

TEMPORARY REVISION

TR-OÄM-36-206/a

supersedes TR-OÄM-36-206

SECOND GENERATOR

This Temporary Revision TR-OÄM-36-206/a is approved in conjunction with the Optional Design Change Advisory OÄM 36-206/b and is valid in conjunction with the latest revision of the related Airplane Flight Manual.

The information contained herein supplements or, in the case of conflict, overrides that in the Airplane Flight Manual.

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AFFECTED CHAPTERS:

3.7 ENGINE FAILURE

3.7.10 RED FUEL PRESSURE WARNING LIGHT CONTINUOUSLY ILLUMINATED

System with two Generators

Fuel pressure has dropped below the minimum.

1. Fuel booster pump ON
2. Fuel valve check if OPEN
3. Fuel quantity indicator check fuel quantity

If light extinguishes:

Land on nearest suitable airfield and determine reason for malfunction.

CAUTION

The main fuel pump is supplied with power from the engine-integrated generator. Failure of the engine-integrated generator will lead to the failure of the main fuel pump, causing the warning light to come on. Therefore, the illumination of the fuel pressure warning light can also be an indication of failure of the engine-integrated generator. The fuel booster pump is supplied with power from the second (belt-driven) generator (also refer to Section 7.11 ELECTRICAL SYSTEM).

If light does not extinguish:

The required fuel flow cannot be maintained, or the fuel pressure switch is defective. However, an engine failure is possible at any time. See NOTES in Article 3.7.2 ENGINE FAILURE DURING CRUISE.

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3.7.11 RED GENERATOR WARNING LIGHT CONTINUOUSLY ILLUMINATED

System with two Generators

The belt-driven generator is not delivering power to the on-board network.

1. All electrical consumers not essential for flight operation OFF
2. Land on nearest airfield and determine reason for malfunction

7.11 ELECTRICAL SYSTEM

System with two Generators

If the engine is equipped with two generators, then a second, belt-driven generator is installed in addition to the engine-integrated generator.

The electric main fuel pump is supplied with power directly from the engine-integrated generator. The actuation of the master switch has no influence on this power supply. Failure of the engine-integrated generator will lead to the failure of the main fuel pump and is indicated by the illumination of the fuel pressure warning light.

The on-board network, including the fuel booster pump, is supplied with power from the belt-driven generator. Failure of the belt-driven generator is indicated by the illumination of the generator warning light.

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