



## 1.00 INTRODUCTION and GENERAL INFORMATION

- 1.10 These Installation Instructions cover the installation of the P132 Console into the AS350 series helicopter.
- 1.20 Study all documents associated with this installation prior to starting work on the aircraft.
- 1.30 The P132 Console installation consists of the replacement of the factory original Switch pedestal with the P132 Console, including the installation of toggle switches and circuit breakers.
- 1.40 The P132 console is both taller and wider than the Airbus Helicopters original console, which may limit cyclic travel under certain conditions. Modifications to the flight controls are required to correct this and these are described in section 4.00.
- 1.50 The switch layout and circuit breaker layout varies between the various AS350 series models. Confirm that you are using the diagrams appropriate for your AS350 model.
- 1.60 The Airbus Helicopters AS350 Wiring Diagram Manual (WDM) and Maintenance Manual (MWC) are required to perform this alteration. Mod levels concerning electrical systems for the specific helicopter determine which schematics in the WDM should be used. Several of the drawings refer to these manuals.
- 1.70 The existing Airbus Helicopters wire labeling system is used outside the console where appropriate.
- 1.80 Wire labels associated with the console may use the format: G12132-4-03. This example wire label indicates that the particular wire is to be found on drawing number G12132-4, with the -03 identifying the particular wire on that drawing. Other label formats may be used, and are described on the G12132 Instructions pages.
- 1.90 Document G12132 consists of instructions, notes, schematics, layouts, and misc. information pertaining to the console for installation and follow-on maintenance.
- 1.100 All wires installed by this STC are AN20 gauge, except as noted on the drawings.
- 1.110 The AS350 Standard Practices Manual Chapter 20.02.01.410 through .415 should be read and followed as a guide for this work.
- 1.120 Familiarize yourself with the electrical system revision level for the aircraft that you will install this console on. Examine the wiring for undocumented modifications as well. Also determine the optional equipment that has been or will be installed.
- 1.130 The wiring document, G12132, lists several variations and choices that the installer must decide on. It will be easier to make these determinations and gather useful information before you dismantle the aircraft.
- 1.140 The information contained in G12132 will be used for several purposes. Make two photo copies of this document to use as working copies before you start the installation, in order to preserve the original document.
  - 1.141 While performing the installation, make notes and show customization on the "Notes Copy" of the working copies.
  - 1.142 Use the other "Done Copy" of the working copies to mark off each wire and component as you complete the installation of that wire, or other component in order to accurately keep track of your progress.
  - 1.143 Upon completion of the installation, make a copy of the "Done Copy" to use for test purposes. As you test each component and function, mark off the test results on the "Done Copy" to keep track of your progress. After testing and corrections, the "Notes" working copy should represent the final "As Built" configuration.

- 1.150 The console labels for the circuit breakers are normally provided with the console kit. However, the installer may use any labeling method that provides clear indication of the circuit breaker's function.
- 1.160 This installation is a major rewiring of the electrical system for the aircraft. You should anticipate all of the possible failure modes in order to prevent them. For example, some of the failure modes possible are obvious, such as a defective switch, circuit breaker, diode, connector, or a simple wiring error. Some of the less obvious failure modes are:
  - 1.161 A terminal is crimped improperly, resulting in an intermittent connection
  - 1.162 A diode is in the circuit backwards
  - 1.163 A connector pin is not correctly seated, resulting in an open or intermittent connection
  - 1.164 A connector pin is bent, resulting in an open, or intermittent connection
  - 1.165 A connector pin is bent, resulting in a short to an adjacent pin
  - 1.166 Metal shavings are inside a connector, resulting in intermittent short circuits
  - 1.167 A wiring error connects two circuits together, resulting in confusing behavior
  - 1.168 A wiring error connects some of the wires to the wrong terminals of a switch
  - 1.169 A wiring error connects the wire to the wrong pin of a connector
- 1.170 Powering up the aircraft or a circuit with wiring errors can result in damage to very expensive components. The best defense against wiring errors and damage is to double check each step of the installation as each step is made. Later, have someone else re-check each step of the installation. Do not apply power to the aircraft until all errors have been corrected.
- 1.180 Take extra precautions in establishing that the wiring diagrams provided are really suitable for your aircraft. Also, your aircraft may have had some undocumented changes made to it, or some undiscovered wiring errors.
- 1.190 When the installation is complete, the aircraft weight and balance records will need to be updated. This STC does not provide weight and balance information because there is a significant variation in the weight of items removed and items installed from one installation to the other. Therefore, the installer must keep track of the weight and location of items removed, and the weight and location of new items installed throughout the installation process in order to be able to calculate the change in aircraft weight and balance when the installation is complete. This is not required if the aircraft will be weighed after the installation is complete.
- 1.200 The console provides for much of the standard helicopter optional equipment. Most helicopters will not have all of the optional equipment installed. The installer may, at the installer's discretion, use any of the unneeded switches and circuit breakers for other uses. Normally, this optional use will not change the wiring in the console, but will change the switch and circuit breaker labels and possibly the switch type and circuit breaker amp rating.
- 1.210 The console provides mounting locations for installer provided additional circuit breakers, to be used for installer defined optional uses. These circuit breakers may, at the installer's discretion, use the G12135-x bus bars either whole or cut into smaller segments, as appropriate. The installer must document these additions and add that documentation to the final "As Built" document set.
- 1.220 The wiring information provided primarily pertains to the console. Installer provided wiring external to the console should be documented and added to the final "As Built" wiring document package.

