

Revision Transmittal

November 11, 2013

TO: Cessna Distributors and Authorized Service Facilities and CPC's

SUBJECT: Multi-engine Service Bulletin MEB07-1 Revision 5, Pilot and Copilot Secondary Seat Stop Installation.

REASON FOR REVISION

To extend the credit expiration date to December 31, 2014.

To change the compliance time.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of MEB07-1 Revision 4 with the attached copy of MEB07-1 Revision 5 which is printed in its entirety.

NOTE: Compliance with Revision 5 is not required if in compliance with the Original Issue or Revision 1, Revision 2, Revision 3, or Revision 4. However, if you have not already done so, you must remove and destroy the Instructions for Continued Airworthiness Attachment that is stored in the Technical Library CD-ROM or Maintenance Manual for your airplane and replace it with the Instructions for Continued Airworthiness Revision A that is attached to this service bulletin.

LOG OF EFFECTIVE PAGES

Page No.	Date	Page No.	Date
1	November 11, 2013	7	November 11, 2013
2	November 11, 2013	8	November 11, 2013
3	November 11, 2013	9	November 11, 2013
4	November 11, 2013	10	November 11, 2013
5	November 11, 2013	11	November 11, 2013
6	November 11, 2013	12	November 11, 2013

* * * * *

Page 1 of 1

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Customer Service, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 517-7271
www.cessnasupport.com

Service Bulletin

November 11, 2013

MEB07-1
Revision 5

TITLE

PILOT AND COPILOT SECONDARY SEAT STOP INSTALLATION

EFFECTIVITY

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
T303	1982	T30300001 thru T30300175
T303	1983	T30300176 thru T30300257
T303	1984	T30300258 thru T30300315
336	1964	336-0001 thru 336-0195
336		633, 636
337		647
337	1965	337-0002 thru 337-0239
337A	1966	337-0240 thru 337-0305
337A	1966	337-0307 thru 337-0469
337A	1966	337-0471 thru 337-0525
337B/T337B	1967	337-0526 thru 337-0568
337B		656
337B/T337B	1967	337-0570 thru 337-0755
337B/T337B		337-0001, 337-0470
M337B	1967	337-M0001 thru 337-M0476
337C/T337C	1968	337-0756 thru 337-0978
337D/T337D	1969	337-0979 thru 337-1193
337E/T337E	1970	33701194 thru 33701316
337F/T337F	1971	33701317 thru 33701398
T337F		33700569
337F	1972	33701399 thru 33701448
337F	1972	33701450 thru 33701462

Original Issue: May 21, 2007
Revision 1: December 17, 2007
Revision 2: June 15, 2010
Revision 3: December 15, 2011
Revision 4: March 15, 2012

Page 1 of 12

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

337F		33700306
337G	1973	33701463 thru 33701550
337G	1974	33701551 thru 33701606
337G	1975	33701607 thru 33701671
337G	1976	33701672 thru 33701748
337G	1977	33701749 thru 33701815
337G		33701449
337H/T337H	1978	33701816 thru 33701853
337H/T337H	1978	33701855 thru 33701874
337H/T337H	1979	33701875 thru 33701919
337H/T337H	1979	33701921
337H/T337H		33701854
337H/T337H	1980	33701922
337H/T337H	1980	33701928 thru 33701950
F337E/FT337E	1970	F33700001 thru F33700024
F337F/FT337F	1971 thru 1972	F33700025 thru F33700055
F337G	1973 thru 1977	F33700056 thru F33700084
F337H	1978	F33700085 thru F33700086
FT337GP	1973 thru 1977	FP33700001 thru FP33700022
FT337HP	1978	FP33700023
T337H-SP	1979	33701920
T337H-SP	1980	33701923 thru 33701927
T337H-SP	1980	33701951 thru 33701955
T337G		677
T337G	1973	P3370001 thru P3370148
T337G	1974	P3370149 thru P3370193
T337G	1975	P3370194 thru P3370195
T337G	1975	P3370197 thru P3370225
T337G	1976	P3370226 thru P3370257
T337G	1977	P3370258 thru P3370292
P337H	1978	P3370293 thru P3370318
P337H	1979	P3370319 thru P3370341
P337H	1979	P3370196
P337H	1980	P3370342 thru P3370356

PURPOSE

To provide a modification for installing a new design secondary seat stop for the pilot and copilot seats.

