



Piper Aircraft Corporation
Vero Beach, Florida, U.S.A.

SERVICE No. 811A
BULLETIN

* PIPER CONSIDERS *
* COMPLIANCE MANDATORY *

FAA Approved

Date

May 12, 1986

S/M

(Service Bulletin No. 811A supersedes and voids Service Bulletin No. 698A, dated August 17, 1982 and Service Bulletin No. 811, dated January 8, 1986)

This Service Bulletin is divided into Two (2) PARTS. Refer to each PART for specific Purpose, Instructions and Material Required.

SUBJECT:

Ammeter Replacement

REASON FOR REVISION:

Add Additional Models Affected, Add Serial Numbers Affected, Add PART II, Revise Summary, and Revise Instructions in PART I.

MODELS AFFECTED:

- PA-28-150/160 Cherokee
PA-28-180 Archer
PA-28-181 Archer II
PA-28-235 Cherokee
PA-28-236 Dakota
PA-28-201T Turbo Dakota
PA-28R-180 Arrow I
PA-28R-200 Arrow II
PA-28R-201 Arrow III
PA-28R-201T Turbo Arrow III
PA-28RT-201 Arrow IV
PA-28RT-201T Turbo Arrow IV
PA-32-260 Cherokee
PA-32-300 Cherokee Six
PA-32R-300 Lance
PA-32RT-300 Lance II
PA-32RT-300T Turbo Lance II
PA-32-301 Saratoga
PA-32-301T Turbo Saratoga
PA-32R-301 Saratoga SP
PA-32R-301T Turbo Saratoga SP
PA-34-200T Seneca II

SERIAL NUMBERS AFFECTED:

- 28-3378 through 28-4377
28-3378 through 28-7505259 and 28-E13
28-7690001 through 28-8190279,
28-8290017, 28-8290018, 28-8290028,
28-8290033, 28-8290034 and 28-8290036
28-10720 through 28-7710089 and
28-E11
28-7911001 through 28-8511020
28-7921001 through 28-7921091
28R-30004 through 28R-30481,
28R-30483 through 28R-7130013
28R-30482, 28R-35001 through
28R-7635545
28R-7737001 through 28R-7837317
28R-7703001 through 28R-7803373
28R-7918001 through 28R-8218026
28R-7931001 through 28R-8631006
32-1 through 32-7800008
32-40000 through 32-7940290
32R-7680001 through 32R-7880068
32R-7885001 through 32R-7985105
32R-7787001 through 32R-7987126
32-8006001 through 32-8106087
32-8024001 through 32-8124030
32R-8013001 through 32R-8113094
32R-8029001 through 32R-8129090
34-7570001 through 34-8170092

(over)
ATA: 2430

PART I

COMPLIANCE TIME: Within the next ten (10) hours of operation or to coincide with the next regularly scheduled inspection event, whichever occurs first.

PURPOSE: Reports have been received of loose and/or shorting ammeter connections at the ammeter cluster gauge.

If this condition exists and is left uncorrected, damage could occur to the ammeter, its wiring and the cluster, with the possibility of electrical failure and/or fire within the cockpit.

This Service Bulletin announces the availability of a shunted ammeter kit which, when installed, will eliminate full electrical power passing through the ammeter gauge. The use of a remote electrical shunt in the ammeter installation will eliminate the possibility of electrical failure and/or fire associated with a shorted ammeter.

NOTE: Service Bulletin No. 811A does not apply to aircraft equipped with ninety (90) ampere alternators.

INSTRUCTIONS: All instructions necessary to accomplish this modification are contained in the Ammeter Replacement Kit, Piper Part Number 765-186.

NOTE: Upon completion of installation of ammeter in cluster housing, check ammeter studs with ohmmeter to insure they are not grounded to the cluster housing.

MATERIAL REQUIRED: One (1) each Ammeter Replacement Kit, Piper Part Number 765-186, per each single engine aircraft. Two (2) each Ammeter Replacement Kit, Piper Part Number 765-186, per each PA-34 Model Aircraft.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

SUMMARY: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Bulletin in accordance with the compliance time indicated. Credit is available for material only on all affected aircraft when compliance is accomplished at an authorized Piper Field Service Facility. For aircraft in warranty only, credit is available for material and for up to two (2.0) hours labor on single engine aircraft and for up to four (4.0) hours labor on multi-engine aircraft when compliance is accomplished at an authorized Piper Field Service Facility.