- 1.230 Document G12132-1 specifies required locations for certain switches, and required grouping of certain circuit breakers based on supply bus restrictions. The location of the remaining switches and circuit breakers is optional. The installer may at the installer's discretion, change the location of these remaining switches and circuit breakers to suit the particular installation, provided that the final labeling matches the final configuration.
- 1.240 The G12132 document includes examples of optional alternate functions for some switches; e.g. G12132-30 shows how to rewire the Sand Filter switch for use with the FDC/Aerofilter "Engine Alternate Air" system.
- 1.250 The Master Cutoff and Hydraulic Test must have locking toggles. For all other switches installed, the toggle may be either non-locking or locking, at the installer's discretion, regardless of how the console was supplied from AEM.
- 1.260 Switch toggles may be color-coded to help identify the switch. RED color coding is REQUIRED for the Master Cutoff switch, and may not be used elsewhere. YELLOW color coding is REQUIRED for the Hydraulic Test switch, and may not be used elsewhere. Any color that is clearly distinguishable from these may optionally be used for any other switch. Color may be applied by the use of paint, a plastic coating or cover, vinyl dip, or other methods that do not interfere with the operation of the switch.

## 2.00 INSTALL AVIONICS INTO CONSOLE

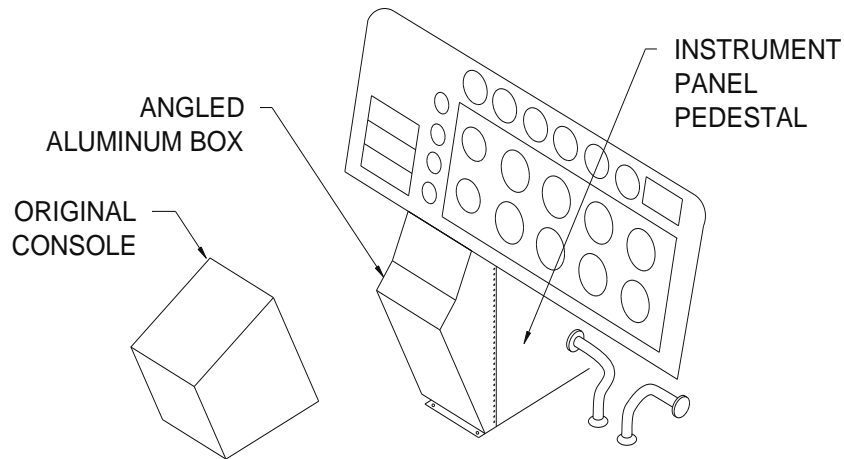
- 2.10 Observe weight limitation when installing avionics into console.
- 2.20 Establish suitable mounting position for each device that mounts in the console.
- 2.30 Mount each device using suitable fasteners in accordance with appropriate documentation, such as device manufacturer's installation instructions.
- 2.40 Wire these optional devices in a suitable way, to allow easy servicing of the devices and the console. Power for the devices may come from an existing unneeded circuit breaker, or additional circuit breakers may be installed in the unused circuit breaker positions within the console.
- 2.50 Clean entire console of all foreign materials to prevent short circuits and other effects of contamination.
- 2.60

### 3.00 AIRCRAFT PREPARATION

- 3.10 Disconnect aircraft battery.
- 3.20 For aircraft pre mod 350A07-3273, the following instructions apply:
  - 3.21 Remove perimeter screws from original Switch Panel and raise to unbolt PP5E, PP6E and PP9E wires from their buses. Remove center console switches and fuse connectors from their boards.
  - 3.22 Disconnect 30Δ1 and 30Δ2 from the 30Δ PCB.
  - 3.23 Remove console assembly, P/N 350A61-1601-xxxx, retaining its attaching hardware.
  - 3.24 Remove the 30Δ PCB for later reinstallation, retaining its mounting hardware.
- 3.30 For aircraft post mod 350A07-3273, the following instructions apply:
  - 3.31 Remove perimeter screws from original Switch Panel and raise to unbolt 1PP5E, 1PP37E and 3PP23E wires from their buses. Remove center console switches and fuse connectors from their boards.
  - 3.32 Remove console assembly, P/N 350A61-2686-xxxx, retaining its attaching hardware.
  - 3.33 Remove any electrical devices mounted to the aft wall of the instrument panel support structure (radio bay) as these may interfere with the installation of the new console. This would include Pitot Heat relay 129F, and for the B2 only: Fire Detection relay 19W and Mounting Rail 20W. Feed their cables back through the floor opening and relocate them near Ground Point 19N.
  - 3.34 There is an Emergency switch located on the instrument panel, whose function was performed by the Master switch pre-mod 3273. The console circuitry is NOT compatible with the Emergency switch and it must be disconnected and removed from the instrument panel. Its function is replaced by the Master Cutoff switch on the console.
  - 3.35 For aircraft which retain the original Airbus Helicopters instrument panel pedestal, there is a circuit breaker panel (31ALPHA32) located on the right side of the pedestal. These circuits may be reassigned to circuit breakers on the P132 Console and the breakers removed from the panel. If all of the breakers are removed from this panel, then the installer may, at their discretion, cover the empty panel with cover plate G12899.
- 3.40 The P132 Console will limit cyclic travel toward the console if the Pilot's and/or Copilot's leg is trapped between the console and the cyclic. This may not be noticed except during flights requiring cyclic movements near lateral limits (such as with a substantial lateral C.G. loading or sloped landings). To address the potential of flight control restriction, replacement of the cyclic sticks must be done in accordance with Airbus Helicopters maintenance documents and Service Bulletin GA107-7.