The Secondary Seat Stop is an additional device installed on the pilot or copilot seat that assists in preventing uncommanded rearward movement of the seat. It is designed to assist in providing an additional margin of safety by limiting the aft travel of the seat should the primary seat latch pin(s) not be properly engaged in the seat rail/track. In certain instances, seat slippage could result in some pilots not being able to reach all the controls and/or subsequently losing control of the airplane. The functionality of the Secondary Seat Stop should be completely transparent to the operator. If operation of the seat stop is not transparent the airplane requires maintenance to correct the malfunction of the seat stop mechanism.

COMPLIANCE

Mandatory: Pilot seat secondary stop installation shall be accomplished within the next 200 hours of operation or 12 months, whichever occurs first.

Recommended: Copilot seat secondary stop installation should be accomplished within the next 200 hours of operation or 12 months, whichever occurs first.

NOTE: Compliance with Revision 5 is not required if in compliance with the Original Issue or Revision 1, Revision 2, Revision 3, or Revision 4. However, if you have not already done so, you must remove and destroy the Instructions for Continued Airworthiness Attachment that is stored in the Technical Library CD-ROM or Maintenance Manual for your airplane and replace it with the Instructions for Continued Airworthiness Revision A that is attached to this service bulletin.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

The man-hours listed below are based on the work being accomplished during a scheduled 100 hour/annual type inspection.

SK337-75A: Pilot Secondary Seat Stop Installation

Installation "A": 2.8 man-hours per airplane

Installation "B": 1.5 man-hours per airplane

Installation "C": 2.9 man-hours per airplane

Installation "D": 2.4 man-hours per airplane

Installation "E": 2.4 man-hours per airplane

Installation "F": 3.9 man-hours per airplane

Installation "G": 2.8 man-hours per airplane

Installation "H": 2.6 man-hours per airplane

SK337-76A: Copilot Secondary Seat Stop Installation

Installation "A": Approximately 2.3 man-hours per airplane

Installation "B": Approximately 1.0 man-hour per airplane

Installation "C": Approximately 2.4 man-hours per airplane

Installation "D": Approximately 1.9 man-hours per airplane

Installation "E": Approximately 1.9 man-hours per airplane

Installation "F": Approximately 3.4 man-hours per airplane

Installation "G": 2.8 man-hours per airplane

Installation "H": 2.6 man-hours per airplane

MATERIAL

The parts below are available from Cessna Service Parts and Programs through an appropriate Cessna Authorized Service Facility.

NOTE: The airplane serial number must be provided when ordering the seat stop service kits.

<u>Part Number</u>	<u>Description</u>	<u>Qty/Airplane</u>
SK337-75A	Pilot Secondary Seat Stop Installation Kit	1
SK337-76A	Copilot Secondary Seat Stop Installation Kit	1
U000787S	EC1300LP Adhesive (1 Pint)	(as required)

ACCOMPLISHMENT INSTRUCTIONS

Service Kit installation instructions are included in the following Service Kits when the kits are shipped from Cessna Service Parts and Programs.

SK337-75A: Pilot Secondary Seat Stop Installation and SK337-76A: Copilot Secondary Seat Stop Installation.

For your convenience the typical installation of the secondary seat stop installation configurations are shown in Figure 1.

Store the attachment that follows - Airplanes Incorporating: SK210-174, SK210-175, SK195-11, SK195-12, SK337-75, or SK337-76 (Any of these SKs at any Revision level) Instructions for Continued Airworthiness, Revision A - with the airplane maintenance manual.

**AIRPLANES INCORPORATING:
SK210-174, SK210-175, SK195-11, SK195-12, SK337-75, or SK337-76
(Any of these SKs at any Revision level)**

**- INSTRUCTIONS FOR CONTINUED AIRWORTHINESS -
- Revision A -**

Cessna Aircraft Company
P.O. Box 7704
Wichita, Kansas 67277

Model Numbers
170 / 172 / 175 / 177 / 177RG
180 / (T)182 / R182 / TR182 / 185
190 / 195
(T)206 / (T)207 / (T)210 / P210
T303 / 336 / (T)337 / P337

1. Introduction

- A. The purpose of this Service Bulletin Attachment is to provide the maintenance technician with the information necessary to ensure the correct functionality and operation of the Secondary Seat Stop installed by accomplishment of either SK210-174, SK210-175, SK195-11, SK195-12, SK337-75, or SK337-76 on the applicable Cessna Models.
- B. This document supplements the applicable Model Maintenance Manual or Service Manual until the next revision to the Manual is accomplished.
- C. When this information is incorporated into the applicable Model Maintenance Manual, the Maintenance Manual shall take precedence over this document.

