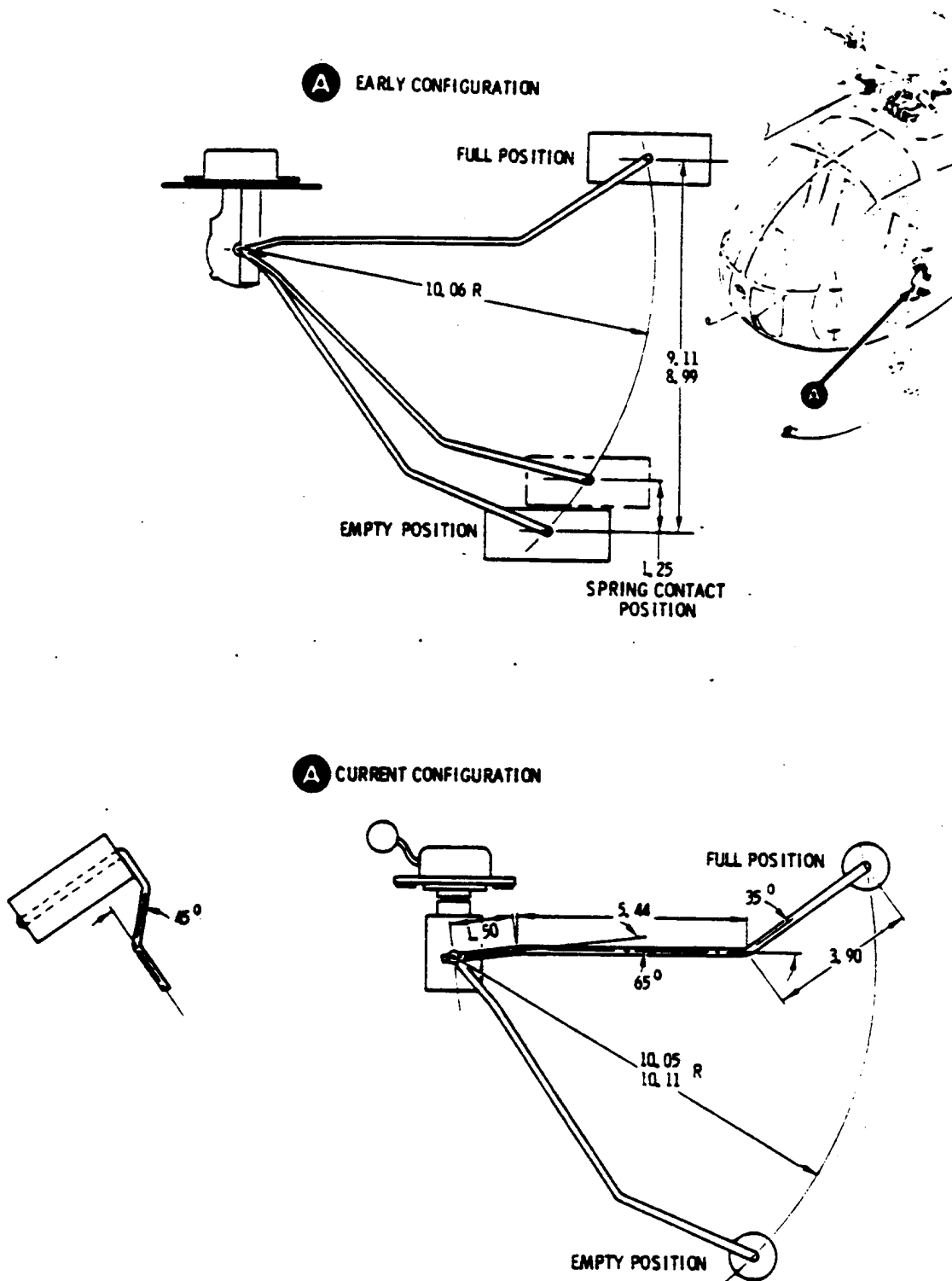
Figure 1. Fuel Start Pump Wire Routing Inspection

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Figure 2. Fuel Float Arm Assembly InspectionE

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