4.00 AIRFRAME MODIFICATIONS

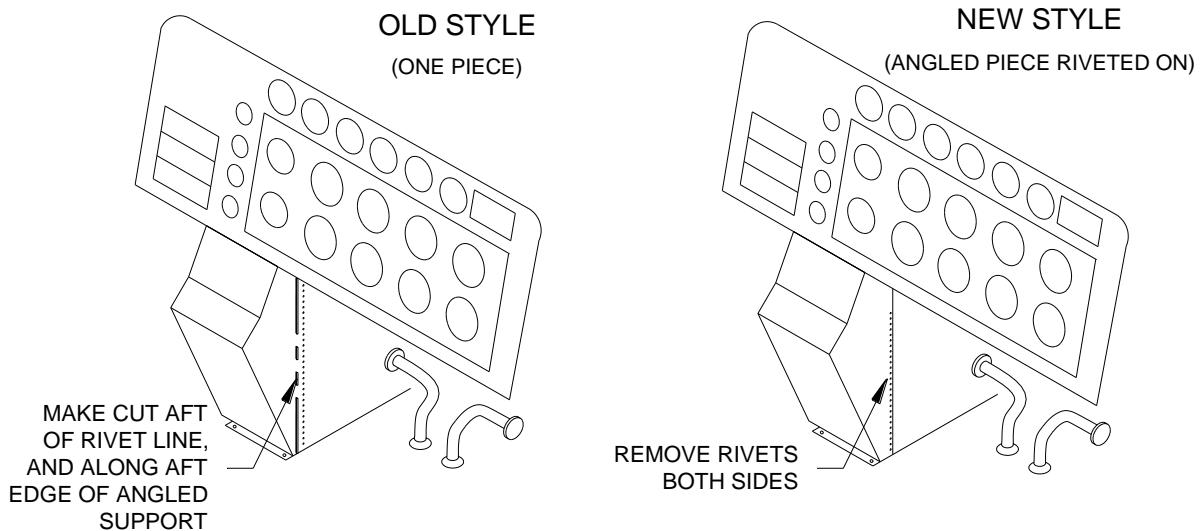
**NOTE: For aircraft that are post-MOD 350A07-4280 (Multi-Bloc Console), begin at step 4.49.**



**Fig. 1**

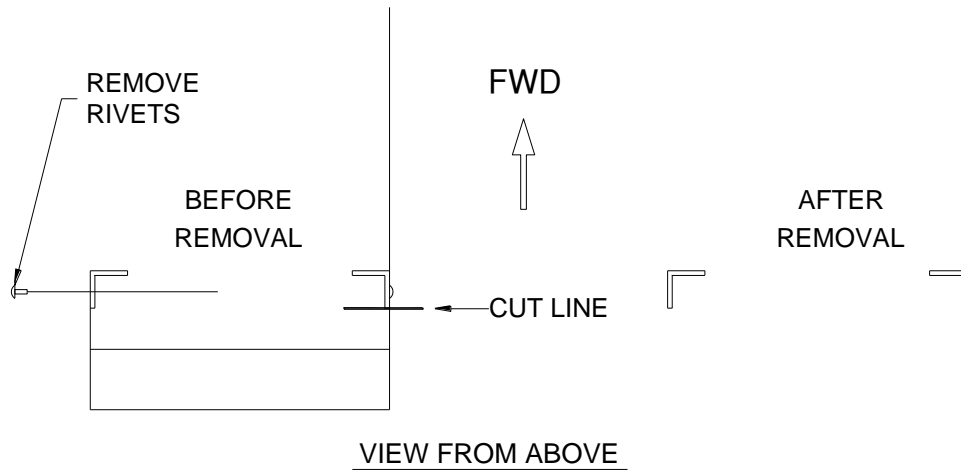
4.10 Modifying Airbus Helicopters Instrument Panel Pedestal.

4.11 There are two styles of Airbus Helicopters instrument panel pedestals. The newer style has the angled box component (see figures) as a separate piece of aluminum that is riveted to the forward right-hand side wall of the instrument panel pedestal. In both cases there are support angles on both inside walls of the original pedestal that are riveted to the sides and bolted to the floor. These angle supports are used as the forward support for the P132 Console, and as guidelines for removing the angled aluminum box.