NOTE: This document must be placed with the aircraft operator's Technical Library CD-ROM or Maintenance Manual and incorporated into the operator's scheduled maintenance program.

2. Description and Operation

A. Description

- The Secondary Seat Stop is an additional device installed on the pilot or copilot seat that assists in preventing uncommanded rearward movement of the seat. It is designed to assist in providing an additional margin of safety by limiting the aft travel of the seat should the primary seat latch pin(s) not be properly engaged in the seat rail/track. In certain instances, seat slippage could result in some pilots not being able to reach all the controls and/or subsequently losing control of the airplane. The functionality of the Secondary Seat Stop should be completely transparent to the operator. If operation of the seat stop is not transparent the airplane requires maintenance to correct the malfunction of the seat stop mechanism.

B. Operation

- (1) The control cable of the Secondary Seat Stop is connected to the Seat Latch Pin or Seat Adjustment Handle near the Latch Pin. When properly rigged, the Secondary Seat Stop should be engaged, preventing aft movement of the seat when the Latch Pin is in the seat rail/track hole or resting atop the rail/track.
- (2) When the Latch Pin is engaged in the seat rail hole or is raised to no more than 0.05 inch above the seat rail/track using the Seat Adjustment Handle, the Secondary Seat Stop should engage, thereby permitting no further aft movement of the seat.

C. System Components

- (1) One of the following Cessna Service Kits at any revision level:
 - SK210-174
 - SK210-175
 - SK195-11
 - SK195-12
 - SK337-75
 - SK337-76

3. Installation and Rigging

- Installation and rigging of the Secondary Seat Stop are to be done in accordance with the applicable Service Kit (SK).

4. Required Maintenance

A. Inspection/Test

- (1) Stand outside the airplane with the door open.

- (2) Check to see if the latch pin is engaged in a hole in the rail/track.
 - (a) If it is, proceed to step (3).
 - (b) If it is not, adjust the seat to put a pin in a hole in the seat rail/track.
- (3) Grasp the belt about mid-way between its attachment to the floor and the seat base. Attempt to pull more belt material from the reel.
 - (a) If you can pull more of the belt from the reel, it must be re-rigged. Adjust the cable in accordance with the applicable SK rigging instructions.
 - (b) If you are unable to pull more of the belt from the reel, proceed to step (4).
- (4) Lift the seat adjustment handle and reposition the seat so that the latch pin rests atop the rail/track, not in a hole. Attempt to pull more belt material from the reel.
 - (a) If you can pull more of the belt from the reel, it must be re-rigged. Adjust the cable in accordance with the applicable SK rigging instructions.
 - (b) If you are unable to pull more of the belt from the reel, proceed to step (5).
- (5) Lift the seat adjustment handle and place a 0.05" thick feeler gauge on top of the rail and then lower the seat latch pin onto it. Attempt to pull more belt material from the reel.
 - (a) If you can pull more of the belt from the reel, it must be re-rigged. Adjust the cable in accordance with the applicable SK rigging instructions.
 - (b) If you are unable to pull more of the belt from the reel, proceed to step (6).
- (6) Lift the seat adjustment handle and place a 0.10" thick feeler gauge on top of the rail and then lower the seat latch pin onto it. Attempt to pull more belt material from the reel.
 - (a) If you are unable to pull more of the belt from the reel, it must be re-rigged. Adjust the cable in accordance with the applicable SK rigging instructions.
 - (b) If you can pull more of the belt from the reel, proceed to step (7).
- (7) Sit in the seat and repeat steps (2) thru (6) while seated. There should be no different functionality than when standing outside the airplane. If there is, adjust the reel and cable in accordance with the applicable SK installation and rigging instructions.

B. Inspection Interval

- (1) At each 100 Hour or Annual Inspection, whichever comes first, perform Steps 4, A, (1) thru (7), above.
- (2) Perform Steps 4, A, (1) thru (7) any time the operator notes intermittent or poor functioning of the Secondary Seat Stop or is unable to move the seat aft when commanded.