PART II

COMPLIANCE TIME: Within the next ten (10) hours of operation or to coincide with the next regularly scheduled inspection event, whichever occurs first.

PURPOSE: Engineering tests have determined that a number of ammeter gauges shipped in support of Service Bulletin No. 811 were not correctly calibrated. Correctly calibrated gauges may be identified by the presence of a white dot located on the righthand side of the ammeter face, immediately following the word "AMPS". See Sketch "A" attached. Incorrect ammeter indications could lead to inadvertent overcharging and/or depletion of the aircraft's battery with subsequent loss of battery electrical power.

INSTRUCTIONS:

1. All aircraft which have complied with Service Bulletin No. 811 must inspect for the presence of a white dot on the righthand side of the ammeter face. See Sketch "A" attached.
2. If white dot is not present, the ammeter gauge, only, must be replaced with a correctly calibrated gauge.
3. Using applicable instructions for the Ammeter Replacement Kit, Piper Part Number 765-186, replace the newly installed ammeter only, with Ammeter, Piper Part Number 763-053.

NOTE: Upon completion of installation of ammeter in cluster housing, and prior to attaching the wires, check ammeter studs with ohmmeter to insure they are not grounded to the cluster housing.

4. Run engine and check out system.
5. Make appropriate logbook entry of compliance with this Service Bulletin.

MATERIAL REQUIRED: If required by inspection, one (1) each Ammeter Gauge, Piper Part Number 763-053, per affected aircraft.

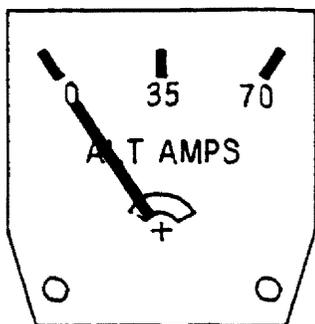
AVAILABILITY OF PARTS: Your Piper Field Service Facility.

EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

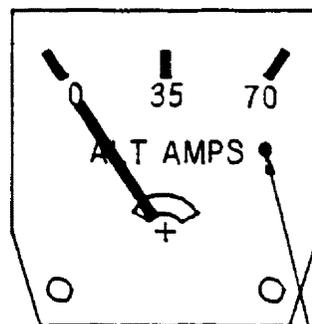
SUMMARY: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Bulletin in accordance with the Compliance Time indicated. Credit is available for material and for up to one (1.0) hour labor on single engine aircraft and for up to one and one-half (1.5) hours labor on multi-engine aircraft when compliance is accomplished at an authorized Piper Field Service Facility.

Any applicable factory participation will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin.

NOTE: If you are no longer in possession of this aircraft, please forward this information to the present owner.



AMMETER THAT HAS NOT
BEEN CALIBRATED.
NOTE ABSENCE OF IDENTIFICATION DOT



AMMETER THAT
HAS BEEN CALIBRATED
IDENTIFICATION DOT

SKETCH "A"



U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Aircraft Certification Office
One Crown Center
1895 Phoenix Boulevard, Suite 450
Atlanta, Georgia 30349

NOV 28 2006

Ms. Linda J. Dicken
Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, FL 32960

Dear Ms. Dicken:

This letter is in response to your request of an alternative method of compliance (AMOC) to Airworthiness Directive (AD) 86-17-01, dated November 21, 2006. This AD requires inspection of ammeter(s) and replacement if required and such action is to be taken in accordance with Piper's Service Bulletin (SB) No. 811A, dated May 12, 1986. The replacement part that was specified in the SB is no longer available.

The AMOC request is to use Piper Part Number 687-277 ammeter in lieu of the previously specified Piper Part Number 763-053.

Pursuant to 14 CFR 39.19, your proposal has been reviewed and approved as an alternative method of compliance to AD 86-17-01.

It should be noted that Part Number 687-277 ammeter is manufactured by Rochester Gauges, Inc., and it does not have an identification dot to indicate calibration.

Should you have any questions, please contact Mr. Samuel Belete at (770) 703-6048

Sincerely,

Melvin D. Taylor, Manager
Atlanta Aircraft Certification Office

cc: ACE-100
ACE-115 – Donald Young