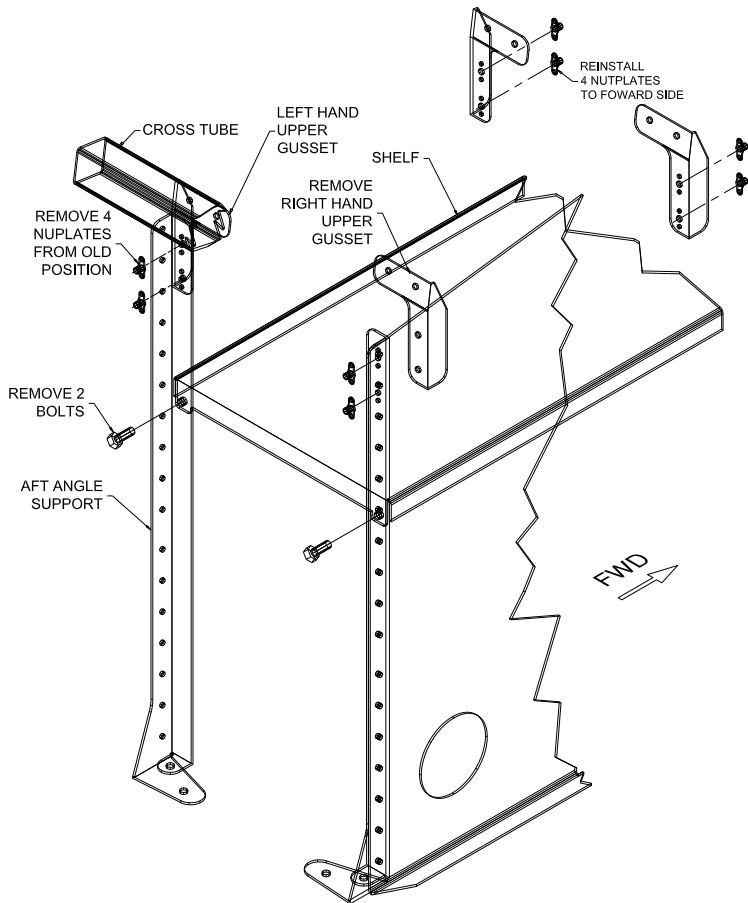
**Fig. 2**

4.12 Remove the bolts attaching the aft section of the box to the floor.



**Fig. 3**

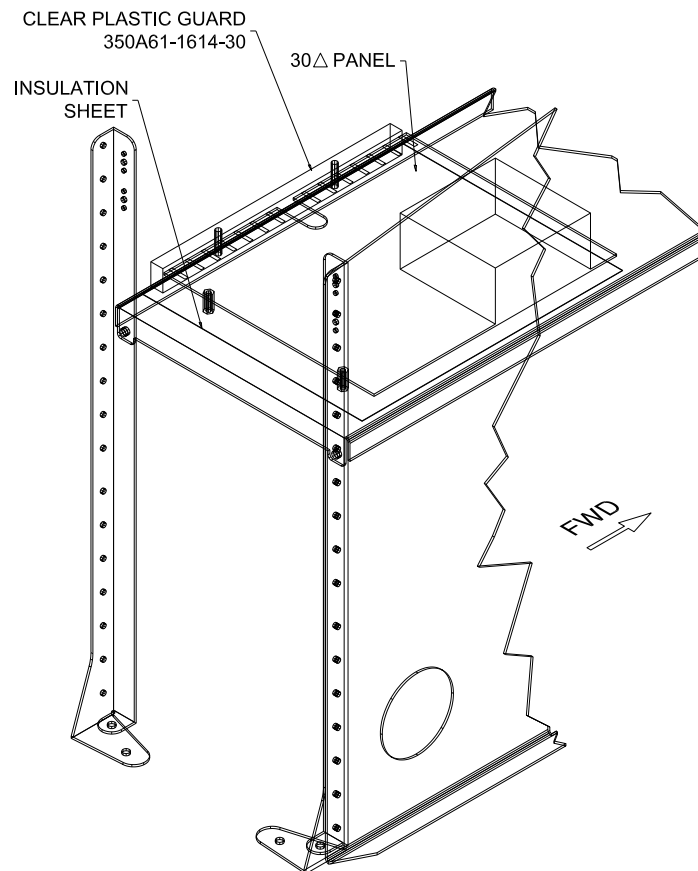
4.13 Remove and discard the 4 nutplates from the aft side of the supports.



**Fig 4**

- 4.14 Remove the angled box from the instrument panel support using figures 1 through 4 as a guide.
- 4.15 Remove the 2 bolts holding the shelf to the aft angle supports see fig 4.
- 4.16 Place the assembled console in position and install the three aft floor bolts.

- 4.17 Obtain best fit between console and the structure shown in figure 5. Drill holes in forward face of console that line up with intended mounting holes in aircraft angle supports and shelf mounting holes. Install #10-32 screws, washers and locknuts through aircraft angle supports and shelf mounting holes to attach console to instrument panel support structure.
- 4.20 Install two bolts into the floor for each side of console. Enlarge holes if necessary for best fit.
- 4.30 For aircraft pre mod 350A07-3273, refer to Fig. 5 to mount the 30Δ circuit board assembly onto the inside right hand side wall of the instrument panel support structure, using original hardware and components. Optionally, the 30Δ panel may be mounted elsewhere, with wire lengths adjusted as necessary.
- 4.40 For aircraft pre mod 350A07-3273, install 350A61-1614-30 clear plastic guard after installing 30Δ1 and 30Δ2 connectors.