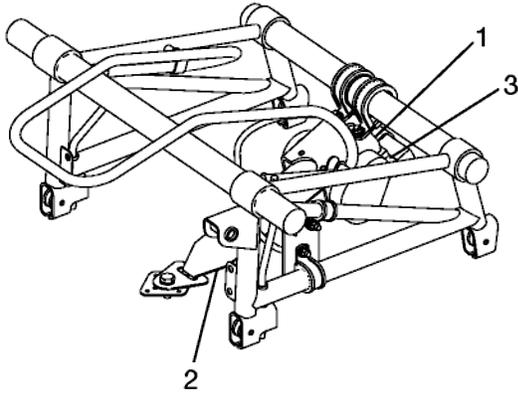
C. Troubleshooting

- (1) If the Secondary Seat Stop requires repeated rigging.
 - (a) Inspect the primary seat latch system for condition and wear.
 - (b) Replace worn or damaged parts.
 - (c) Re-rig the secondary seat stop in accordance with the applicable SK.
- (2) If insufficient handle movement is available to "release" the secondary seat stop.
 - (a) Inspect the primary seat latch system for condition and wear.
 - (b) Replace worn or damaged parts.

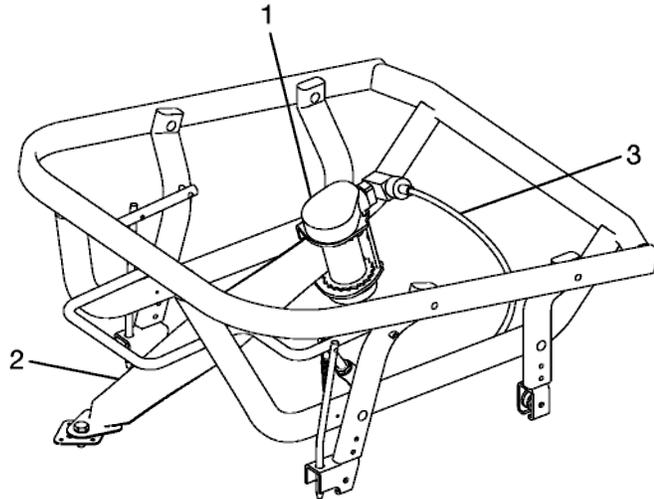
- (c) Re-rig the secondary seat stop in accordance with the applicable SK.
- (3) If intermittent or poor functioning of the Secondary Seat Stop is reported.
 - (a) Inspect the primary seat latch system for condition and wear.
 - (b) Replace worn or damaged parts.
 - (c) Re-rig the secondary seat stop in accordance with the applicable SK.

5. **Airworthiness Limitations**

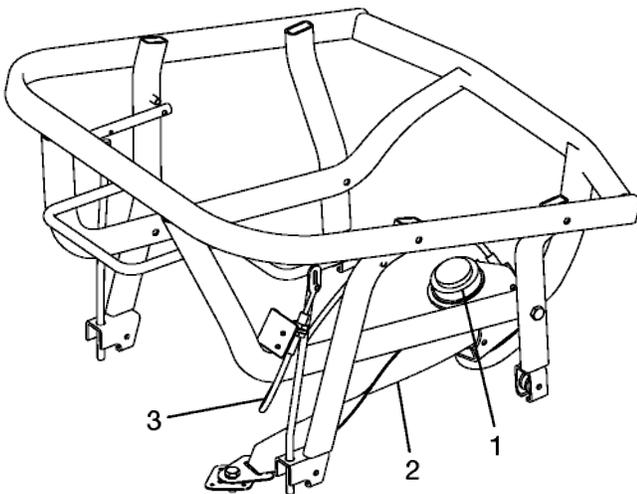
- A. The applicable Model Type Certificate Data Sheet and AFM contain the airframe limitations.
- B. The Secondary Seat Stop system has no mandatory replacement time or life limit associated with its installation and has no impact on the Limitations to the airframe.



