

**ALERT SERVICE BULLETIN**  
REVISION NOTICE  
**Bell Helicopter****TEXTRON**  
A Subsidiary of Textron Inc.

DATE Oct 4, 2004

TO: **All Owners/Operators of Bell 206L Helicopters**

SUBJECT: **REVISION "A" TO ALERT SERVICE BULLETIN 206L-04-132:  
LOW LEVEL DETECTOR SWITCH UNIT P/N 206-063-613-003,  
REMOVAL FROM SERVICE OF**

Revision "A" to this Alert Service Bulletin introduces the following changes:

- Change compliance for PART I and II of this bulletin.
- Clarify the identification of the affected Fuel Low Level Detector switch.
- Add Figure 1 to show the Fuel Low Level Detector switch physical location and serial number location.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT  
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

**ALERT SERVICE BULLETIN**  
**Bell Helicopter** **TEXTRON**

A Subsidiary of Textron Inc.

**NO.** 206L-04-132

**DATE** Sep 02, 2004

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<b>DATE</b>	Oct 4, 2004
<b>REV</b>	A

**MODEL AFFECTED:** 206L Series

**SUBJECT:** LOW LEVEL DETECTOR SWITCH UNIT P/N 206-063-613-003, REMOVAL FROM SERVICE OF

**HELICOPTERS AFFECTED:** All 206L series helicopters with the Fuel Low Level Detector switch unit 206-063-613-003 that have the following serial number:  
1413, 1414, 1415, 1424, 1428, 1430, 1432 and 1433.

**COMPLIANCE:** Part I

Within the next 25 flight-hours after receipt of this bulletin, determine if the Fuel Low Level Detector switch unit is affected. This applies to all spare units and units installed on the helicopter.

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Part II

At the next 100 hour inspection but no later than November 31, 2004.

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**DESCRIPTION:**

Bell Helicopter has determined that several Fuel Low Level Detector switches that were sold as spare units from April 19, 2004 through July 26, 2004 can "hang-up" in the high position and fail to indicate low fuel condition. This bulletin is issued to mandate the removal of the eight (8) affected units.

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**APPROVAL:**

The engineering aspects of this bulletin are Transport Canada approved.

**MANPOWER:**

Approximately 0.5 man-hours are required to complete PART I step 1. and 2. of this bulletin. Approximately 4.0 man-hours are required to complete PART I step 3. of this bulletin. Approximately 4.0 man-hours are required to complete PART II of this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

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**WARRANTY:**

Operators who comply with the instructions as outlined within this bulletin will be eligible for 100% warranty compensation for the replacement Fuel Low Level Detector switch referenced. To obtain this credit:

- Operators must obtain replacement parts from an approved BHTI spares supply source.
- Comply with the instructions as outlined within this bulletin prior to November 31, 2004.
- Submit to BHTI Warranty Administration a complete malfunction report upon accomplishment of the bulletin. A copy of the BHTI invoice referencing the spare parts purchased to accomplish this bulletin must be attached to the malfunction report.
- Concurrently, return the discrepant Fuel Low Level Detector switch unit to:

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Bell Helicopter Textron Inc  
3000 S. Norwood  
Hurst, TX 76053  
Attn: Customer Property Return

Note: A copy of the malfunction report must accompany the discrepant Fuel Low Level Detector switch unit.

**MATERIAL:****Required Material:**

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
206-063-613-003	Low Level Detector unit	1

**Consumable Material:**

Not required.

**SPECIAL TOOLS:**

None required.

**WEIGHT AND BALANCE:**

Not affected.

**ELECTRICAL LOAD DATA:**

Not affected.

**REFERENCES:**

BHT-206L-MM-1 Maintenance Manual

Chapter 28 – FUEL

Chapter 96 – ELECTRICAL

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BHT-206L1-MM-1 Maintenance Manual

Chapter 28 – FUEL

Chapter 96 – ELECTRICAL

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BHT-206L3-MM-1 Maintenance Manual

Chapter 28 – FUEL

Chapter 96 – ELECTRICAL

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BHT-206L4-MM-1 Maintenance Manual

Chapter 28 – FUEL

**PUBLICATIONS AFFECTED:**

None affected.

**ACCOMPLISHMENT INSTRUCTIONS:**

**PART I**

**-NOTE-**

For the clarity of this text, from now on the Fuel Low Level Detector switch will be referred to as “the switch”.

This inspection can be accomplished without removing the switch.

The serial number for the switch may be found on the outside face of the unit attachment flange. The switch is located on the aft fuel boost pump assembly. Refer to figure 1.

Serial Number of the affected switches is ink stamped, therefore may be partially or completely erased and difficult to read.

1. Upon receipt of this bulletin, proceed as follows to identify affected switches:
  - a. Check the Serial Number of the switch on the mounting flange. Refer to FIG 1.
    - i. If it is one of the affected Serial Numbers, proceed with PART II of this bulletin.
    - ii. If it is not one of the affected Serial Numbers, annotate the aircraft records to indicate compliance with this bulletin.
    - iii. If the Serial Number is missing or unreadable, proceed with step 2. of this bulletin.