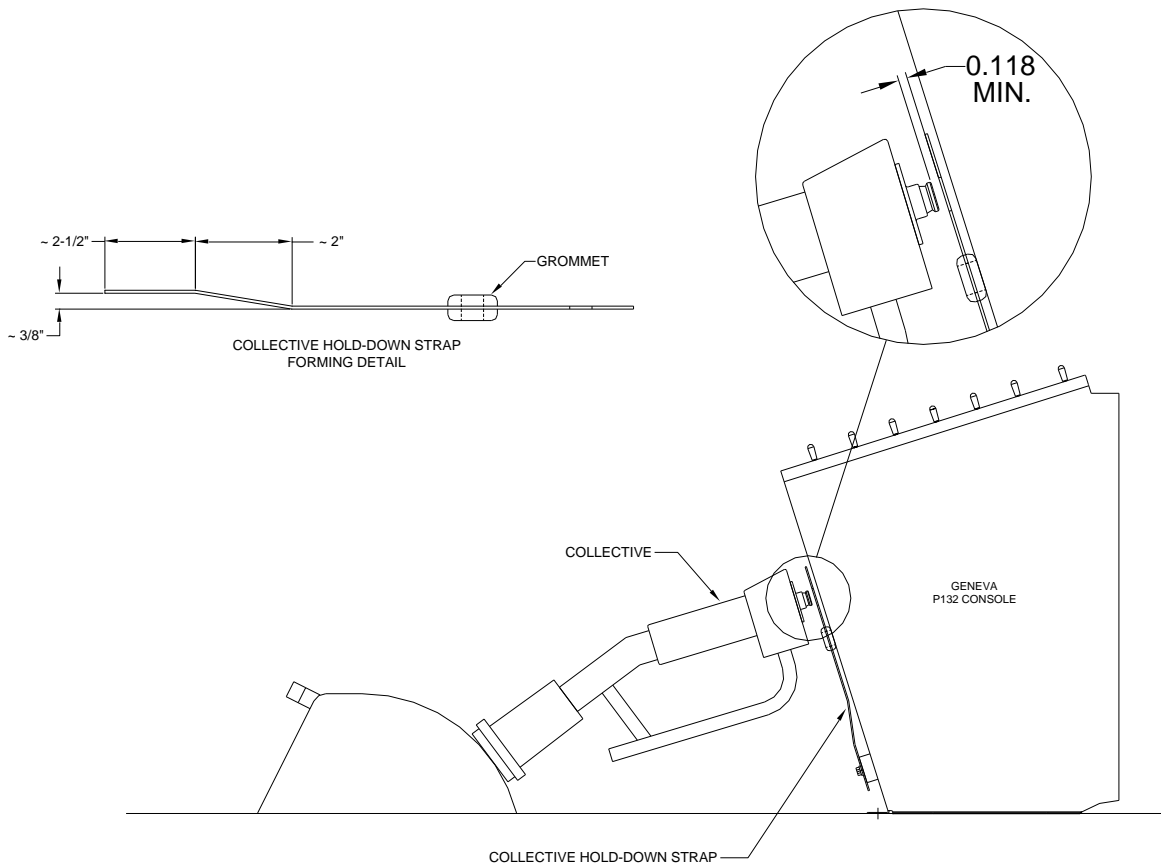


**Fig. 5**

- 4.49 For aircraft that are post-MOD 350A07-4280 (Multi-Bloc Console), refer to drawing G13132 for structural modifications required to install the P132 Console.
- 4.50 Route all new wires along existing bundles. See FAA AC43.13-1B, chapter 11 for acceptable methods for routing, lacing and securing bundles.
- 4.60 Modify landing light circuit in accordance with G12132-4.

- 4.70 Wire Connectors P1, P2, and the optional P3, in accordance with all pages of G12132 and the following instructions. Organize and label airframe the airframe wires assigned to the new connectors that will mate with the console connectors. Group the wires into separate bundles for each connector.
- 4.80 Trim the length of the wires appropriate for mating with the console connectors. Slide strain relief over each bundle.
- 4.90 Strip off a suitable length of wire insulation to allow the wire strands to be visible through the witness hole when inserted into rear of the connector terminal. When a 22 gauge wire must be crimped into a #16 connector terminal, take a second 22 gauge wire to be used as a filler wire and strip 1/2" long. Insert both 22 gauge wires into the terminal and crimp with the tool set for 20 gauge wire. Then cut off the filler wire flush with the terminal.
- 4.100 Crimp appropriate terminals onto appropriate wires, using suitable crimping tool. Then, hold each wire in one hand and pull the wire terminal with the other hand to determine that the crimp is strong enough to hold the wire securely.
- 4.110 Clean and inspect connectors and contacts to insure that no foreign matter is present to interfere with the contacts or foul connector.
- 4.120 Insert terminals into the correct hole of the connector body with a suitable installation tool. Be careful to observe upper & lower case letter designators for contact locations. It is usually easier to start with the center positions and install wires from the center toward the outside edge, basically in reverse alphabetical order.
- 4.130 Make sure all contacts are seated fully and are straight. Install strain relief clamps by wrapping wire bundle with rubber tape as required to make clamp effective.
- 4.140 Check all connectors for bent or oxidized contacts, proper seating of contacts, and remove any foreign material that might cause connector mating problems or short circuits.
- 4.150 Carefully connect P1 to J1, P2 to J2, and P3 to J3. Secure connectors to prevent strain on wires and to prevent connectors from causing harm to adjacent items.
- 4.160 Complete the installation of the console by installing fasteners, securing cables, wires, and connectors.

- 4.170 Install collective hold-down strap (350A27-3107-126) onto collective hold-down mount (G12136) located on aft wall of console using (2) AN3-3A bolts and (2) NAS1149F0332P washers (see figure below). To insure that the strap does not inadvertently hook the collective during normal operation, the strap should be formed as shown in the figure. The dimensions shown are approximate and are to be used as a guide, as each console installation will vary slightly, requiring the strap to be formed to match the installation. When formed correctly, the strap will naturally touch the console aft wall, requiring it to be flexed in order to hook the collective. Be sure to adjust the strap height as required in Maintenance Manual 67.10.00.501 Section 3.3. Maintain a minimum gap of .118 inches (3mm) between the end of the hooking lock and the strap.



#### Optional use of Spring-Loaded Strap

At the installers discretion, the installer may choose in place of the above listed modification to use an Airbus Helicopters “spring-loaded” style strap, Kit # 350A27-0350-0071. See Airbus Helicopters IPC section 67.10.20 for a detailed parts list of the kit.

