



Air Conditioning System  
Installation Manual  
for



350-00-031-HP  
Corporate Version

(Revised: May 05, 2017, Rev: L)

<b>1</b>	<b>KIT INVENTORY</b>
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## RECORD OF REVISIONS

Revision	Description	Date	Revised By
IR	Initial Release	Aug. 8, 2007	IFS
A	Added Basic Configuration	June 29, 2008	IFS
A	Added New Doublers	June 29, 2008	IFS
B	Removed Basic Config.	Jan. 2, 2009	IFS
C	Updated continued airworthiness	Aug. 21, 2009	IFS
D	Added AEC Improvements	Nov. 4, 2009	IFS
E	Revised Compressor Install	Feb. 5, 2010	IFS
F	Updated sect. 11, 12, 13, 14 & 15	Mar. 21, 2011	IFS
G	Revised Parts Listing	May 4, 2011	IFS
H	Updated Kit List	Feb. 7, 2013	RSG
I	Updated Kit List	Aug. 7, 2014	RSG
J	Updated Kit List	Oct. 20, 2014	RSG
K	Formatted document to RSG Products	June 30, 2015	RSG
L	Updated Kit List, sect. 5 - 9, ICA, STC, RFMS's, and add MDL	May 5, 2017	RSG

## LIST OF EFFECTIVE PAGES

Rev	Section	Pgs	Description	Date
F	1	Insert	Revised Parts Listing	05/04/11
H	1	Insert	Revised Kit Inventory List	02/07/13
I	1	Insert	Revised Kit Inventory List	08/07/14
J	1	Insert	Revised Kit Inventory List	10/20/14
K	1	Insert	Revised Kit Inventory List	06/30/15
L	1	Insert	Revised Kit Inventory List	05/05/17
IR	2	1-4	Initial Release	08/08/06
IR	3	1-3	Initial Release	08/08/06
IR	4	1-2	Initial Release	08/08/06
A	5	1-5	Added Resistor Mnt Assy Stp. 5.17	09/13/09
K	5	Insert	Updated drawings	06/30/15
L	5	Insert	Updated drawing	05/05/17
IR	6	1-5	Initial Release	08/08/06
K	6	Insert	Updated drawings	06/30/15
L	6	Insert	Updated drawing	05/05/17
B	7	1-2	Revised to Corp. Only	11/04/09
K	7	Insert	Updated drawings	06/30/15
L	7	Insert	Updated drawing	05/05/17
A	8	1-5	Revised Instructions	02/05/10
K	8	Insert	Updated drawings	06/30/15
L	8	Insert	Updated drawing	05/05/17
IR	9	1-2	Initial Release	08/08/06
K	9	Insert	Updated drawings	06/30/15
L	9	Insert	Updated drawing	05/05/17
IR	10	1-3	Initial Release	08/08/06



K	10	Insert	Updated drawings	06/30/15
N/A	11	N/A	Removed Weight & Balance, now in I.C.A., STC Amended.	03/21/11
K	11	2	Updated to RSG	06/30/15
K	11	Insert	Updated STC Cover Sheet	06/30/15
K	11	Insert	Updated RFMS's	06/30/15
L	11	Insert	Updated STC cover, RFMS's, and add MDL	05/05/17
C	12	1-100	Updated I.C.A.	03/21/11
K	12	Insert	Updated ICA	06/30/15
L	12	Insert	Updated ICA	
C	13	1-9	Revised Parts Break Down	03/21/11
K	13	1-5	Updated to RSG	06/30/15
N/A	14	Insert	Air Conditioning Performance Test Procedure & Supporting Documents. (Added)	03/21/11
D	15	1-6	Moved Warranty to Sect. 15. Trouble Shooting now in I.C.A.	03/21/11

## Getting Started

The air conditioning system installation instructions are laid out step-by-step starting with one (1) thru nine (9) for installation and ten (10) thru fifteen (15) for care and airworthiness, the instructions are designed to be easy – to – use.

The example below is designed to give you a basic overview of how the steps work.

**Example:** A. In the step below there is a number **5.1** The “**5**” stands for step 5 and the “**1**” stands for direction 1.

## Installation of Aircraft Systems

**Example:** B. When the parts are called out in a step: **5.1**, locate the part and parts that go with this step (5.1). It is best to organize your parts by step numbers so they can be drawn from as needed.

<b><u>Step</u></b>	<b><u>Procedure</u></b>	<b><u>Mech</u></b>	<b><u>Insp</u></b>
5.1	Position the aft evaporator doubler, P/N 261370, on the upper transmission deck per the dimensions shown on drawing number 4-1EC130. Mark and remove all existing rivets, bolts, and nut plates to allow the doubler to sit flat on deck. (Ref photo 501)		

Should you have any questions, problems or need technical support, do not hesitate to call, fax, E-mail, or write us:

Phone: 1-888-545-8371 E-Mail: [info@rotorcraftservices.com](mailto:info@rotorcraftservices.com)  
Fax: 1-800-624-6603

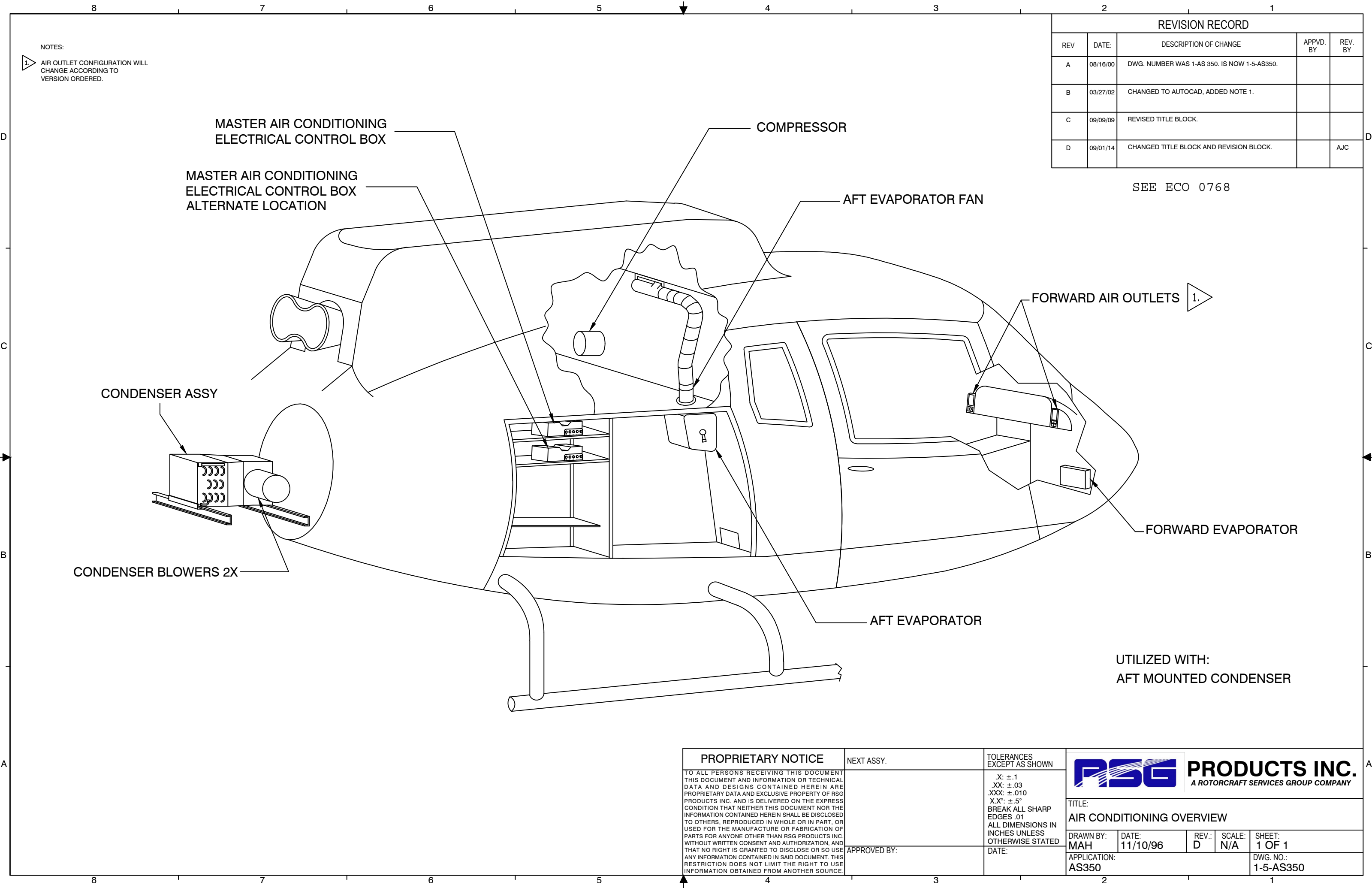
RSG Products Inc.  
REQUIRED TOOLS – AS350 Air-Conditioning

## Required Tools

1.	Drill ¼ or 3/8 Capacity / Straight and 90 degrees
2.	Rivet Gun - #4 & #5 Rivet Set
3.	Blind Rivet Puller
4.	Assorted Drill Bits - 40, 30, 10, ¼, & 21
5.	Standard Wrenches - ¼, 1-¼
6.	Metric Wrenches - 5mm to 19mm
7.	Standard Sockets - ¼ to ¾ cap Ratchet & Extensions
8.	Metric Sockets - 5mm to 19mm
9.	Torque Wrench (For Coupling) 200 <u>inch</u> lbs
10.	Rotary File (Die Grinder)
11.	Drum Sander
12.	Hole Finder - #30 & #10
13.	Cleco - #30, #21 & #40
14.	C-Clamps – Vise Grip Clamps
15.	Wire Cutters
16.	Phillips Screw Driver
17.	Torque-Bite (For Belly Pan) Pan American Tool 170-10 & 170-8 Power Torque
18.	Common Screw Drivers
19.	Cape Chisel
20.	Center Punch
21.	6oz Ballpeen Hammer for Removing Rivets
22.	Assorted Bucking Bars
23.	Safety Wire .032
24.	Wire Twisters
25.	Steel Ruler
26.	Spring scale

RSG Products Inc.  
REQUIRED TOOLS – AS350 Air-Conditioning


27.	Adjust Wrench Cap 1-1/2
28.	Vacuum Pump
29.	Gauge Manifold
30.	Nitrogen
31.	R-134A
32.	Blocks for Supporting Forward Engine
33.	Vacuum Cleaner
34.	Rivnut Puller



REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	DWG. NUMBER WAS 1-AS 350. IS NOW 1-5-AS350.		
B	03/27/02	CHANGED TO AUTOCAD, ADDED NOTE 1.		
C	09/09/09	REVISED TITLE BLOCK.		
D	09/01/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

SEE ECO 0768

UTILIZED WITH:  
AFT MOUNTED CONDENSER

PROPRIETARY NOTICE		NEXT ASSY.		TOLERANCES EXCEPT AS SHOWN		<div><div></div><div><b>PRODUCTS INC.</b> <small>A ROTORCRAFT SERVICES GROUP COMPANY</small></div></div>				
TO ALL PERSONS RECEIVING THIS DOCUMENT THIS DOCUMENT AND INFORMATION OR TECHNICAL DATA AND DESIGNS CONTAINED HEREIN ARE PROPRIETARY DATA AND EXCLUSIVE PROPERTY OF RSG PRODUCTS INC. AND IS DELIVERED ON THE EXPRESS CONDITION THAT NEITHER THIS DOCUMENT NOR THE INFORMATION CONTAINED HEREIN SHALL BE DISCLOSED TO OTHERS, REPRODUCED IN WHOLE OR IN PART, OR USED FOR THE MANUFACTURE OR FABRICATION OF PARTS FOR ANYONE OTHER THAN RSG PRODUCTS INC. WITHOUT WRITTEN CONSENT AND AUTHORIZATION, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAID DOCUMENT. THIS RESTRICTION DOES NOT LIMIT THE RIGHT TO USE INFORMATION OBTAINED FROM ANOTHER SOURCE.				.X: ±.1 .XX: ±.03 .XXX: ±.010 X.X°: ±.5° BREAK ALL SHARP EDGES .01 ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED		TITLE: <b>AIR CONDITIONING OVERVIEW</b>				
				DATE:		DRAWN BY: <b>MAH</b>	DATE: <b>11/10/96</b>	REV.: <b>D</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
				APPROVED BY:		APPLICATION: <b>AS350</b>				DWG. NO.: <b>1-5-AS350</b>



