

SERVICE INFORMATION NO. SI 42-083

NOTE: SI's are used **only**:

- 1) To distribute information from DAI to our customers.
- 2) To distribute applicable information / documents from our suppliers to our customers with additional information.

Typically there is no revision service for SI's. Each new information or change of that will be sent along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

All DA 42 and DA 42 M aircraft

1.2 Subject:

GARMIN – Service Alert No. 0824
ATA-Code: 34-00

1.3 Reason:

GARMIN has identified an issue, whereby the large (outer) BARO knob and the small (inner) CRS knob may interfere with each other. The Service Alert No. 0824 contains instructions on how to test for knob interference.

1.4 Information:

For detailed technical information refer to the GARMIN Service Alert No. 0824 which is applicable without any further additions or restrictions.

II. OTHERS

The GARMIN Service Alert No. 0824 is attached to this SI.

In case of doubt contact Diamond Aircraft Industries GmbH.



SERVICE ALERT

NO.: 0824

TO: All G1000/G900X/G950 Owners and Operators
DATE: 10 July 2008
SUBJECT: GDU 104X CRS/BARO Knob Interference

AFFECTED PRODUCTS

All G1000/G900X/G950 installations with the following 10-inch GDU 104X displays are affected:

GDU 1040 011-00972-00, 011-00972-02, 011-00972-03
GDU 1042 011-01080-00
GDU 1043 011-01079-00
GDU 1044 011-01078-01
GDU 1044B 011-01274-00
GDU 1045 011-00819-04

The following G1000-equipped aircraft include one or more of the affected GDU 104X displays listed above.

Cessna 172R/172S/182T/T182T/206H/T206H
Cessna 350/400
Columbia 350/400
Diamond DA40/40F/40D/DA42
Mooney M20M/M20R/M20TN
Piper PA 32 Saratoga
Quest Kodiak 100
Hawker Beechcraft G36 Bonanza
Hawker Beechcraft G58 Baron
Tiger AG-5B

All G900X/G950 aircraft installations are affected by this bulletin.

DESCRIPTION

Garmin has identified an issue, whereby the large (outer) BARO knob and the small (inner) CRS knob may interfere with each other.

© Copyright 2008
Garmin Ltd. or its subsidiaries
All Rights Reserved

Except as expressly provided herein, no part of this document may be reproduced, copied, transmitted, disseminated, downloaded or stored in any storage medium, for any purpose without the express prior written consent of Garmin. Garmin hereby grants permission to download a single copy of this document and of any revision to this document onto a hard drive or other electronic storage medium to be viewed and to print one copy of this document or of any revision hereto, provided that such electronic or printed copy of this document or revision must contain the complete text of this copyright notice and provided further that any unauthorized commercial distribution of this document or any revision hereto is strictly prohibited.

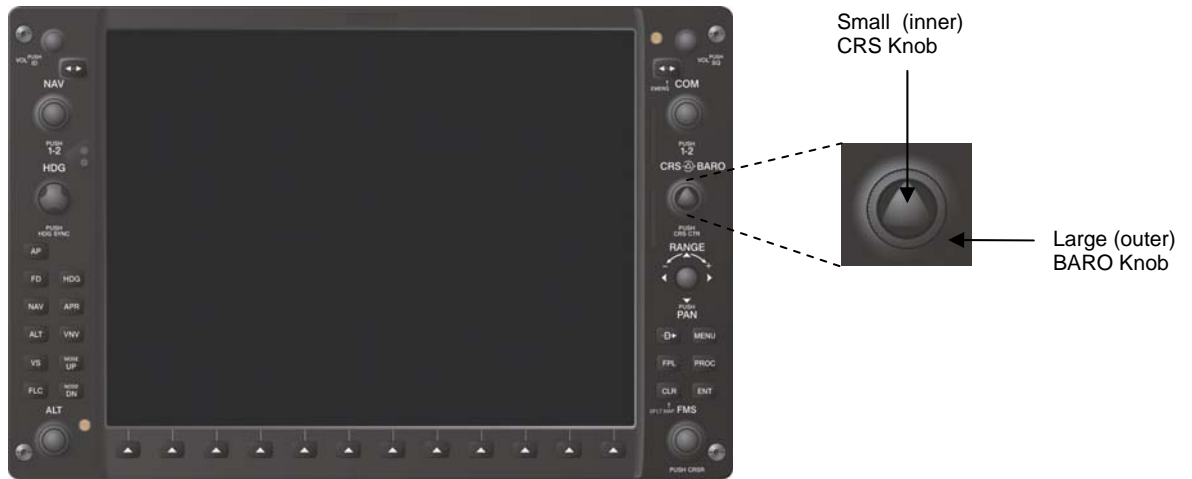


Figure 1

IMMEDIATE ACTION REQUIRED

PFD and MFD CRS/BARO Knob Interference Test

1. Apply power to the G1000/G900X/G950.
2. Press the CDI softkey on the Primary Flight Display(s) (PFD) to enter VOR mode on the HSI.
3. Rotate the large (outer) BARO knob (refer to Figure 1) a minimum of three complete revolutions in each direction while monitoring the Horizontal Situation Indicator/Digital Course Indicator (refer to Figure 2) on the PFD. If a change in the Horizontal Situation Indicator/Digital Course Indicator is produced while turning the BARO knob contact your local Garmin Service Center or OEM Dealer to replace the knobs.

NOTE

In some installations the Digital Course Indicator does not display unless the field is actively being edited. In these instances, if the Digital Course Indicator does not appear while turning the BARO knob, no interference is present.

4. Rotate the small (inner) CRS knob (refer to Figure 1) a minimum of three complete revolutions in each direction while monitoring the Barometric Altimeter Setting (refer to Figure 2) on the PFD. If a change in the Barometric Altimeter Setting is produced while turning the CRS knob contact your local Garmin Service Center or OEM Dealer to replace the knobs.
5. Repeat Steps 3 and 4 for each affected GDU.

NOTE

When testing the Multi Function Display (MFD), the indications must be monitored on the PFD.



Figure 2

MAINTENANCE RECORDS

If no interference is observed, the pilot performing the check should make the following aircraft logbook entry:

On dd/mm/yyyy the CRS/BARO knobs on installed displays were checked for interference with none found per Garmin Service Alert 0824. Signed - (pilot name here)