- 4.180 In addition to section 4.170 above, Airbus Helicopters Service Bulletin SB 67-00-37 (SB) requires inspecting the gap between the strap and the hooking lock to the same specification. This STC requires compliance with the SB. However, this STC allows for the substitution of the AEM Hooking Lock (Collective Fitting) in place of the part number listed in the SB at the installer’s discretion. For p/n 350A27-3155-22 use G12733. For p/n 350A27-3155-21 or 350A08-2363-20 use G12957.
- 4.190 Prepare the aircraft for return to service.

## 5.00 FUNCTION TEST PROCEDURE

- 5.10 Test all electrical systems and equipment on the aircraft, not just what is listed in this section. Refer to the aircraft flight manual and its supplements for operational information, as well as the documents used for installation.
- 5.20 The function test must establish that an electrical device or system functions correctly. Functions "correctly" means more than just checking that the device operates. You must also determine that a device only operates when it should. (For example, a device that is normally powered through a switch should be checked to determine that the device is not also getting power from another source, as a result of wiring errors. Make sure that this device is actually powered off when the switch is in the off position.)
- 5.30 As you perform the Function Test, correct each problem right away. (Do not test everything first and then fix problems all at once, as you may cause damage by proceeding with the testing after a problem is discovered.) Once a test is completed satisfactorily, initial in the space provided for that test and proceed to the next test.
- 5.40 This test is being performed after a major rewiring of the electrical system for the entire aircraft. You should anticipate all of the possible failure modes in order to perform this test adequately. For example, some of the failure modes possible are obvious, such as a defective switch, circuit breaker, diode, connector, or a simple wiring error. Some of the less obvious failure modes are:
  - 5.41 a terminal is crimped improperly, resulting in an intermittent connection
  - 5.42 a diode is in the circuit backwards
  - 5.43 a connector pin is not correctly seated, resulting in an open or intermittent connection
  - 5.44 a connector pin is bent, resulting in an open, or intermittent connection
  - 5.45 a connector pin is bent, resulting in a short to an adjacent pin
  - 5.46 metal shavings are inside a connector, resulting in intermittent short circuits
  - 5.47 a wiring error connects two circuits together, resulting in confusing behavior
  - 5.48 a wiring error connects some of the wires to the wrong terminals of a switch
  - 5.49 a wiring error connects the wire to the wrong pin of a connector
  - 5.410 a wire is sized incorrectly for the circuit breaker rating
- 5.50 There are more failure modes than can be listed here. Powering up the aircraft or a circuit can result in the damage to very expensive components. The best defense against mistakes and damage is to double check each step of the installation as each step is made. Later, have someone else re-check each step of the installation.
- 5.60 All switches should be in the off position and circuit breakers should be in the tripped position when the aircraft battery is connected. Then, only turn on switches and circuit breakers as called for in the Function Test.

- 5.70 Function Test Procedure 1 (used for most devices)
  - 5.71 Check that the device is truly powered off.
  - 5.72 Close the breaker for that device by pressing in the plunger.
  - 5.73 Check that the device is powered on if the breaker powers the device directly, or that the device is still powered off if the power needs to pass through a switch.
  - 5.74 Turn on the switch for the device and check for proper operation.
  - 5.75 Turn off the switch and pull the circuit breaker plunger to the tripped position at the completion of the test.
- 5.80 Once a test for a device has been completed satisfactorily, you may operate that device as needed to perform the tests that follow.
- 5.90 Function Test abbreviations for actions to take:
  - 5.91 Check SW: Make sure that the device only operates with the correct switch in the on position. Follow Function Test Procedure 1.
  - 5.92 Check CB: Make sure that the correct circuit breaker provides power to the correct device only. Follow Function Test Procedure 1.
- 5.100 The Function Test is normally performed in the sequence listed. It is the installer's responsibility to establish the test parameters and sequence for the particular aircraft.
- 5.110 The Function Test listed here is a minimum test. The installer must modify the test as required to suit the particular aircraft and the equipment installed.
- 5.120 As you perform the function test, review the circuitry being tested using both the G12132 documents and the Airbus Helicopters Wiring Diagram Manual. Make sure that you are testing everything that could be faulty, not just what is listed in this test procedure.
- 5.130 Some of the function tests will be performed with the engine running. Prior to starting the engine, the aircraft should be made ready for engine starting and running operations. Follow the procedures in the aircraft flight manual. For example, the pilot seat and pilot tailrotor control pedals should be installed, tools, materials, and debris should be safely cleared from the aircraft. All precautions must be taken to insure safe running of the engine.