# ENGINEERING CHANGE ORDER

ECO No. 0768	SHT 1 OF 1
DWG No. 1-5-AS350	REV D
DWG No.	REV
DWG No.	REV
REF. STC No. SH3509SW	

## CHANGE CLASS:

- ☒ RECORD CHG. PARTS NOT AFFECTED 
 ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS 
 ☐ OTHER \_\_\_\_\_

## EXISTING/IN-WORK STOCK DISPOSITION:

- ☐ RECORD CHG. PARTS NOT AFFECTED 
 ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK 
 ☒ OTHER BREAK IN AT NEXT BUILD

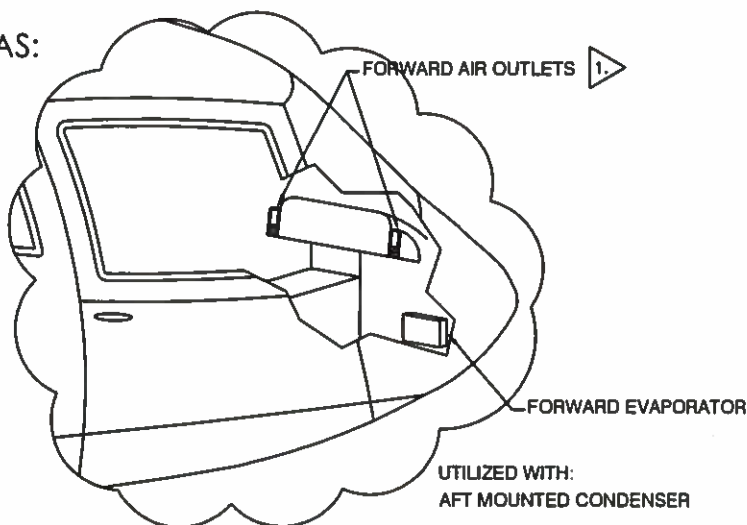
## EFFECTIVITY:

- ☐ ALL UNITS THIS CUSTOMER 
 ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE 
 ☐ OTHER \_\_\_\_\_

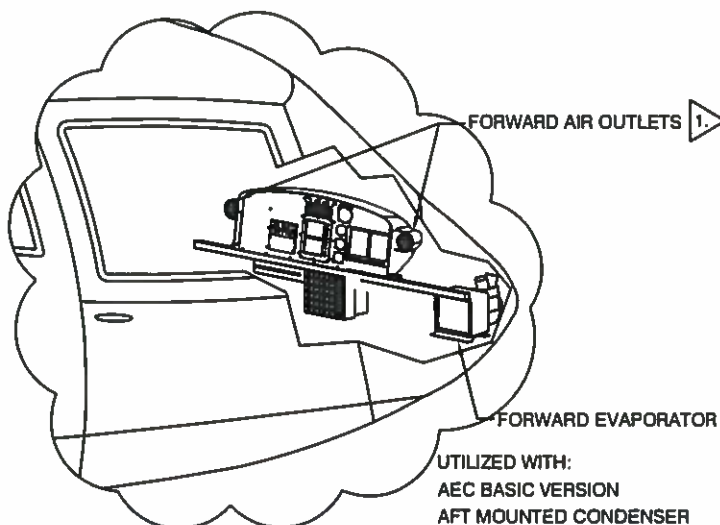
## DESCRIPTION OF CHANGE:

UPDATE FORWARD AIR OUTLETS, FORWARD EVAPORATOR, INSTRUMENT PANEL VIEWS, & FOD DESCRIPTION.

WAS:



IS:



## REMARKS:

MINOR CHANGE FOR PRODUCT IMPROVEMENT.

## ENGINEERING REVIEW BOARD

SIGNATURE	STAMP	DATE
<i>[Signature]</i>	ERB04	4/24/2015
<i>[Signature]</i>	QA11	4/24/2015
<i>[Signature]</i>	PO16	5/28/2015

## INCORPORATION STATUS

- ☐ IMMEDIATE 
 ☒ OUTSTANDING



## **Step 1**

### **Kit Inventory**

**P/N 350-00-031-HP**  
**Corporate Version**

**(Rev. Q)**

**June 30, 2015**



### RECORD OF REVISIONS

Revision	Description	Date	Revised By
IR	Initial Release	Dec. 22, 2008	IFS
A	Rev. Per 8110 Appv.	Apr. 23, 2009	IFS
B	Separated Pulley and Comp. Config.	Aug. 25, 2009	IFS
C	Incorporated AEC Improvements	Nov. 04, 2009	IFS
D	Removed Flat Comp/Belt	Feb. 02, 2010	IFS
E	Corrected Screw Callout Step 5.10/5.17	May 03, 2010	IFS
F	Corrected Screw Callout Step 6.10	May 04, 2011	IFS
G	Added Compressor Bracket Kit Upgrades	Jan. 07, 2013	RSG
H	Added rivets to hardware pg. 12	Feb. 8, 2014	RSG
K	Corrected hardware quantities in Compressor Bracket Kit; corrected part numbers; added optional EMI filter	Mar. 31, 2014	RSG
M	Added alternate part number to 060004	July 11, 2014	RSG
N	Added quantities to hardware	Oct. 20, 2014	RSG
P	Added alt P/Ns	Jan. 27, 2015	RSG
Q	Formatted document to RSG Products	June 30, 2015	RSG

### LIST OF EFFECTIVE PAGES

Rev	Pgs	Description	Date
A	6	Added RH Air Exit Doubler PN: 261100-1	04/23/09
A	6	Added LH Air Exit Doubler PN: 261101-1	04/23/09
A	6	LH Strap PN: 261511	04/23/09
A	6	Added RH Strap PN: 261512	04/23/09
A	6	Added Filler PN: 261512	04/23/09
A	6	Added Rivets PN: MS20470E5-6	04/23/09





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A	6	Added Rivets PN: MS20470E5-7	04/23/09
A	8	Removed (Ester Oil), added PN: (Alt: 590008-1) to SD-507 Comp. Assy.	04/23/09
A	8	Changed Part Name "Belt" to "Flat Belt", added PN: (Alt: 060005, Groove Belt)	04/23/09
B	8	Separated Alternate configuration Parts and Numbers to different rows, ship per customer choice	08/25/09
C	5	Resistor Mount Assy. added 510463	11/04/09
C	6	Air Inlet Doubler R.H. added 261013-2	11/04/09
D	8	Removed P/N's 590008 and 060018-1	02/02/10
E	5	MS35206-244 is now MS35206-230	05/03/10
E	4	AN525-10R6 is now AN525-10R7	05/03/10
F	6	Was: AN525-832R8, Is: AN525-832R10	05/04/11
G	14	Changed Kit List for: Compressor Bracket Installation Kit (Was: IFS-350/130-507, Is: 350-11-031-02)	02/07/13
G	10	Added Hose Disconnect Bracket to Step 10.3 (P/N:04-130-21-107-01)	02/07/13
G	9	Changed P/N for Step 8.9 (Was: IFS-350/130-507, Is: 350-11-031-02)	02/07/13
H	12	Added rivets to hardware.	02/08/14
K	5	ABA4-4 is now AD44ABS	3/31/14
K	6 & 8	060004 is now CAT 20	3/31/14
K	10	22CR4HM is now ZZCR4HM	3/31/14
K	10	Corrected part numbers in Step 9.4 and 9.5	3/31/14
K	11	SW44 is now SW12BKV.	3/31/14
K	12	Added optional EMI filter and EMI filter kit.	3/31/14
K	15	MS21042-L4 was 2 is now 3.	3/31/14
M	6 & 8	Added alternate part number to 060004 (CAT 20)	7/11/14
N	5	AN525-10R7 was 2 is now 7	10/20/14
N	9	AN970-3 was 6 is now 8	10/20/14
N	10	050020-6 was 2 is now 5, 050020-8 was 2 is now 3	10/20/14



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P	8	Added alt p/n for fwd evap assy	1/27/15
Q	All	Formatted document to RSG Products	6/30/15



## Kit Configuration Inventory List: 350-00-031-HP Corporate Version

### Customer Information

Sales Order Number:

Shipping Date:

Customer:

Customer P.O. Number:

Notes:

### Kit Specifics

Kit S/N:

Condenser Blower S/N:

Condenser Blower S/N:

Aft Evaporator Blower S/N:

Compressor S/N:



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
5.1	Aft Evaporator Fan Doubler	260328-1	1		
5.4	Rivets	MS20470AD4-4	100		
5.4	Rivets	MS20470AD4-5	25		
5.4	Rivets	MS20426AD4-4	15		
5.4	Cherry Max Rivet	CR3243-4-03	2		
5.4	Caterpillar Grommet - 1/16" I.D.	GM1	18" in		
5.5	Aft Evaporator Assembly	560010-O-5	1		
5.5	Bolt	AN3-5A	4		
5.5	Washer	AN960-10	4		
5.6	Doubler, Return Air	260322-1	1		
5.8	Angle	260322-2	1		
5.8	Rivets (Solid)	MS20470AD4-3	25		
5.8	Cherry Max Rivet	CR3243-4-03	25		
5.8	Cherry Max Rivet	CR3243-4-04	25		
5.8	Rivets (Solid)	MS20470AD4-4	10		
5.8	Rivets (Solid)	MS20426AD4-4	10		
5.9	Return Air Screen	080022-1	1		
5.9	Chrome Screw	050020-4	4		
5.9	Chrome Washer	050020-5	4		
5.10	Angle Return Air Connector Assembly	510261	1		
5.10	Rivets	AD44ABS	15		
5.10	Screw	AN525-10R7	2		
5.10	Return Air Cover Connector	250166	1		
5.11	Return Air Duct	250149	1		



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
5.15	Rivnut	A10K80	3		
5.15	Screws	AN525-10R6	3		
5.15	Screws	AN525-10R10	4		
5.15	Clip Nut (Alt P/N: 13100000-5)	RM52LHA4972-10-02	4		
5.16	Aluminum Foil Tape	070076	30' ft.		
5.16	Cork Insulation Tape	070078-0	6' ft.		
5.17	Aft Evaporator Fan Assy.***	490017-1	1		
	(Config. -01 for Brushed Motor Config. -02 for Brushless Motor)				
5.17	Bolt	AN3-5A	5		
5.17	Washer	AN960-10	5		
5.17	Resistor Assembly (optional)	540020	1		
5.17	Resistor Mount Assembly (optional)	510463	1		
5.17	Rivet (optional)	CR3243-4-02	6		
5.17	Screw (optional)	MS35206-230	4		
5.17	Washer (optional)	AN960-6	4		
5.18	Aft Transition Elbow Assembly	520036-3	1		
5.20	Bolt	AN3-6A	6		
5.20	Nut	MS21044N3	6		
5.20	Washer	AN960-10	12		
5.20	Transition Elbow Strap	261299	1		
5.21	6" Band clamp	060035	2		
5.21	Ø5.0" Duct 25" Long (alt p/n: CAT 20)	060004	25" in		
5.21	Insulation Foam Tape	070078	20' ft.		
5.22	Air Duct Closure Assembly	510092	1		
5.23	Hose Doubler, Baggage Comp.	260369	1		
5.23	Rivets	MS20470AD4-4	10		



