



PILATUS AIRCRAFT LTD. CH-6370 STANS, SWITZERLAND.

# SERVICE LETTER

**SUBJECT: PRATT & WHITNEY CANADA SERVICE BULLETIN  
NO: 14230 (AUG. 15/95).**

All Operators:

Date: 20 September 1995

The attention of all PC-12 operators is drawn to the subject Service Bulletin (P&WC SB No. 14230) which is reproduced as Annex A to this letter.

Any specific queries concerning this subject should be addressed directly to Pratt & Whitney Canada.

Should any difficulty be encountered, enquiries can then be made to the following address:

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**Annex A to Pilatus Service Letter PC-12 No: 005**

Pratt & Whitney Canada - Service Bulletin No:14230

**(6 pages)**

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PRATT & WHITNEY CANADA  
**SERVICE BULLETIN**

P&WC S.B. No. 14230

**BULLETIN INDEX LOCATOR**

TURBOPROP ENGINE  
FUEL CONTROL UNIT (FCU) - MODIFICATION OF

MODEL APPLICATION

PT6A-67B

Compliance: CATEGORY 8

Summary: Hanging engine starts and long acceleration time to idle have occurred on engines in service. The starting/acceleration fuel schedule calibration of the turboprop Fuel Control Unit (FCU) is changed to optimize the engine start.

Aug 15/95

**PT6A-72-14230**  
Cover Sheet



PRATT & WHITNEY CANADA  
**SERVICE BULLETIN**

P&WC S.B. No. 14230

TURBOPROP ENGINE  
FUEL CONTROL UNIT (FCU) - MODIFICATION OF

1. Planning Information

A. Effectivity

PT6A-67B Engines which are before and include Serial No. PCE-110029

B. Concurrent Requirements

None.

C. Reason

(1) Problem

Hanging engine starts and long acceleration time to idle have occurred on engines in service.

(2) Cause

The starting fuel schedule of the turboprop Fuel Control Unit (FCU) can be too low to permit an adequate rate of acceleration for the engine.

(3) Solution

The calibration of the starting/acceleration fuel schedule is increased to optimize the engine start.

D. Description

The existing Fuel Control Unit (FCU) is modified, by an adjustment in the field, to increase the starting/acceleration fuel schedule and optimize the engine start.

E. Compliance

CATEGORY 8 - You can do this service bulletin if the operator thinks the change is necessary because of what he knows of the parts history.

F. Approval

D.O.T./D.A.A. approved.

G. Manpower

No more man-hours are necessary to include this service bulletin at overhaul.

Estimate of 8.0 man-hours required to include this service bulletin at maintenance.

H. Weight and Balance

None.

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TURBOPROP ENGINE  
FUEL CONTROL UNIT (FCU) - MODIFICATION OF

1. Planning Information (Cont'd)

I. Electrical Load Data

Not changed.

J. Software Accomplishment Summary

Not applicable.

K. References

Maintenance Manual P/N 3038336 (PT6A-67B/-67D)  
Overhaul Manual P/N 3038337 (PT6A-67B/-67D)  
Illustrated Parts Catalog P/N 3038338 (PT6A-67B/-67D)  
PWA Overhaul Standard Practices Manual P/N 585005  
Woodward Governor Company Service Bulletin No. 60068-73-2

L. Publications Affected

Illustrated Parts Catalog P/N 3038338 (PT6A-67B/-67D)

M. Interchangeability and Intermixability of Parts

Not changed.

2. Material Information

A. Material - Price and Availability

Not applicable.

B. Industry Support Information

Not applicable.



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## TURBOPROP ENGINE FUEL CONTROL UNIT (FCU) - MODIFICATION OF

2. Material Information (Cont'd)

C. Material Necessary for Each Engine

The quantity of materials listed in this section is on a per engine basis.

<u>New P/N</u>	<u>Keyword</u>	<u>Old P/N</u>	<u>Qty</u>	<u>Est. Unit List Price (\$US, 1995)</u>	<u>Instructions - Disposition</u>
8063-036-01	Fuel Control, Hydromechanical, Supplier (V66503), P&WC P/N 3121467-01		1	NP	(A)(B)(C)
	Fuel Control, Turboprop, Supplier (V66503), P&WC P/N 3119892-01	8063-036	1		(A)

(A) TWO WAY INTERCHANGEABLE - (ATA 200 Explanation Code 02)  
The old or the new part can replace the old or the new part.

(B) To get the new part it is necessary to make a modification to the old part.

(C) Non-procurable part.

D. Reidentified Parts

You can make a modification to the OLD P/N and identify it to the NEW P/N (Ref. Accomplishment Instructions):

OLD P/N

WG P/N 8063-036  
(P&WC P/N 3119892-01)

NEW P/N

WG P/N 8063-036-01  
(P&WC P/N 3121467-01)

E. Tooling - Price and Availability

Not applicable.

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TURBOPROP ENGINE  
FUEL CONTROL UNIT (FCU) - MODIFICATION OF

3. Accomplishment Instructions

A. A modification can be done to the existing serviceable Fuel Control Units (FCU)  
P&WC P/N 3119892-01:

(1) Refer to the instructions in the Woodward Governor Service Bulletin No. 60068-73-2:

(a) Modify the Fuel Control Unit (FCU) installed on the engine.

NOTE: The adjustment must be made in the presence of a Woodward Governor Company or Pratt & Whitney Canada authorized representative.

(b) Identify the nameplate by adding a "-01", after the Woodward Governor Company 8063-036 part number on the Fuel Control Unit.

(c) Identify the modified Fuel Control Unit (FCU) by striking out the old P&WC P/N 3119892-01, and adding the new P&WC P/N 3121467-01 in the same general area, using the electrolytic etch (deep) method of marking (Ref. PWA Overhaul Standard Practices Manual).

(2) Refer to the instructions in the maintenance or overhaul manual and do a functional test of the modified Fuel Control Unit (FCU).

B. Write "P&WC S.B. No. 14230 incorporated" in the engine log book.

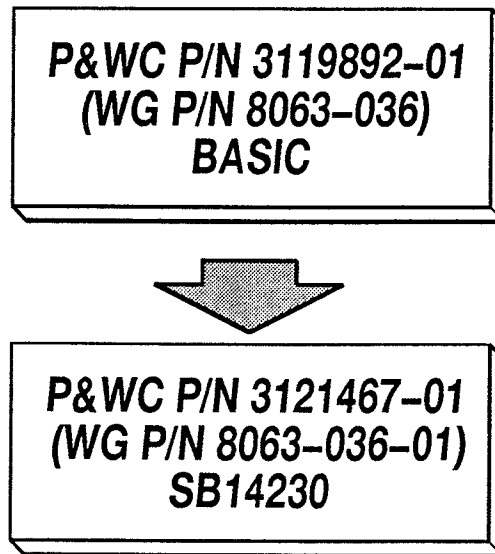
4. Appendix

A. Refer to Figure 1 for the parts progression of the Fuel Control Unit (FCU).

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TURBOPROP ENGINE  
FUEL CONTROL UNIT (FCU) - MODIFICATION OF



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Progression of the Fuel Control Unit (FCU)  
Figure 1

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