### FUNCTION TEST PROCEDURE

Use the column that matches the aircraft model to perform the correct functional test  
Note: \*B2 refers to B2 models Post-Mod 350A07-3273

Model	Model
B, BA, B1, B2, C, D, D1	*B2 B3

Circuit	Procedure	Initials	Initials
BAT-EXT Power	Function Test Procedure 1. Aircraft power is on only when this switch is on. After satisfactorily completing the testing of this switch, leave this switch on for the following tests.		
MASTER CUTOFF	Function Test Procedure 1. With BAT-EXT PWR switch on, turning MASTER CUTOFF on shuts off power to everything except rotor tach, pilot's overhead floodlights, and items wired directly to battery. (depending on model also check for power to other engine monitoring instruments) Turn this switch off after its test is completed satisfactorily.		
Warn Light Test	Function Test Procedure 1 (Warn / Fire Test switch in forward position). Warning panel lights should illuminate.		
Fire Test	Function Test Procedure 1 (Warn / Fire Test switch in aft position). ENG FIRE panel light should illuminate.		
Fire Test	Function Test Procedure 1 (Warn / Fire Test switch in aft position). ENG FIRE panel light should illuminate. Gong tone will sound.		
Fuel Pump	Function Test Procedure 1		
Fuel Pump 2	Function Test Procedure 1. Also observe that FUEL.P warning light illuminates if both pumps are not pumping.		
T-4 (EGT)	Function Test Procedure 1. Not applicable for non-powered T-4 indicators.		
Instrument Lights, Switches 1 and 2	Function Test Procedure 1 for each switch. When both are on, each dimmer pot works separately. When one switch is off, the other dimmer circuit controls the brightness for both dimmer lighting groups.		
Position Lights	Function Test Procedure 1.		
Anti-Col Light	Function Test Procedure 1. Optionally, there may be additional strobe lights controlled by this switch. If so, then all strobe lights should illuminate when this switch is in the position labeled ALL, and only the designated strobe should illuminate when in the opposite position. If this is not a center-off type of switch, then only the tail strobe light will be controlled by this switch.		
Taxi Light	Function Test Procedure 1.		
Landing Light	First, confirm that the landing light relay wiring and circuitry has been changed from Airbus Helicopters's standard to the configuration shown on G12132-4. After confirming that the wiring matches G12132-4, proceed with Function Test Procedure 1.		
Pitot Heat	Function Test Procedure 1. Pitot tube becomes hot only when switch is on.		
Hydraulic Checks.	Perform Function Test in accordance with Maintenance Manual Instructions.		

Circuit	Procedure	Initials	Initials
Avionics Master	Function Test Procedure 1.		
Oil Cooling Fan	Open switch at 30E; Fan OFF. Jumper terminals at 30E; Fan On		
Fuel Quantity	Function Test Procedure 1. Check that fuel quantity reading follows tank quantity		
Volt Meter	Function Test Procedure 1. Compare reading with the reading of a calibrated voltmeter.		
Hour Meter, Run Time	Function Test Procedure 1. Meter powered only when MGB oil pressure switch is open (from low oil pressure).		
Hour Meter, Maintenance Time	Function Test Procedure 1. Meter powered only when MGB oil pressure switch is open (from operating oil pressure) and collective switch is closed (Collective UP), or if landing gear crosstube deflection switch is used then switch indicates that helicopter is off the ground. See circuit for details.		
Attitude Gyro	Function Test Procedure 1. Open and close circuit breaker to observe that power flag retracts. Check that internal lights function if installed.		
Directional Gyro (D.G.)	Function Test Procedure 1. Open and close circuit breaker to observe that power flag retracts. Check that internal lights function if installed.		
Turn & Bank Gyro	Function Test Procedure 1. Open and close circuit breaker to observe that power flag retracts. Check that internal lights function if installed.		
Electric Clock	Function Test Procedure 1.		
Cargo Hook	Function Test Procedure 1.		
Ext. Load System	Function Test Procedure 1.		
Sand Filter	Function Test Procedure 1.		
Windshield Wiper (1 & 2)	Function Test Procedure 1.		
Power Outlet	Function Test Procedure 1.		
Cabin Lights (front & rear)	Function Test Procedure 1.		
Hoist	Function Test Procedure 1.		
AC Inverter	Function Test Procedure 1.		
Voltage Converter	Function Test Procedure 1. Confirm that output voltage is suitable for specific installation.		
Bleed Valve	Function Test Procedure 1.		
Spraying Option	Function Test Procedure 1.		
Fuel Flow Indicator	Function Test Procedure 1.		
VEMD	Function Test Procedure 1.		
ASU or VHIU	Function Test Procedure 1.		

Circuit	Procedure	Initials	Initials
GOV (FADEC) (B3 only)	Function Test Procedure 1.		
All Optional Circuits	Function Test Procedure 1 and/or other tests as appropriate.		
Crank	Function Test Procedure 1. Switch on runs engine starter motor without igniters firing.		
Ng Indicator	Function Test Procedure 1. Crank engine and observe normal operation.		
Engine Start	Function Test Procedure 1. After performing all tests and procedures necessary for a safe engine start, start the engine in accordance with instructions in the flight manual and check for correct operation of all related systems and circuits. Then perform the tests that follow with the engine running at idle.		
Fuel Pressure (Quad Gauge)	Function Test Procedure 1. Switch fuel pump(s) on and off and observe normal indication on gauge.		
Oil Pressure (Quad Gauge)	Function Test Procedure 1. With engine running, check for normal indication on gauge.		
Oil Temp (Quad Gauge)	Function Test Procedure 1. With engine running, check for normal indication on gauge.		
Generator Switch	Function Test Procedure 1. The center-off position should result in the aircraft being powered from the battery only. The up position should put the generator on the bus, with an increase in bus voltage indicated. (Adjust generator voltage if required.) For aircraft with the Generator Reset function installed, press the test switch in the master electrical box to simulate an over-voltage event. The generator should now be off line, even though the generator switch is still in the on position. Move the generator switch to the down RESET position and then to the ON position. The generator should come back on line.		
Warning Horn	Function Test Procedure 1. Does Arm / Disarm sequence properly with Warning Light? Function Test in Accordance with Flight Manual instructions.		
Torque Indicator	Function Test Procedure 1. Observe normal operation		
Rotor Tach	Function Test Procedure 1. Observe normal operation with Master Cutoff switch off (normal) and on (electrical shed).		
Engine Shutdown	Perform normal engine shutdown procedure defined in the flight manual. Check for proper operation of all systems and circuits.		
End of Test	Turn off all switches.		