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
6.2	Air Inlet Doubler L.H.	261013	1		
6.2	Air Inlet Doubler R.H.	261013-2	1		
6.7	Stringer	261012	4		
6.8	Rivets	MS20470AD4-3	160		
6.8	Rivets	MS20470AD4-4	160		
6.8	Rivets	MS20470AD4-5	160		
6.10	Strap	261014	2		
6.10	Screen	080040	2		
6.10	Screw	AN525-832R10	12		
6.10	Washer	AN960-8	18		
6.10	Nuts	MS21044N08	6		
6.10	Rivnut	MS27130-A13K	6		
6.11	R.H. Air Exit Doubler (Alt: 261100)	261100-1	1		
6.11	L.H. Air Exit Doubler (Alt: 261101)	261101-1	1		
6.11	L.H. Strap	261511	1		
6.11	R.H. Strap	261512	1		
6.11	Filler	261513	4		
6.11	UPPER FILLER STRIP	261094	2		
6.11	LOWER FILLER STRIP	261095	2		
6.11	ANGLE, UPPER, R.H.	261096	1		
6.11	ANGLE, UPPER, L.H.	261097	1		
6.11	ANGLE, LOWER, R.H.	261098	1		
6.11	ANGLE, LOWER, L.H.	261099	1		
6.11	Rivets	MS20470AD5-3	25		
6.11	Rivets	MS20470AD5-4	40		
6.11	Rivets	MS20470AD5-5	40		
6.11	Rivets	MS20470AD5-6	20		
6.11	Rivets	MS20470AD4-3	40		
6.11	Rivets	MS20470AD4-4	60		
6.11	Rivets	MS20470AD4-5	60		
6.11	Rivets	MS20470E5-6	70		
6.11	Rivets	MS20470E5-7	70		



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
6.12	Channel Fwd.	261080	1		
6.13	Channel Aft.	261081	1		
6.14	Bolts	AN4-5A	8		
6.14	Washer	AN960-416	16		
6.14	Nuts	MS21044N4	8		
6.15	Condenser Assembly	550022	1		
6.16	Bolt	AN3-5A	4		
6.16	Washer	AN960-10	8		
6.16	Nut	MS21044N3	4		
6.17	Air Exit Collar	250324	2		
6.17	Screw	AN525-832R12	8		
6.17	Washer	AN960-8	16		
6.17	Nut	MS21044N08	8		
6.17	Screen	080039	2		
6.19	.25" Heat Shrink	070077	24"		
6.20	Ø5.0" Duct 8" Long (alt p/n: CAT 20)	060004	2		
6.20	Band Clamp 6"	060035	4		
6.21	Close out Panel	250301	1		
7.3	Forward Evaporator Assembly***	560025-O	1		
	(Config. -01 Low Hat Config. -02 High Hat)				
7.4	Nut Plate	MS21059-L3	1		
7.4	Rivet	CCR264SS3-03	3		



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
7.5	Doubler	260373-1	1		
7.5	Rivets	CR3243-4-03	18		
7.7	½" Drain Hose	090018-1	10'-0"		
7.7	Grommet	MS35489-135	1		
7.8	Bolt	AN3-4A	4		
7.8	Washer	AN960-10	4		
7.8	Band Clamp 1"	060037	1		
7.8	Nut	MS21044N3	3		
7.9	R/H Air Outlet Assembly (alt: 500008-1)	500010-1	1		
7.9	L/H Air Outlet Assembly (alt: 500009-1)	500011-1	1		
7.9	Screw	AN525-10R10	2		
7.9	Screw	AN525-10R8	4		
7.9	Washer	AN970-3	8		
7.9	3" Band Clamp	060036	5		
7.9	Cat Tubing 2-1/2"	060025	10'-0"		
8.5	4 Groove Belt***	060005	2		
8.5	Smooth Belt*** (Alt. P/N: 060018)	060018-1	2		
8.9	Compressor Bracket Kit (See pg 16)	350-11-031-02	1		
8.10	SD-507 Compressor Assy.(Grooved)***	590008-1	1		
8.10	SD-507 Compressor Assy. (Smooth)***	590008	1		
9.2	Electrical Box	540028-C-1-A	1		
9.2	Bolt	AN3-4A	3		
9.2	Washer	AN960-10	3		





### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
9.3	Washer	AN960-10	8		
9.3	Nuts	MS21044N3	4		
9.3	Screws	AN525-10R8	4		
9.4	Tie Wrap	10" Length Min.	200		
9.4	Tie Block	ZZCR4HM	25		
9.4	Butt Splice 16-14	050020-1	2		
9.4	Ring Terminal 16-14	MS25036-154	2		
9.4	Knife Splice 22-16	050020-6	2		
9.4	Ring Terminal 16-14 #10	050020-8	2		
9.4	Knife Splice 16-14	050020-2	6		
9.4	Electrical Harness Assembly***	540044-3	1		
	(Config. -01 for non-microswitch Config. -02 for microswitch)				
9.5	Harness Assembly	540045-1	1		
9.5	Ring Terminal 8GA #10	050020-9	1		
9.7	Aft Switch Assembly***	540089	1		
	(Config. -01 for non-microswitch Config. -02 for microswitch)				
10.3	Hose Assy Fwd Evap to Aft. Evap To Comp	570087-"O"-A	1		
10.3	#10 "O" Ring	090094	3		
10.3	Adel Clamp	MS21919WDG12	6		
10.3	Nut	MS21044N3	6		
10.3	Screw	AN525-10R10	6		
10.3	Washer	AN960-10	12		
10.3	Hose Disconnect Bracket	04-130-21-107-01	2		



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
10.4	Hose Assy. #6 Fwd. Evap. To Drier	570072-"O"-A	1		
10.4	#6 "O" Ring	090092	2		
10.4	Adel Clamp	MS21919WDG10	6		
10.4	Nut	MS21044N3	6		
10.4	Screw	AN525-10R10	6		
10.4	Washer	AN960-10	12		
10.6	Hose Assembly #8 Comp. Discharge	570070-"O"-A	1		
10.6	#8 "O" Ring	090093	3		
10.6	Adel Clamp	MS21919WDG11	4		
10.6	Nut	MS21044N3	4		
10.6	Screw	AN525-10R10	4		
10.6	Washer	AN960-10	8		
10.6	Hose Assembly #6 Condenser to Drier	570067-"O"-A	1		
10.6	#6 "O" Ring	090092	3		
10.6	Adel Clamp	MS21919WDG10	4		
10.6	Nut	MS21044N3	4		
10.6	Screw	AN525-10R10	4		
10.6	Washer	AN960-10	8		
10.7	Receiver/Drier Bottle "O" Type	090016-5	1		
10.7	Band Clamp 3"	060036	1		
10.7	Rec/Drier Mount Bracket	260123-2	1		
10.7	Bolt	AN3-5A	2		
10.7	Nut	MS21044N3	2		
10.7	Washer	AN960-10	4		
10.9	Low Pressure Switch	050107	1		
10.9	High Pressure Switch	090004	1		
	Spiral Wrap Ø3/4"	SW12BKV	12' ft.		
	Touch up Paint (Teal)	070003	1		

\*\*\* Indicates it has alternate or optional configuration.



### Kit Configuration Inventory List

STEP	PART NAME	PART NUMBER	QTY	CHK'D BY	VERF'D BY
	Fwd Evap EMI Filter * (optional – for brushless motors)				
	EMI Filter	13619-RF16883	1		
	Screw	MS27039-0807	4		
	Washer	NAS620-8L	4		
	Aft Evap EMI Filter Kit * (optional - for brushless motors)	050143-2	1		
	Nutplate Rivet	CCR264SS3-02	10		
	Nutplate Rivet	CCR264SS3-03	7		
	Nutplate Rivet	CCR264SS3-04	10		
	Nutplate Rivet	CCR264SS3-06	10		
	Cherry Max Rivet	CR3243-4-02	44		
	Cherry Max Rivet	CR3243-4-03	5		
	Cherry Max Rivet	CR3243-4-04	25		
	Rivet (Solid)	MS20426AD4-3	50		
	Rivet (Solid)	MS20426AD4-4	25		
	Rivet (Solid)	MS20426AD4-5	50		
	Rivet (Solid)	MS20470AD5-3	25		
	Rivet (Solid)	MS20470AD5-4	40		
	Rivet (Solid)	MS20470AD5-5	40		
	Rivet (Solid)	MS20470AD5-6	20		



### DRAWING LIST

DRAWING NAME	DRAWING #	QTY	CHK'D BY	VERF'D BY
AIR CONDITIONING OVERVIEW	1-5-AS350	1		
ELECTRICAL ROUTING	2-5-AS350	1		
ELECTRICAL DIAGRAM	2-16-AS350	1		
ELECTRICAL DIAGRAM	2-25-AS350	1		
PLUMBING DIAGRAM	3-5-AS350	1		
PLUMBING DIAGRAM	3-15-AS350	1		
AFT EVAPORATOR INSTALL, SHEET 1 of 2	4-3-AS350	1		
AFT EVAPORATOR INSTALL, SHEET 2 of 2	4-3-AS350	1		
AFT EVAPORATOR INSTALL	4-13-AS350	1		
FORWARD EVAPORATOR INSTALL	4-21-AS350	1		
AIR DISTRIBUTION	5-1-AS350	1		
AIR DISTRIBUTION	5-12-AS350	1		
AIR DISTRIBUTION	5-21-AS350	1		
COMPRESSOR INSTALLATION	6-2-AS350	1		
COMPRESSOR INSTALLATION	6-12-AS350	1		
COMPRESSOR INSTALLATION	6-21-AS350	1		
COMPRESSOR INSTALLATION*	6-3-AS350*	1*		
COMPRESSOR INSTALLATION*	6-13-AS350*	1*		
COMPRESSOR INSTALLATION*	6-22-AS350*	1*		
CONDENSER INSTALL	7-22-AS350	1		
L.H. AIR EXIT DOUBLER INSTALL	7-23-AS350	1		
R.H. AIR EXIT DOUBLER INSTALL	7-24-AS350	1		
INSTALLATION, AIR INLET DBLR L.H.	7-25-AS350	1		
INSTALLATION, AIR INLET DBLR R.H.	7-26-AS350	1		
INSTALLATION, AIR INLET DBLR L.H.	7-28-AS350	1		
INSTALLATION, AIR INLET DBLR R.H.	7-29-AS350	1		

\* Indicates drawings required for newer Gimbal Housing design



### DOCUMENT LIST

DOCUMENT DESCRIPTION	LOCATION	QTY	CHK'D BY	VERF'D BY
KIT CONFIGURATION INVENTORY LIST (IFS 33.41)	SECTION 1	1		
MAT'L SAFETY DATA SHEETS	SECTION 1	1 EA.		
AIRCRAFT PRE-INSPECTION	SECTION 2	1		
AIRCRAFT PREPERATION	SECTION 3	1		
REMOVAL OF FACTORY INSTALLED COMPONENTS	SECTION 4	1		
INSTALLATION OF AFT EVAPORATOR	SECTION 5	1		
INSTALLATION OF CONDENSER	SECTION 6	1		
INSTALLATION OF FORWARD EVAPORATOR	SECTION 7	1		
INSTALLATION OF COMPRESSOR	SECTION 8	1		
INSTALLATION OF ELECTRICAL	SECTION 9	1		
INSTALLATION OF HOSES	SECTION 10	1		
STC# SH3509SW	SECTION 11	1		
WEIGHT AND BALANCE	SECTION 11	1		
RFMS FOR AS350B, BA, B1, B2, B3, C, D AND D1	SECTION 11	1 EA.		
FOREIGN APPVS, CANADIAN, ANAC AND EASA	SECTION 11	1 EA.		
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS	SECTION 12	1		
MASTER PARTS LIST	SECTION 13	1		
ILLUSTRATED PARTS CATALOG	SECTION 13	1		
WARRANTY AND REPAIR	SECTION 14	1		
TROUBLE SHOOTING GUIDE	SECTION 15	1		
AIR CONDITIONING PERFORMANCE CHECK	SECTION 15	1		