Installation "A"



Installation "B"

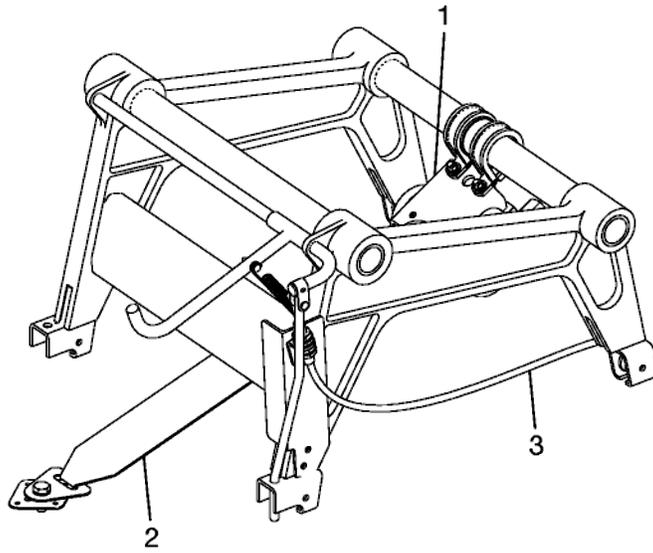


Installation "C"

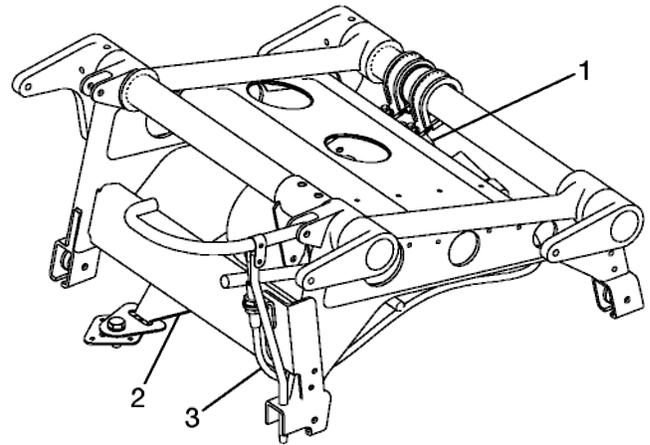
- 1. Reel
- 2. Belt
- 3. Control Cable

1299T377

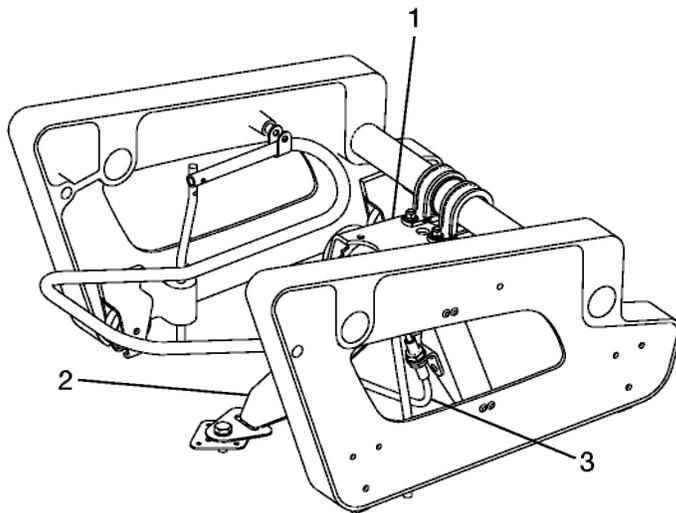
Figure 1. Identification of Secondary Seat Stop Installation Configurations (Sheet 1)



Installation "D"



Installation "E"