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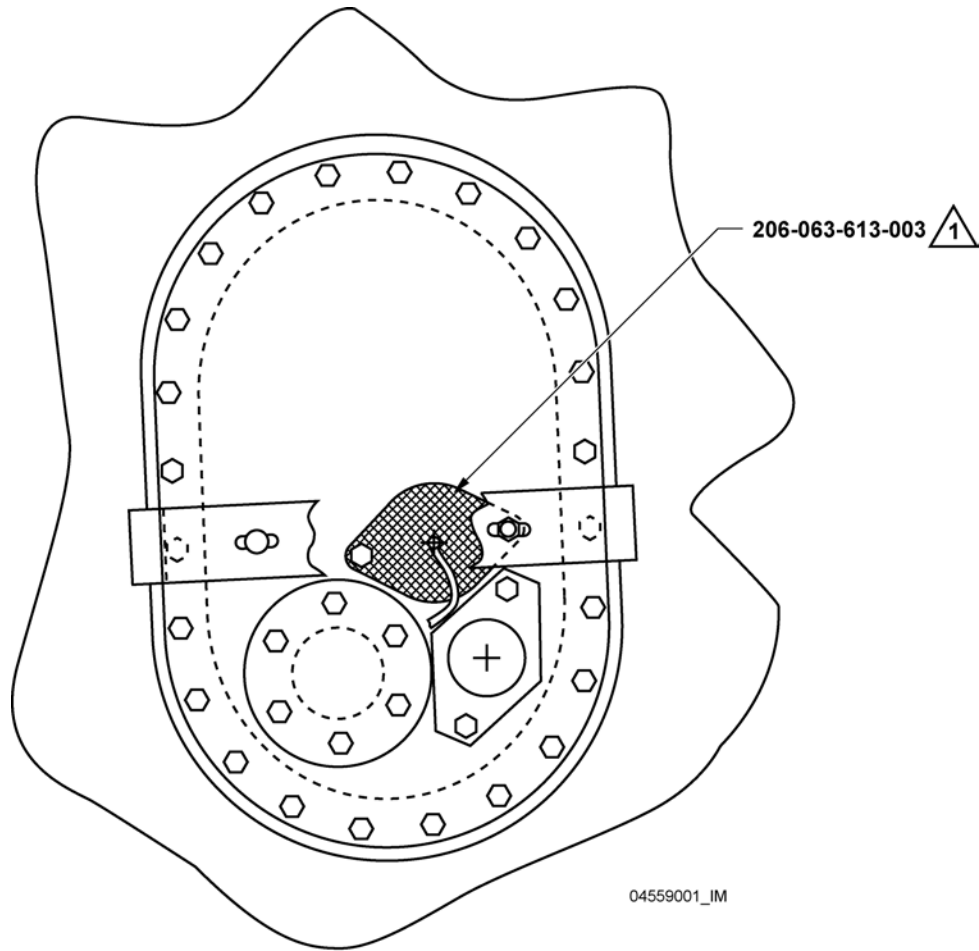
2. If the switch Serial Number is missing or unreadable proceed as follows to identify affected parts:
  - a. Check for the color of the switch mounting flange.
  - b. If the mounting flange color is red, the switch is not affected by this bulletin. Annotate the aircraft records to indicate compliance with this bulletin.
  - c. If the mounting flange color is gray, the switch may be affected, proceed with step 2 d. of this bulletin.
  - d. Check the purchase date of the switch, as stated on the original Bell Helicopter Textron invoice.
  - e. If the purchase date is between the April 19, 2004 and July 26, 2004, the switch may be affected, proceed with step 3. of this bulletin
  - f. If the purchase date as stated on the original Bell Helicopter invoice is not between April 19, 2004 and July 26, 2004, the switch is not affected by this bulletin. Annotate the aircraft records to indicate compliance with this bulletin.
  - g. If the purchase date cannot be established, proceed with step 3. of this bulletin.
3. If the switch has a gray anodized mounting flange and the date of purchase is between the April 19, 2004 and July 26, 2004 or cannot be established, and that the serial number cannot be identified, you must do the following:
  - a. Do an operational test of the Low Fuel Caution System in accordance with the applicable Maintenance Manual.
  - b. If the operational test fails, proceed to PART II of this bulletin.
  - c. If the operational test passes, the switch is serviceable and therefore the switch is not affected by this bulletin. Annotate the aircraft records to indicate compliance with this bulletin.

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**PART II**

1. Remove the affected switch and replace with a serviceable unit. (refer to applicable Maintenance Manual).
2. Annotate the aircraft records to indicate compliance with this bulletin.

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**NOTE**  
1 Part number and serial number are located in the cross hatched area.

Figure 1

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