**COMPRESSOR BRACKET INSTALLATION KIT**  
**IFS PN: 350-11-031-02**

ITEM DESCRIPTION	Part Number	QTY	Comment
COMPRESSOR MOUNT BRACKET	04-130-21-101-01	1	
COMPRESSOR MOUNT TENSION BOLT	04-130-21-102-01	1	
JAM NUT DRILLED	04-130-21-104-01	2	
COMPRESSOR CLAMP	04-130-21-105-01	2	
BUSHING, SD 507	261007	2	
COMPRESSOR STAND OFF	300067-1	1	
SHIM	300363-2	2	Alternate (261155)
THREADED ROD END	2434K39	1	
PIN	300095	1	
STRAP HOUSING	530100-1	1	
WASHER	NAS1149D0416H	1	Or NAS Hardware equivalent
WASHER	NAS1149D0632H	6	Or NAS Hardware equivalent
WASHER	NAS1149D0532H	2	Or NAS Hardware equivalent
WASHER	AN960-416	4	Alternate (AN960-416L)
WASHER	AN960-516L	1	Alternate (AN960-516)
WASHER	AN960-616L	2	Alternate (AN960-616)
NUT	MS21042-L5	2	Alternate (MS20364-524C)
NUT	MS21042-L4	2	Alternate (AN365-424)
NUT	MS21042L6	4	Or NAS Hardware equivalent
BOLT	AN4-5A	1	Or NAS Hardware equivalent
BOLT	AN4-14A	2	Or NAS Hardware equivalent
BOLT	AN5-34A	1	Or NAS Hardware equivalent
BOLT	AN6-13A	2	Or NAS Hardware equivalent
BOLT HEX DRIVE	AN6-12	1	Or NAS Hardware equivalent
BOLT	AN6-33A	1	Or NAS Hardware equivalent

## 1 Identification of substance

### · Product details

· Trade name: **61003 Multi-Coat Blank Aerosol**

· Article number: 61003

### · Manufacturer/Supplier:

SEM Products, Inc.  
651 Michael Wylie Dr.  
Charlotte, NC 28217  
USA  
(704)522-1006

· Information department: 24HR EMERGENCY CHEMTREC 800-424-9300

## 2 Composition/Data on components

### · Chemical characterization

· Description: Mixture of the substances listed below with nonhazardous additions.

### · Dangerous components:

67-64-1	acetone	50-100%
74-98-6	propane	10-25%
78-93-3	butanone	2.5-10%

## 3 Hazards identification

### · Hazard description:



Irritant  
Extremely flammable

### · Information pertaining to particular dangers for man and environment:

The product has to be labelled due to the calculation procedure of international guidelines.

Warning! Pressurized container.

Has a narcotizing effect.

Extremely flammable.

Irritating to eyes, respiratory system and skin.

Vapours may cause drowsiness and dizziness.

Pressurized container: protect from sunlight and do not expose to temperatures exceeding 50°C, i.e. electric lights. Do not pierce or burn, even after use.

100.0 % by mass of the contents are flammable

Keep out of the reach of children.

### · Classification system:

The classification was made according to the latest editions of international substances lists, and expanded upon from company and literature data.

### · NFPA ratings (scale 0 - 4)



Health = 2  
Fire = 4  
Reactivity = 0



Printing date 07/28/2005

Reviewed on 02/07/2005

**Trade name: 61003 Multi-Coat Blank Aerosol**

(Contd. of page 1)

· **HMIS-ratings (scale 0 - 4)**

	2	Health = 2
	4	Fire = 4
REACTIVITY	0	Reactivity = 0

## 4 First aid measures

- **After inhalation:** In case of unconsciousness place patient stably in side position for transportation.
- **After skin contact:** Immediately wash with water and soap and rinse thoroughly.
- **After eye contact:**  
Rinse opened eye for several minutes under running water. If symptoms persist, consult a doctor.
- **After swallowing:** If symptoms persist consult doctor.

## 5 Fire fighting measures

- **Suitable extinguishing agents:** CO<sub>2</sub>, sand, extinguishing powder. Do not use water.
- **For safety reasons unsuitable extinguishing agents:** Water with full jet
- **Protective equipment:** No special measures required.

## 6 Accidental release measures

- **Person-related safety precautions:** Wear protective equipment. Keep unprotected persons away.
- **Measures for environmental protection:** Do not allow to enter sewers/ surface or ground water.
- **Measures for cleaning/collecting:**  
Ensure adequate ventilation.  
Do not flush with water or aqueous cleansing agents

## 7 Handling and storage

- **Handling:**
- **Information for safe handling:**  
Open and handle receptacle with care.
- **Information about protection against explosions and fires:**  
Do not spray on a naked flame or any incandescent material.  
Keep ignition sources away - Do not smoke.  
Protect against electrostatic charges.  
Pressurized container: protect from sunlight and do not expose to temperatures exceeding 50°C, i.e. electric lights. Do not pierce or burn, even after use.
- **Storage:**
- **Requirements to be met by storerooms and receptacles:**  
Store in a cool location.  
Observe official regulations on storing packagings with pressurized containers.
- **Information about storage in one common storage facility:** Not required.
- **Further information about storage conditions:**  
Keep receptacle tightly sealed.  
Do not gas tight seal receptacle.  
Store in cool, dry conditions in well sealed receptacles.

(Contd. on page 3)





**Trade name: 61003 Multi-Coat Blank Aerosol**

(Contd. of page 2)

Protect from heat and direct sunlight.

## 8 Exposure controls and personal protection

· **Additional information about design of technical systems:** No further data; see item 7.

· **Components with limit values that require monitoring at the workplace:**

### 67-64-1 acetone

PEL ()	2400 mg/m <sup>3</sup> , 1000 ppm
REL ()	590 mg/m <sup>3</sup> , 250 ppm
TLV ()	Short-term value: 1782 mg/m <sup>3</sup> , 750 ppm
	Long-term value: 1188 mg/m <sup>3</sup> , 500 ppm
	BEI

### 74-98-6 propane

PEL ()	1800 mg/m <sup>3</sup> , 1000 ppm
REL ()	1800 mg/m <sup>3</sup> , 1000 ppm
TLV ()	(4508) mg/m <sup>3</sup> , (2500) ppm

### 78-93-3 butanone

PEL ()	590 mg/m <sup>3</sup> , 200 ppm
REL ()	Short-term value: 885 mg/m <sup>3</sup> , 300 ppm
	Long-term value: 590 mg/m <sup>3</sup> , 200 ppm
TLV ()	Short-term value: 885 mg/m <sup>3</sup> , 300 ppm
	Long-term value: 590 mg/m <sup>3</sup> , 200 ppm
	BEI

· **Additional information:** The lists that were valid during the creation were used as basis.

· **Personal protective equipment:**

· **General protective and hygienic measures:**

Keep away from foodstuffs, beverages and feed.  
 Immediately remove all soiled and contaminated clothing.  
 Wash hands before breaks and at the end of work.  
 Avoid contact with the eyes and skin.

· **Breathing equipment:**

In case of brief exposure or low pollution use respiratory filter device. In case of intensive or longer exposure use respiratory protective device that is independent of circulating air.  
 Use suitable respiratory protective device in case of insufficient ventilation.

· **Protection of hands:**



Protective gloves

The glove material has to be impermeable and resistant to the product/ the substance/ the preparation.  
 Due to missing tests no recommendation to the glove material can be given for the product/ the preparation/ the chemical mixture.

Selection of the glove material on consideration of the penetration times, rates of diffusion and the degradation

· **Material of gloves**

The selection of the suitable gloves does not only depend on the material, but also on further marks of quality and varies from manufacturer to manufacturer. As the product is a preparation of several substances, the resistance of the glove material can not be calculated in advance and has therefore to be checked prior to the application.

· **Penetration time of glove material**

The exact break through time has to be found out by the manufacturer of the protective gloves and has to be observed.

(Contd. on page 4)

Trade name: 61003 Multi-Coat Blank Aerosol

(Contd. of page 3)

· **Eye protection:**



Tightly sealed goggles

## 9 Physical and chemical properties

· **General Information**

**Form:** Aerosol  
**Color:** According to product specification  
**Odor:** Characteristic

· **Change in condition**

**Melting point/Melting range:** Undetermined.  
**Boiling point/Boiling range:** < 0°C (< 32°F)

· **Flash point:** < 0°C (< 32°F)

· **Ignition temperature:** 465.0°C (869°F)

· **Auto igniting:** Product is not selfigniting.

· **Danger of explosion:**

· **Explosion limits:**

**Lower:** 1.7 Vol %  
**Upper:** 13.0 Vol %

· **Vapor pressure at 20°C (68°F):** 8300.0 hPa (6226 mm Hg)

· **Density at 20°C (68°F):** 0.70 g/cm<sup>3</sup>

· **Solubility in / Miscibility with**

**Water:** Not miscible or difficult to mix.

· **Solvent content:**

**Organic solvents:** 99.0 %  
**VOC content:** 34.0 %  
243.6 g/l / 2.03 lb/gal

## 10 Stability and reactivity

- **Thermal decomposition / conditions to be avoided:** No decomposition if used according to specifications.
- **Dangerous reactions** No dangerous reactions known.
- **Dangerous products of decomposition:** No dangerous decomposition products known.

## 11 Toxicological information

· **Acute toxicity:**

· **LD/LC50 values that are relevant for classification:**

**67-64-1 acetone**

Oral	LD50	5800 mg/kg (rat)
Dermal	LD50	20000 mg/kg (rabbit)

(Contd. on page 5)

THIS INFORMATION PERTAINS TO:  
 IFS PN: 070003 TOUCH UP PAINT - TEAL  
 IFS PN: 070003-1 TOUCH UP PAINT-GREY

# Material Safety Data Sheet

acc. to ISO/DIS 11014



Printing date 07/28/2005

Reviewed on 02/07/2005

Trade name: 61003 Multi-Coat Blank Aerosol

(Contd. of page 4)

- **Primary irritant effect:**
- **on the skin:** Irritant to skin and mucous membranes.
- **on the eye:** Irritating effect.
- **Sensitization:** No sensitizing effects known.
- **Additional toxicological information:**  
 The product shows the following dangers according to internally approved calculation methods for preparations:  
 Irritant

## 12 Ecological information

- **General notes:**  
 Water hazard class 3 (Self-assessment): extremely hazardous for water  
 Do not allow product to reach ground water, water course or sewage system, even in small quantities.  
 Danger to drinking water if even extremely small quantities leak into the ground.

## 13 Disposal considerations

- **Product:**
- **Recommendation:**  
 Must not be disposed of together with household garbage. Do not allow product to reach sewage system.
- **Uncleaned packagings:**
- **Recommendation:** Disposal must be made according to official regulations.

## 14 Transport information

- **DOT regulations:**



- **Hazard class:** 2.1
- **Identification number:** UN1950
- **Packing group:** -
- **Proper shipping name (technical name):** AEROSOLS, flammable
- **Label:** 2.1

- **Land transport ADR/RID (cross-border):**



- **ADR/RID class:** 2 5F Gases
- **Danger code (Kemler):** 23
- **UN-Number:** 1950
- **Packaging group:** -
- **Label:** 2.1

(Contd. on page 6)

THIS INFORMATION PERTAINS TO:  
IFS PN: 070003 TOUCH UP PAINT - TEAL  
IFS PN: 070003-1 TOUCH UP PAINT-GREY

# Material Safety Data Sheet

acc. to ISO/DIS 11014



Printing date 07/28/2005

Reviewed on 02/07/2005

Trade name: 61003 Multi-Coat Blank Aerosol

(Contd. of page 5)

· Description of goods: 1950 AEROSOLS

· Maritime transport IMDG:



· IMDG Class: 2.1  
· UN Number: 1950  
· Label: 2.1  
· Packaging group: -  
· EMS Number: F-D,S-U  
· Marine pollutant: No  
· Proper shipping name: AEROSOLS

· Air transport ICAO-TI and IATA-DGR:



· ICAO/IATA Class: 2.1  
· UN/ID Number: 1950  
· Label: 2.1  
· Packaging group: -  
· Proper shipping name: AEROSOLS, flammable

## 15 Regulations

· Sara

· Section 355 (extremely hazardous substances):

None of the ingredient is listed.