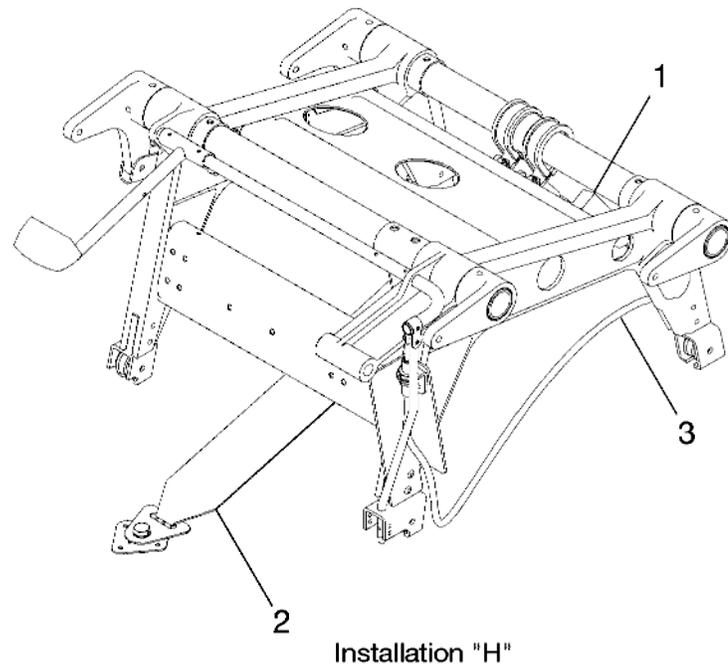
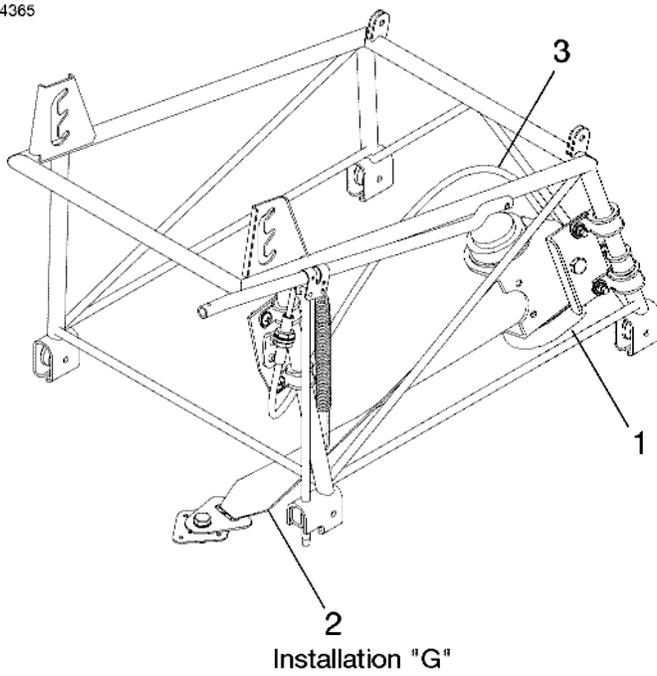
Installation "F"

- 1. Reel
- 2. Belt
- 3. Control Cable

1299T377

Figure 1. Identification of Secondary Seat Stop Installation Configurations (Sheet 2)

B14365



- 1. Reel
- 2. Belt
- 3. Control Cable

2610T7007

Figure 1. Identification of Secondary Seat Stop Installation Configurations (Sheet 3)

* * * * *

Owner Advisory

November 11, 2013

MEB07-1AR5

Dear Cessna Multi-engine Classic Owner:

This Owner Advisory is to inform you that Service Bulletin MEB07-1 Revision 5: Pilot and Copilot Secondary Seat Stop Installation has been issued to announce that Service Kits are available to install a new design secondary seat stop for the pilot and copilot seats.

The Secondary Seat Stop is an additional device installed on the pilot or copilot seat that assists in preventing uncommanded rearward movement of the seat. It is designed to assist in providing an additional margin of safety by limiting the aft travel of the seat should the primary seat latch pin(s) not be properly engaged in the seat rail/track. In certain instances, seat slippage could result in some pilots not being able to reach all the controls and/or subsequently losing control of the airplane. The functionality of the Secondary Seat Stop should be completely transparent to the operator. If operation of the seat stop is not transparent the airplane requires maintenance to correct the malfunction of the seat stop mechanism.

Compliance is mandatory for the pilot seat: the secondary seat stop installation shall be accomplished within the next 200 hours of operation or 12 months, whichever occurs first.

Compliance is recommended for the copilot seat: the secondary seat stop installation should be accomplished within the next 200 hours of operation or 12 months, whichever occurs first.

NOTE: Compliance with Revision 5 is not required if in compliance with the Original Issue or Revision 1, Revision 2, Revision 3, or Revision 4. However, if you have not already done so, you must remove and destroy the Instructions for Continued Airworthiness Attachment that is stored in the Technical Library CD-ROM or Maintenance Manual for your airplane and replace it with the Instructions for Continued Airworthiness Revision A that is attached to this service bulletin.

Applicable Service Kit parts credit and applicable labor allowance credit, as listed in the Man-Hours section of Service Bulletin MEB07-1 Revision 5, will be provided per airplane to install Service Kit SK337-75A: Pilot Secondary Seat Stop Installation.

When applicable, freight will be credited at the most economical method unless pre-approved by Cessna.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Authorized Service Facility within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

Domestic	December 31, 2014
International	December 31, 2014

Please contact a Cessna Authorized Service Facility for detailed information and arrange to have Cessna Service Bulletin MEB07-1 Revision 5 accomplished on your airplane.

As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the "Customer Support Login" link at www.Cessna.com to register.