Function test completed satisfactorily by:

\_\_\_\_\_  
Name, Title, A&P No.

\_\_\_\_\_  
Date

**REMARKS** (Customization, variations, model specific variations, etc)

1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	

**REMARKS SECTION COMPLETED BY:**

\_\_\_\_\_

**Name, Title, A&P No.** **Date**

## 6.00 RETURN TO SERVICE

- 6.10 After satisfactory completion of this installation and testing, put the aircraft back into airworthy condition. First perform one last inspection of the aircraft electrical system, consisting of the following:
  - 6.11 Check that connectors are properly mated
  - 6.12 Check that wires are not chafing
  - 6.13 Check that all screws are tight
  - 6.14 Check that all nuts are tight
  - 6.15 Check for signs of overheating on all electrical components
  - 6.16 Check for foreign objects that could cause interference
  - 6.17 Check for deterioration of labels
  - 6.18 Check for failed light bulbs or LEDs in back-lighted panels
  - 6.19 Check for loose toggles for toggle switches
  - 6.110 Check for faulty components
- 6.20 Update the aircraft weight and balance records.
- 6.30 Update the aircraft equipment list.
- 6.40 Install the GA107-2-P132 FLIGHT MANUAL SUPPLEMENT in the appropriate place in the aircraft flight manual. Be sure to fill in the blanks on the cover page to show the aircraft registration number and serial number.
- 6.50 Prepare an FAA form 337 documenting this installation.
- 6.60 After testing and corrections, the "Notes" working copy of the installation document set should represent the final configuration. With the installation and testing complete, neatly mark the appropriate notes, corrections, and customizations onto the original document set, which becomes the "As Built" document set. Add additional pages if necessary. Write the aircraft serial number and model number on each page of the documents. Make copies of the "As Built" document set (G12132 plus any additional pages) and attach a copy of the FAA form 337 for this installation. Distribute the form 337 with the attached documents, as specified below:
  - One set must be placed into the aircraft records for future maintenance on the aircraft electrical system and console.
  - One set should be attached to the work order under which the installation was performed, if a work order was used.
  - One set must be sent to AEM for record keeping purposes.
- 6.70 Make an aircraft log book entry to document this installation.
- 6.80 Distribute the FAA form 337 in accordance with FAA requirements.
- 6.90 Perform any other functions needed to properly return an aircraft to service.
- 6.100 When properly installed, there is no further action required for continued airworthiness. The aircraft manufacturer's normal maintenance actions will cover all maintenance required for this electrical system.
- 6.110 When performing maintenance or troubleshooting on the aircraft electrical system, the "As Built" document set must be referred to along with the Airbus Helicopters Wiring Diagram Manual.

### LOG OF REVISIONS

REV LEVEL	DATE OF REVISION	DESCRIPTION OF CHANGE	APPROVAL
--	6/21/02	Initial Release, replaces GA107-3E-ECO-1061B	CLB
A	9/3/03	Added options for cyclic travel limitations	CLB
B	3/29/04	Removed options for cyclic travel limitations and added sections 4.52 & 4.53	CLB
C	8/12/04	Added section 4.54 for Bendix Grip installations	CLB
D	6/14/05	Revised section 4.50 & 5.180	CLB
E	3/08/06	Added section 5.190 for replacement of Collective lock button with Fitting G12733	CLB
F	8/30/07	Added section 4.45 and 4.60 for aircraft post mod 350A07-3273 using the direct battery bus, B3 emergency bus post mod 350A07-3087, and mod 350A07-3257	CLB
G	4/30/08	Updated section 5.180 and 5.190 for collective strap adjustment and fitting installation requirements	CLB
H	7/22/08	Updated section 5.180 collective fitting gap requirement to .15 inches (4mm) for EASA certification.	CLB
J	9/25/08	Updated section 1.320 switch color coding specification.	CLB
K	3/23/09	Corrected part number for cover plate to G12899 in sections 4.45 & 4.62; updated the functional test procedure	CLB
L	3/14/11	Restructured section 4.00 to separate instructions for pre-mod and post-mod 350A07-3273; qualified paragraphs 5.30 and 5.40 as being for pre-mod 350A07-3273 only	CLB
M	1/04/13	Added Step 5.49 for installing the P132 Console in place of EC MOD 350A07-4280 Multi-Bloc Console.	CLB
N	11/25/13	Revised Section 5.180 to add mounting hardware for the installation of Collective Strap Mounting Block G12316.	CLB
P	6/24/14	Revised Section 5.190 for SB 67-00-37; Replaced OEM name of "Eurocopter" with "Airbus Helicopters" throughout the document.	CLB
Q	12/5/14	Removed references to GA107-3 and removed assembly instructions (Section 2). Revised all section numbering. Updated format and company name to Eagle Copters	CLB
1.00	11/15/22	ECO 1152: Document rebranded to AEM document standard. No technical information was altered in any form.	

### COPYRIGHT STATEMENT

© 2022 Anodyne Electronics Manufacturing Corp. (AEM), All Rights Reserved

This publication is the property of AEM and is protected by Canadian copyright laws. No part of this document may be reproduced or transmitted in any form or by any means including electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of AEM.