· Section 313 (Specific toxic chemical listings):

78-93-3 butanone

· TSCA (Toxic Substances Control Act):

All ingredients are listed.

· Proposition 65

· Chemicals known to cause cancer:

None of the ingredients is listed.

· Chemicals known to cause reproductive toxicity:

None of the ingredients is listed.

· Cancerogenity categories

· EPA (Environmental Protection Agency)

67-64-1 acetone

D

78-93-3 butanone

D

· IARC (International Agency for Research on Cancer)

None of the ingredients is listed.

(Contd. on page 7)

THIS INFORMATION PERTAINS TO:  
 IFS PN: 070003 TOUCH UP PAINT - TEAL  
 IFS PN: 070003-1 TOUCH UP PAINT-GREY

# Material Safety Data Sheet

acc. to ISO/DIS 11014



Printing date 07/28/2005

Reviewed on 02/07/2005

Trade name: 61003 Multi-Coat Blank Aerosol

(Contd. of page 6)

· **NTP (National Toxicology Program)**

None of the ingredients is listed.

· **TLV (Threshold Limit Value established by ACGIH)**

67-64-1 acetone

A4

· **NIOSH-Ca (National Institute for Occupational Safety and Health)**

None of the ingredients is listed.

· **OSHA-Ca (Occupational Safety & Health Administration)**

None of the ingredients is listed.

· **Product related hazard informations:**

The product has been classified and marked in accordance with directives on hazardous materials.

· **Hazard symbols:**

Irritant

Extremely flammable

· **Risk phrases:**

Extremely flammable.

Irritating to eyes, respiratory system and skin.

Vapours may cause drowsiness and dizziness.

· **Safety phrases:**

Keep in a cool place.

Keep container in a well-ventilated place.

Use only in well-ventilated areas.

This material and its container must be disposed of as hazardous waste.

· **Special labeling of certain preparations:**

Pressurized container: protect from sunlight and do not expose to temperatures exceeding 50°C, i.e. electric lights. Do not pierce or burn, even after use.

100.0 % by mass of the contents are flammable

Keep out of the reach of children.

## 16 Other information

This information is based on our present knowledge. However, this shall not constitute a guarantee for any specific product features and shall not establish a legally valid contractual relationship.

· **Department issuing MSDS:** Environment protection department.

· **Contact:** Mr. George Wallace

# MATERIAL SAFETY DATA SHEET

Trade Name: Johnsen's Ester 100  
MSDS NO. 6711  
Revision Date: 03/26/2007  
Date Printed: 12/30/2008

## 1. CHEMICAL PRODUCT AND COMPANY IDENTIFICATION

Trade Name: Johnsen's Ester 100  
Chemical Family: Refrigeration Oil  
Synonyms: None  
Emergency Telephone (24 hr.): CHEMTREC 1-800-424-9300

Supplier: Technical Chemical Company, P.O. Box 139, Cleburne, Texas 76033

## 2. COMPOSITION/INFORMATION ON INGREDIENTS

Component	Weight %	OSHA TWA	OSHA STEL	OSHA SKIN
Ester Proprietary Inhibitor Package Mixture	0-20	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	20-80	Not Listed	Not Listed	Not Listed

Component	Weight %	OSHA Z PEL	OSHA Z TWA	OSHA Z Ceiling
Ester Proprietary Inhibitor Package Mixture	0-20	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	20-80	Not Listed	Not Listed	Not Listed

Component	ACGIH TLV TWA	ACGIH TLV STEL	ACGIH TLV Ceiling
Ester Proprietary Inhibitor Package Mixture	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	Not Listed	Not Listed	Not Listed

Other: Contains no ingredients in concentrations greater than 0.1% that are now known to be hazardous as defined by OSHA.

## 3. HAZARDS IDENTIFICATION

Emergency Overview: Ingestion of this product may cause gastrointestinal distress with symptoms of nausea, vomiting, diarrhea and abdominal pain. May cause irritation to skin and eyes.

HMIS Classification: Health: 1 Flammability: 1 Physical Hazard: 0  
NFPA Rating: Health: 1 Flammability: 1 Reactivity: 0

## 4. FIRST AID MEASURES

**Eye Contact:** In case of contact, immediately flush eyes with plenty of water for at least 15 minutes, occasionally lifting the upper and lower lids. Seek medical attention if irritation persists.

**Ingestion:** DO NOT INDUCE VOMITING. Give nothing by mouth. Get medical attention! If vomiting occurs, keep head lower than hips to prevent aspiration.

**Inhalation:** If inhaled, remove to fresh air. If not breathing give artificial respiration, preferably mouth-to-mouth. If breathing is difficult give oxygen. Get medical attention.

**Skin Contact:** Remove contaminated clothing and shoes, and launder before reuse. Get medical attention if irritation persists. Wash with soap and water. Use skin cream for defatted areas.



## MATERIAL SAFETY DATA SHEET

Trade Name: Johnsen's Ester 100  
MSDS NO. 6711  
Revision Date: 03/26/2007  
Date Printed: 12/30/2008

### 5. FIRE FIGHTING MEASURES

#### Flammable Properties

Flash Point °F(°C): >482 (<250)  
Flash Point Method: COC  
Flammable Limits in Air - Lower (%): Not Determined  
Flammable Limits in Air - Upper (%): Not Determined  
Autoignition Temperature °F(°C): Not Determined  
Extinguishing Media: Carbon dioxide. Dry chemical. Foam.  
Protection Of Fire-Fighters:

**Special Fire-Fighting Procedures:** Wear approved positive-pressure self-contained breathing apparatus and protective clothing. Do not direct a solid stream of water or foam into hot, burning pools; this may cause frothing and increase fire intensity.  
**Hazardous Combustion Products:** Oxides of carbon, nitrogen and phosphorus.  
**Aerosol Comments:** Not Applicable

### 6. ACCIDENTAL RELEASE MEASURES

**Personal Precautions:** Wear appropriate protective clothing and equipment to prevent skin and eye contact.  
**Spill Procedures:** Wear protective equipment specified. Contain any liquid from leaking containers.  
**Action to be taken if material is released or spilled:** Absorb spills on inert material such as perlite, vermiculite, sand or dirt. Place in double polyethylene bags. Isolate from other waste materials. Wash walking surfaces with detergent and water to reduce slipping hazard.  
**Environmental Precautions:** Do not allow to enter sanitary drains, sewer or surface and subsurface waters.

### 7. HANDLING AND STORAGE

**Handling and Storage:** Avoid contact with eyes. Keep containers tightly closed when not in use. Use only in a well ventilated area. Good hygienic practices should be observed. Work clothes should be washed separately at the end of each work day. Contaminated disposable clothing should be discarded in accordance with local, state and federal rules. Wash thoroughly after handling. Do Not Swallow. Store at room temperature. Avoid prolonged/repeated breathing of vapors, mists or fumes.

### 8. EXPOSURE CONTROLS/PERSONAL PROTECTION

**Engineering Controls:** Eyewash stations. Showers. Use local exhaust.  
**Eyes:** Chemical goggles; also wear a face shield if splashing hazard exists.  
**Skin Protection:** Neoprene coated apron or clothing.  
**Respiratory Protection:** Appropriate respiratory protection shall be worn when applied engineering controls are not adequate to protect against inhalation exposure.

### 9. PHYSICAL AND CHEMICAL PROPERTIES

**Appearance:** Clear to light yellow liquid  
**Odor:** MILD ETHER  
**pH Value:** Not Determined  
**Vapor Pressure:** Not Determined  
**Vapor Density (Air=1):** Not Determined  
**Boiling Point (°F):** >300 C.  
**Melting/Freezing Point:** Not Determined  
**Solubility in Water:** INSOLUBLE  
**Bulk Density at 20°C:** Not Determined  
**Molecular Weight:** Mixture  
**Specific Gravity (H2O=1):** 1.04 @ 60F  
**Viscosity:** 100 cSt @ 40C  
**Evaporation Rate:** Not Determined  
**VOC Content(%):** Not determined.  
**Decomposition Temperature:** Not Known

# MATERIAL SAFETY DATA SHEET

Trade Name: Johnsen's Ester 100  
MSDS NO. 6711  
Revision Date: 03/26/2007  
Date Printed: 12/30/2008

## 10. STABILITY AND REACTIVITY

**Chemical Stability:** Stable under normal conditions of handling, use and transportation.  
**Conditions to Avoid:** High temperatures.  
**Materials to Avoid:** Strong oxidizing agents.  
**Hazardous Decomposition Products:** Oxides of nitrogen. Oxides of carbon. Oxides of sulfur.  
**Hazardous Polymerization:** WILL NOT OCCUR

## 11. TOXICOLOGICAL INFORMATION

**Toxicological Data:**

Component	Route	Species	Dose
Ester Proprietary Inhibitor Package Mixture	Inhalation	Rats	Not known.
Ester Proprietary Base Stock Mixture	Inhalation	Rats	Not known.

**Carcinogenicity:**

Component	IARC	NTP	OSHA
Ester Proprietary Inhibitor Package Mixture	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	Not Listed	Not Listed	Not Listed

**Comments:** No component known to be present in this product at >.1% is presently listed as a carcinogen by IARC, NTP or OSHA.

## 12. ECOLOGICAL INFORMATION

**Remarks:** Ecological testing has not been conducted on this product.

## 13. DISPOSAL CONSIDERATION

**Waste Classification:** This product as purchased does not fall under current U.S. EPA RCRA definitions of hazardous waste. Under RCRA it is the generator's responsibility to determine the status of the waste at the time of its disposal. This product does not contain any CERCLA regulated materials.  
**Waste Management:** Not determined.  
**Disposal Method:** Disposal of this material to the land may be banned by federal law (40 CFR 268).

## 14. TRANSPORTATION INFORMATION

**U.S. DOT:**

**Proper Shipping Name:** Not Regulated  
**Hazard Class:** Not Applicable  
**UN/NA Number:** Not Applicable  
**DOT Packing Group:** Not Applicable

**IMDG:**

**Proper Shipping Name:** Not Regulated  
**Hazard Class:** Not Applicable  
**Hazard Subclass:** Not Applicable  
**UN No.:** Not Applicable  
**Packing Group:** Not Applicable  
**Marine Pollutant:** No



# MATERIAL SAFETY DATA SHEET

Trade Name: Johnsen's Ester 100  
MSDS NO. 6711  
Revision Date: 03/26/2007  
Date Printed: 12/30/2008

## 15. REGULATORY INFORMATION

### US Federal Regulations:

Component	SARA 313	SARA 302	TPQ	RQ
Ester Proprietary Inhibitor Package Mixture	Not Listed	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	Not Listed	Not Listed	Not Listed	Not Listed

**US OSHA HEALTH CLASSIFICATION:** Hazardous per OSHA 29 CFR 1910.1200  
**SARA 311/312 Hazard Categories:** Immediate Health: Yes, Delayed Health: No, Fire: No, Reactive: No, Pressure: No.

### State Regulations:

Component	California Prop. 65 Cancer list	California - Prop 65 Developmental Toxicity	California Prop. 65 Reproductive Female	California Prop. 65 Reproductive Male
Ester Proprietary Inhibitor Package Mixture	Not Listed	Not Listed	Not Listed	Not Listed
Ester Proprietary Base Stock Mixture	Not Listed	Not Listed	Not Listed	Not Listed

**U.S. TSCA:** One or more components of this product is not listed on the TSCA Inventory.  
**Canadian Inventory:** One or more components of this product is not listed on the Canadian DSL or NDSL Inventory.

### Consumer Product Safety Improvement Act of 2008 General Conformity Certification

The Supplier identified in Section 1 of this MSDS has evaluated this product and certifies it to be labeled and packaged in compliance with the applicable provisions of the Federal Hazardous Substance Act as stated in 16 CFR 1500 and enforced by the Consumer Product Safety Commission, and where applicable the products that require Child Resistant Closures are packaged in accordance with the Poison Prevention Packaging Act as stated in 16 CFR 1700 and enforced by the Consumer Product Safety Commission. All closures have been tested in accordance with the latest protocols. No other testing is required to certify compliance with the above. The date of manufacture is stamped on the product container.

## 16. OTHER INFORMATION

**General Notes:**  
**Disclaimer:** Do not allow undiluted material or large quantities to reach groundwater, bodies of water or sewer system. The information and recommendations contained herein are based upon tests believed to be reliable. However, the manufacturer/distributor of this product does not guarantee their accuracy or completeness NOR SHALL ANY OF THIS INFORMATION CONSTITUTE A WARRANTY, WHETHER EXPRESSED OR IMPLIED, AS TO THE SAFETY OF THE GOODS, THE MERCHANTABILITY OF THE GOODS, OR THE FITNESS OF THE GOODS FOR A PARTICULAR PURPOSE. Adjustment to conform to actual conditions of usage may be required. The manufacturer/distributor assumes no responsibility for results obtained or for incidental or consequential damages, including lost profits, arising from the use of these data. No warranty against infringement of any patent, copyright or trademark is made or implied.

## **Step 2**

# **Aircraft Pre-Inspection**

## Aircraft Pre-Inspection

STEP	PROCEDURE	MECH	INSP
2.1	Inspect the aircraft for other kits and Modifications that may effect the installation of The air conditioning kit.		
2.2	Inspect the airframe structure for any obvious Structural damage or corrosion.		
2.3	Repair discrepancies that are found prior to Installation of kit.		
2.4	Inspect aircraft paperwork for damage history that may effect the installation of this kit.		

## General Safety Instructions

PROCEDURE
<b><u>WARNING:</u></b> Always handle the refrigerant fluids carefully.
<b><u>WARNING:</u></b> Do not mix other refrigerant fluids with the R134a. Do not use refrigerant canned for pressure-operated accessories (such as boat air horns). This refrigerant is not pure and will cause malfunctions in the system.
<b><u>WARNING:</u></b> When the system must be opened to do maintenance, before you do the work, you must drain the air conditioning system.
<b><u>WARNING:</u></b> When you open the system, you must collect the refrigerant in accordance with Federal and Local regulations.
<b><u>WARNING:</u></b> When the R134a is used in normal conditions, it is not flammable. Do not use it near a source of heat to prevent the risk of separation of the vapors.
<b><u>WARNING:</u></b> Avoid skin and eye contact with R-134a. The liquid R-134a, at normal atmospheric temperatures evaporates so quickly that it will freeze anything it comes in contact with.
<b><u>WARNING:</u></b> Wear safety goggles when servicing any part of the refrigerant system.
<b><u>WARNING:</u></b> Never heat a R-134a supply cylinder to produce additional pressure or attempt to empty the container completely.
<b><u>WARNING:</u></b> Insure adequate ventilation when servicing the refrigerant system.
<b><u>WARNING:</u></b> If the R-134a and lubrication oil are mixed with water they make hydrochloric acid. This will cause corrosion of the system components.

## General Safety Instructions

PROCEDURE
<b><u>WARNING:</u></b> You must replace the filter drier each time you open the system.
<b><u>WARNING:</u></b> Comply with the regulations in force in the country where the aircraft is operated when working on the air conditioning system.
<b><u>WARNING:</u></b> Only use nitrogen or Alcohol to clean the system components.
<b><u>WARNING:</u></b> Always keep the R-134a supply cylinder in an upright position when admitting refrigerant into the system. If a cylinder is on its side or upside down, liquid will enter the R-134a system and cause damage to the compressor.

## **Step 3**

# **Aircraft Preparation**

## Aircraft Preparation

STEP	PROCEDURE	MECH	INSP
3.0	Remove or disconnect the battery.		
3.1	Remove pilot and co-pilots doors.		
3.2	Remove right rear door as needed.		
3.3	Remove rear seats.		
3.4	Remove co-pilot anti-torque pedals.		
3.5	Drop the cabin headliner.		
3.6	Remove the two side screws from both sides of the glare shield.		
3.7	Remove back wall covering.		
3.8	Remove the right side baggage door.		
3.9	Remove the forward closeout panel in the right hand baggage compartment.		
3.10	Access panel Aft of landing light.		
3.11	Remove the right hand transmission cowling.		
3.12	Remove the left hand transmission cowling.		
3.13	Remove lower nose right window.		
3.14	Remove the front belly cowling.		
3.15	Remove the center belly cowling.		
3.15a	Remove the right middle belly cowling.		
3.15b	Lower the rear belly cowling.		

## Aircraft Preparation

STEP	PROCEDURE	MECH	INSP
3.16	Remove the cargo net from the rear baggage compartment. (If installed)		
3.17	Remove the rear cargo compartment floor.		
3.18	Remove the electrical compartment cover. <b>NOTE:</b> Determine location for air conditioning power hook up. Reinstall cover to prevent FOD.		
3.19	Remove the rear cargo compartment forward floor panel.		
<b><u>NOTE:</u></b>  After installation of system, a thorough inspection of all areas affected must be performed to determine security component installations and workman-ship standards prior to reassembly of aircraft and return to service by a qualified individual.			



## **Step 4**

# **Removal of Factory Installed Components**

## Removal of Factory Installed Components

STEP	PROCEDURE	MECH	INSP
4.1	Unbolt oil cooling fan and shroud tiewrap to transmission.		
4.2	Disconnect oil cooler assembly from aft cabin wall and the wrap to transmission. Do not disconnect oil lines.		
4.3	Remove fresh air duct between oil cooler and discard.		
4.4	Remove aft right side seat mount bracket for installation of doubler. Ref 5-21-AS350		
4.5	(Intentionally left Blank)		
4.6	Remove warning horn forward of co-pilots feet. Hold for reinstallation.		
4.7	Remove NR digital indicator box forward of co-pilots feet. Hold for reinstallation.		
4.8	Remove glare shield.		
4.9	Remove T4 correction chart holder. Hold for reinstallation.		

## **Step 5**

# **Installation of Aft Evaporator**

### Installation of Aft Evaporator

STEP	PROCEDURE	MECH	INSP
5.1	Remove Right Hand Transmission Cowling Forward latch. (See photo 1). Hold for reinstallation. Position the aft evaporator doubler P/N 260328-1 on the upper transmission deck per drawing 4-3-AS350 sheet 1 of 2. Mark around doubler and remove all existing rivets, bolts, and nut plates to allow the doubler to sit flat on deck.		
5.2	Drill through deck using pilot holes in doubler. Back drill the doubler from existing holes in the deck.		
5.3	Mark and cut openings in the transmission deck using doubler P/N 260328-1 as a template.		
5.4	Install aft evaporator doubler P/N 260328-1 on right hand upper transmission deck in accordance with drawing 4-3-AS350 sheet 1 of 2 using rivets as shown. Re-install Right Hand Transmission Cowling Forward latch as shown in drawing 4-3-AS350 sheet 1 of 2.		
5.5	Next temporarily install Aft evaporator assembly P/N 560010-“O”-5 with 4 ea. AN3-5A bolts and 4 ea. AN960-10 washers per drawing 4-13-AS350.		
5.6	Position return air doubler P/N 260322-1 against aft cabin bulk head as shown in drawing 5-21-AS350 trace outline on bulkhead. Remove doubler and drill out rivets inside trace.		
5.7	Reposition doubler P/N 260322-1. Back drill all holes and Clelo in place. Using doubler as guide pen route out return air hole.		
5.8	Remove doubler, clean holes. Install doubler P/N 260322-1 and angle P/N 260322-2 rivet in place per drawing 5-21-AS350.  <b>NOTE: Two different situations, requiring different doublers are utilized depending on the type and location of the aft seat harness reel (if installed). See drawing for specifics.</b>		

RSG Products Inc.  
INSTALLATION OF AFT EVAPORATOR – AS350 Air Conditioning



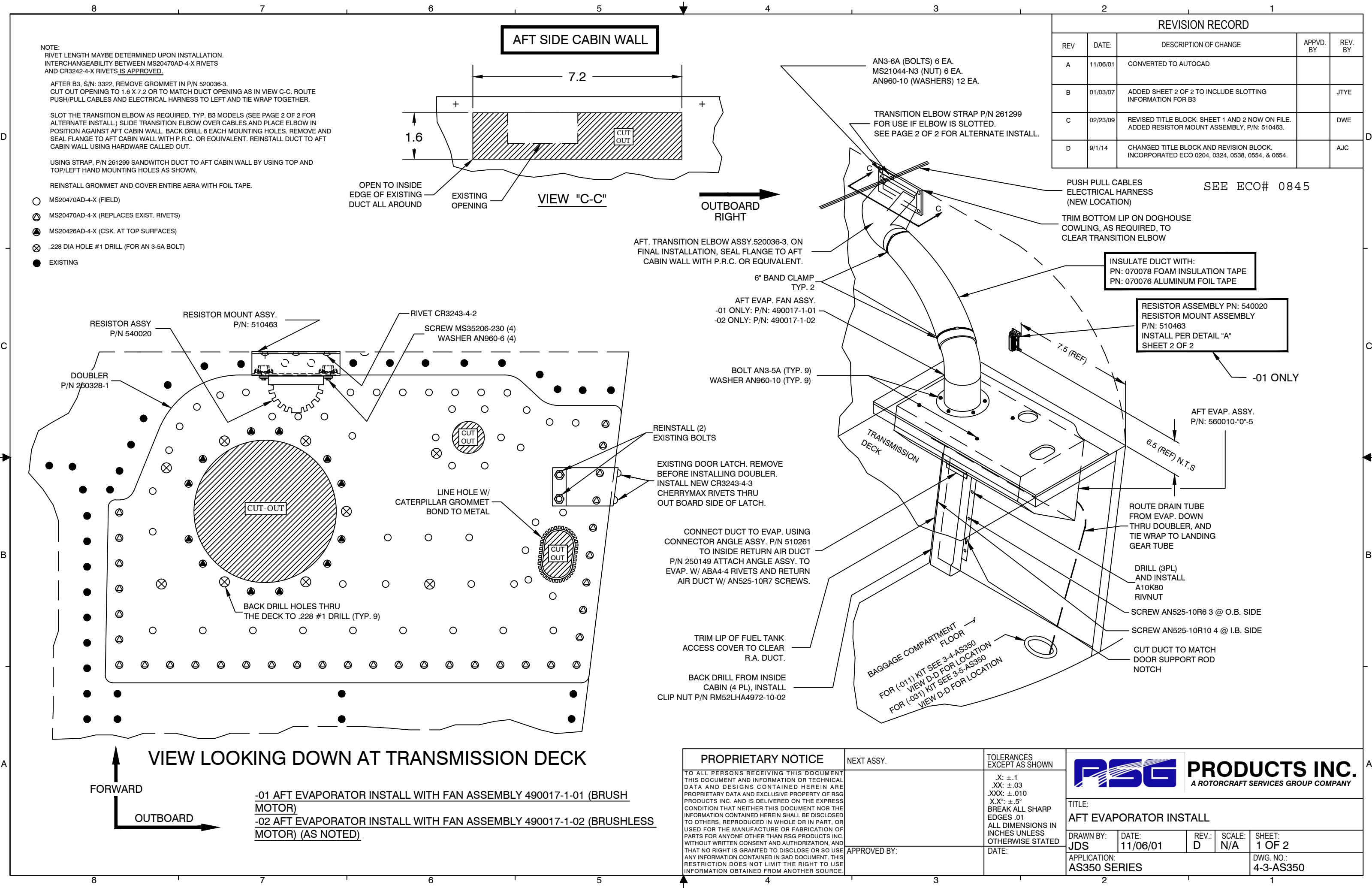
**PHOTO 1**

## Installation of Aft Evaporator

STEP	PROCEDURE	MECH	INSP
5.9	Install return air screen P/N 080022-1 as per drawing 5-21-AS350.		
5.10	<p>Locate “Return Air Connector” P/N 250166. Trial fit to the aft side of the cabin wall, immediately in front of the aft evaporator. The open side of the connector must face aft. Slide the connector upward until it contacts the forward side of the evaporator. Mark with a pencil, the inside of the connector position on to the evaporator. Remove the connector and evaporator. Reference drawing 4-13-AS350.</p> <p>Draw a line one (1) inch above the lower/forward face of the evaporator case. Trial fit “Return Air Connector” to the evaporator, ensuring that the flanges of the connector <b>DO NOT go past the inboard/outboard sides of the evaporator.</b></p> <p>Confirm the pencil lines. Remove the connector. Cut out the area within the pencil lines, leaving the one (1) inch lower lip on the evaporator case as a drain seal.</p> <p><b>NOTE: ENSURE DURING DRILLING THAT THE COIL INSIDE THE CASE IS NOT DAMAGED.</b></p> <p>Seal and secure the Return Air Duct Connector PN: 250166 with rivets to the Evaporator PN: 560010-O-5 case per drawing 4-13-AS350. Next install the connector angle assembly P/N 510261, per drawing 4-3-AS350 Sheet 1 of 2 and 4-13-AS350. This holds the upper part of the return air duct.</p>		
5.11	Position the aft evaporator return air duct P/N 250149 in the right side baggage compartment as shown on drawing 4-13-AS350. Use the return air opening to locate the return air duct. Trim the return air duct as required to fit.		
5.12	Remove the access panel from the outboard side of the aft evaporator P/N 560010-O-5.		
5.13	Temporarily install the aft evaporator, P/N 560010-O-5 using 4 each, AN3-5A, bolts and AN960-10, washers.		

### Installation of Aft Evaporator

STEP	PROCEDURE	MECH	INSP
5.14	Locate and drill the holes for mounting the aft evaporator return air duct connector P/N 250166.		
5.15	Attach Return Air Duct P/N 250149 per drawings 4-3-AS350 sheet 1 of 2 and 4-13-AS350.		
5.16	<u>SEAL THE EVAPORATOR TO THE RETURN AIR DUCT WITH ALUMINUM FOIL TAPE IFS</u> PN: 070076 as required by reaching through the outboard opening in the evaporator. Re-install the aft evaporator access panel.		
5.17	Install the Aft Evaporator Fan Assembly, P/N 490017-1, using five each AN3-5A bolts, and 5 ea. AN960-10 washers. Attach Resistor Mount Assembly P/N 510463 and Resistor Assembly P/N 540020 per drawing 4-3-AS350 Sheet 2 of 2.		
5.18	Locate Transition Elbow P/N 520036-3. This will be mounted on upper Aft Cabin Wall on transmission side. See drawing 4-3-AS350 Sheets 1 and 2. Remove oil coolers from upper deck dog house. <b>(Do Not Disconnect oil Lines)</b> Position as to be able to modify Aft cabin wall. Do Not Re-install until step 5.22.		
5.19	Mark hole to be cut out in aft cabin wall per drawing 4-3-AS350 Sheet 1 of 2. Be careful not to but the cabin air duct bonded to aft cabin wall. Drill a couple of # 40 holes to see if you clear duct.		
5.20	Cut out hole and mount elbow as shown in drawing No. 4-3-AS350 Sheet 1 and 2 of 2.		
5.21	Install a 5-inch flex duct (25" in) long from the aft evaporator fan assembly to the aft air distribution elbow end with two each 6" band clamps P/N 060035. Insulate the duct with foam tape P/N 070078 and wrap with aluminum tape P/N 070076.		
5.22	Modify over head wemac's as shown in drawing 5-12-AS350 if S/N 1302 or lower. Remove existing spacer air duct between oil coolers. Install new Air Duct Closure Assembly PN: 510092 using existing hardware. Re-install oil cooler assembly. Ref. Dwg. 5-12-AS350.		
5.23	Install hose doubler P/N 260369 per drawing 3-5-AS350.		



NOTE:  
RIVET LENGTH MAYBE DETERMINED UPON INSTALLATION.  
INTERCHANGEABILITY BETWEEN MS20470AD-4-X RIVETS  
AND CR3242-4-X RIVETS IS APPROVED.

AFTER B3, S/N: 3322, REMOVE GROMMET IN P/N 520036-3.  
CUT OUT OPENING TO 1.6 X 7.2 OR TO MATCH DUCT OPENING AS IN VIEW C-C. ROUTE  
PUSH/PULL CABLES AND ELECTRICAL HARNESS TO LEFT AND TIE WRAP TOGETHER.

SLOT THE TRANSITION ELBOW AS REQUIRED, TYP. B3 MODELS (SEE PAGE 2 OF 2 FOR  
ALTERNATE INSTALL.) SLIDE TRANSITION ELBOW OVER CABLES AND PLACE ELBOW IN  
POSITION AGAINST AFT CABIN WALL. BACK DRILL 6 EACH MOUNTING HOLES. REMOVE AND  
SEAL FLANGE TO AFT CABIN WALL WITH P.R.C. OR EQUIVALENT. REINSTALL DUCT TO AFT  
CABIN WALL USING HARDWARE CALLED OUT.

USING STRAP, P/N 261299 SANDWICH DUCT TO AFT CABIN WALL BY USING TOP AND  
TOP/LEFT HAND MOUNTING HOLES AS SHOWN.

- REINSTALL GROMMET AND COVER ENTIRE AERA WITH FOIL TAPE.
- MS20470AD-4-X (FIELD)
  - ⊗ MS20470AD-4-X (REPLACES EXIST. RIVETS)
  - ⊙ MS20426AD-4-X (CSK. AT TOP SURFACES)
  - ⊗ .228 DIA HOLE #1 DRILL (FOR AN 3-5A BOLT)
  - EXISTING

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	11/06/01	CONVERTED TO AUTOCAD		
B	01/03/07	ADDED SHEET 2 OF 2 TO INCLUDE SLOTTING INFORMATION FOR B3		JTYE
C	02/23/09	REVISED TITLE BLOCK. SHEET 1 AND 2 NOW ON FILE. ADDED RESISTOR MOUNT ASSEMBLY, P/N: 510463.		DWE
D	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. INCORPORATED ECO 0204, 0324, 0538, 0554, & 0654.		AJC

SEE ECO# 0845

INSULATE DUCT WITH:  
PN: 070078 FOAM INSULATION TAPE  
PN: 070076 ALUMINUM FOIL TAPE

RESISTOR ASSEMBLY PN: 540020  
RESISTOR MOUNT ASSEMBLY  
P/N: 510463  
INSTALL PER DETAIL "A"  
SHEET 2 OF 2

-01 ONLY

AFT EVAP. ASSY.  
P/N: 560010-"0"-5

ROUTE DRAIN TUBE  
FROM EVAP. DOWN  
THRU DOUBLER, AND  
TIE WRAP TO LANDING  
GEAR TUBE

DRILL (3PL)  
AND INSTALL  
A10K80  
RIVNUT

SCREW AN525-10R6 3 @ O.B. SIDE

SCREW AN525-10R10 4 @ I.B. SIDE

CUT DUCT TO MATCH  
DOOR SUPPORT ROD  
NOTCH

BAGGAGE COMPARTMENT  
FLOOR  
FOR (-011) KIT SEE 3-4-AS350  
VIEW D-D FOR LOCATION  
FOR (-031) KIT SEE 3-5-AS350  
VIEW D-D FOR LOCATION

AN3-6A (BOLTS) 6 EA.  
MS21044-N3 (NUT) 6 EA.  
AN960-10 (WASHERS) 12 EA.

TRANSITION ELBOW STRAP P/N 261299  
FOR USE IF ELBOW IS SLOTTED.  
SEE PAGE 2 OF 2 FOR ALTERNATE INSTALL.

6" BAND CLAMP  
TYP. 2

AFT EVAP. FAN ASSY.  
-01 ONLY: P/N: 490017-1-01  
-02 ONLY: P/N: 490017-1-02

BOLT AN3-5A (TYP. 9)  
WASHER AN960-10 (TYP. 9)

REINSTALL (2)  
EXISTING BOLTS

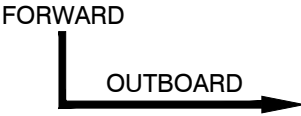
EXISTING DOOR LATCH. REMOVE  
BEFORE INSTALLING DOUBLER.  
INSTALL NEW CR3243-4-3  
CHERRYMAX RIVETS THRU  
OUT BOARD SIDE OF LATCH.

CONNECT DUCT TO EVAP. USING  
CONNECTOR ANGLE ASSY. P/N 510261  
TO INSIDE RETURN AIR DUCT  
P/N 250149 ATTACH ANGLE ASSY. TO  
EVAP. W/ ABA4-4 RIVETS AND RETURN  
AIR DUCT W/ AN525-10R7 SCREWS.

TRIM LIP OF FUEL TANK  
ACCESS COVER TO CLEAR  
R.A. DUCT.

BACK DRILL FROM INSIDE  
CABIN (4 PL), INSTALL  
CLIP NUT P/N RM52LHA4972-10-02

### VIEW LOOKING DOWN AT TRANSMISSION DECK



-01 AFT EVAPORATOR INSTALL WITH FAN ASSEMBLY 490017-1-01 (BRUSH  
MOTOR)  
-02 AFT EVAPORATOR INSTALL WITH FAN ASSEMBLY 490017-1-02 (BRUSHLESS  
MOTOR) (AS NOTED)

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NEXT ASSY.

APPROVED BY:

TOLERANCES  
EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP  
EDGES .01  
ALL DIMENSIONS IN  
INCHES UNLESS  
OTHERWISE STATED  
DATE:



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
**AFT EVAPORATOR INSTALL**

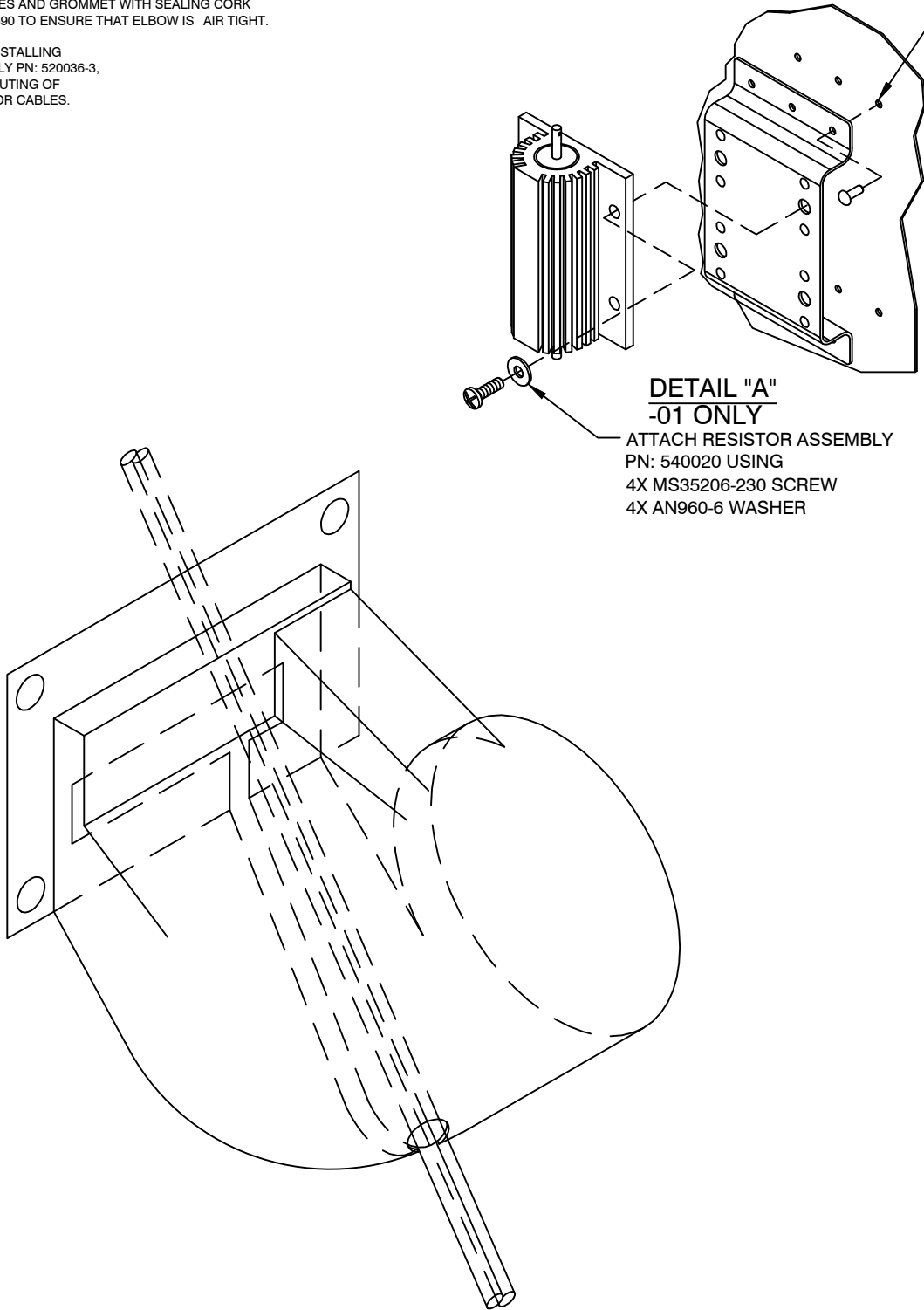
DRAWN BY: <b>JDS</b>	DATE: <b>11/06/01</b>	REV.: <b>D</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 2</b>
APPLICATION: <b>AS350 SERIES</b>				DWG. NO.: <b>4-3-AS350</b>



NOTES:

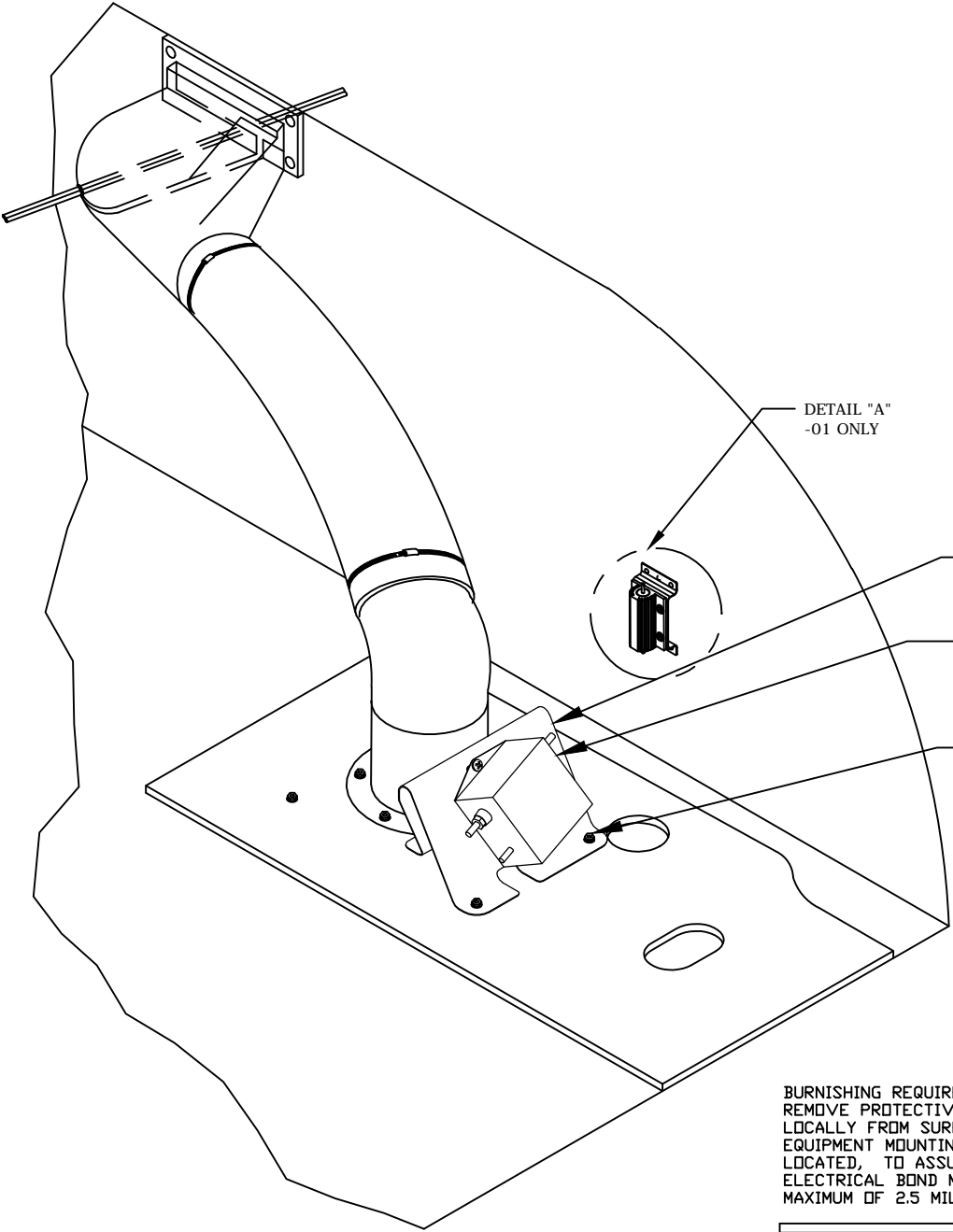
1. TRIM MATING SURFACES OF ELBOW FOR ALIGNMENT OF ELBOW TO CABIN DUCT.
2. POSITION ELBOW ABOVE CABLES AND ALIGN WITH CABIN DUCT.
3. TRACE CABLE ROUTING ONTO LOWER SIDE OF ELBOW.
4. CUT ELBOW TO ALLOW CABLES TO PASS THROUGH WITHOUT INTERFERENCE.
5. OPEN AFT END OF CUT TO APPROX 1" AND INSTALL GROMMET.
6. INSTALL ELBOW TO CABIN AFT WALL PER STANDARD INSTALLATION INSTRUCTIONS.
7. SEAL OPENINGS BOTH INSIDE AND OUT WITH ALUMINUM FOIL. SEAL AREA BETWEEN CABLES AND GROMMET WITH SEALING CORK PN: 070078-6 OR PROSEAL 890 TO ENSURE THAT ELBOW IS AIR TIGHT.

ALTERNATE PROCEEDURE FOR INSTALLING AFT TRANSITION ELBOW ASSEMBLY PN: 520036-3, AS350-B3 SERIES TO AVOID REROUTING OF ROTORBRAKE AND FUEL SELECTOR CABLES.



ALIGN RESISTOR MOUNT ASSEMBLY  
PN: 510463, MARK AND DRILL 6X  
.098 HOLES. ATTACH WITH  
6X CR3243-3-2

DETAIL "A"  
-01 ONLY  
ATTACH RESISTOR ASSEMBLY  
PN: 540020 USING  
4X MS35206-230 SCREW  
4X AN960-6 WASHER



OPTIONAL INSTALL FOR NOISE  
REDUCTION WHEN BRUSHLESS  
MOTORS ARE INSTALLED; P/Ns: IFSS  
050143 DCB, -1 DCB, -2 DCB, AND  
-3 DCB. INSTALL THE FOLLOWING,  
MAINTAINING BURNISHING REQ:

04-350-21-108-01 (AFT EVAP EMI  
FILTER BRACKET) 1EA

13619-RF16883 (EMI FILTER) 1EA  
MS21075-3N (NUTPLATE) 2EA  
CCR264CS-3-02 (RIVET) 4EA  
MS27039-1-07 (SCREW) 2EA  
NAS1149D0316J (WASHER) 2EA

FOR BRACKET  
ATTACHMENT USE  
EXISTING AN3-5A BOLTS,  
3 PLACES

BURNISHING REQUIREMENTS:  
REMOVE PROTECTIVE FINISH  
LOCALLY FROM SURFACES WHERE  
EQUIPMENT MOUNTING HOLES ARE  
LOCATED, TO ASSURE A PROPER  
ELECTRICAL BOND MEASURING A  
MAXIMUM OF 2.5 MILLIOHMS.



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
AFT EVAPORATOR INSTALL

DRAWN BY: JDS	DATE: 11/06/01	REV.: D	SCALE: N/A	SHEET: 2 OF 2
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APPLICATION: AS350 SERIES	DWG. NO.: 4-3-AS350
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# ENGINEERING CHANGE ORDER

ECO No.	0845	SHT 1 OF 1
DWG No.	4-3-AS350	REV D
DWG No.		REV

**CHANGE CLASS:**

- ☒ RECORD CHG. PARTS NOT AFFECTED ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS ☐ OTHER \_\_\_\_\_

REF. STC No. SH3509SW

REF. STC No.

**EXISTING/IN-WORK STOCK DISPOSITION:**

- ☒ RECORD CHG. PARTS NOT AFFECTED ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK ☐ OTHER \_\_\_\_\_

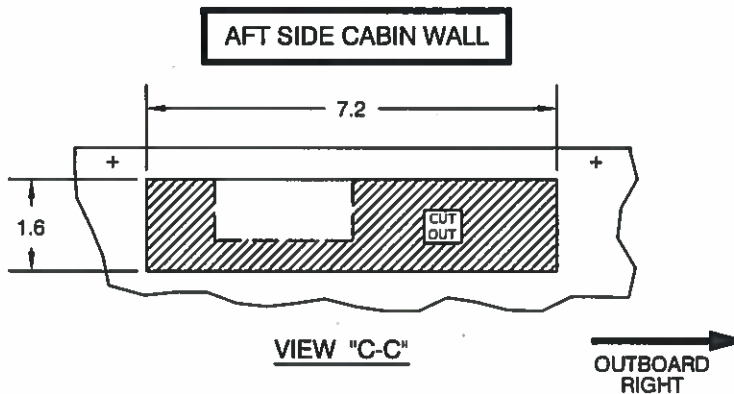
**EFFECTIVITY:**

- ☐ ALL UNITS THIS CUSTOMER ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE ☐ OTHER \_\_\_\_\_

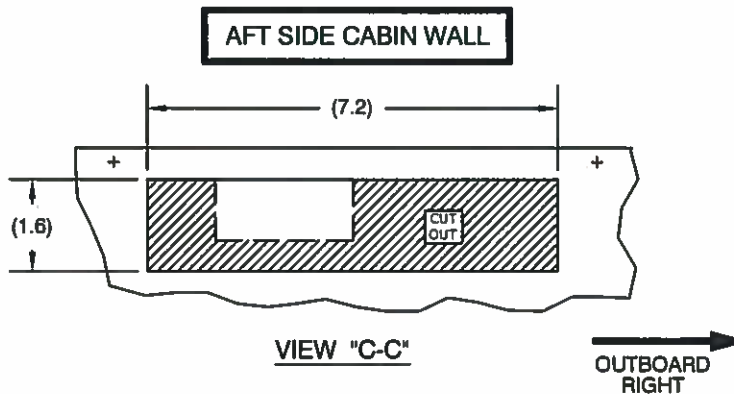
**DESCRIPTION OF CHANGE:**

CHANGED CUT OUT DIMENSIONS TO REFERENCE DIMENSIONS.

WAS:



IS:

**REMARKS:**

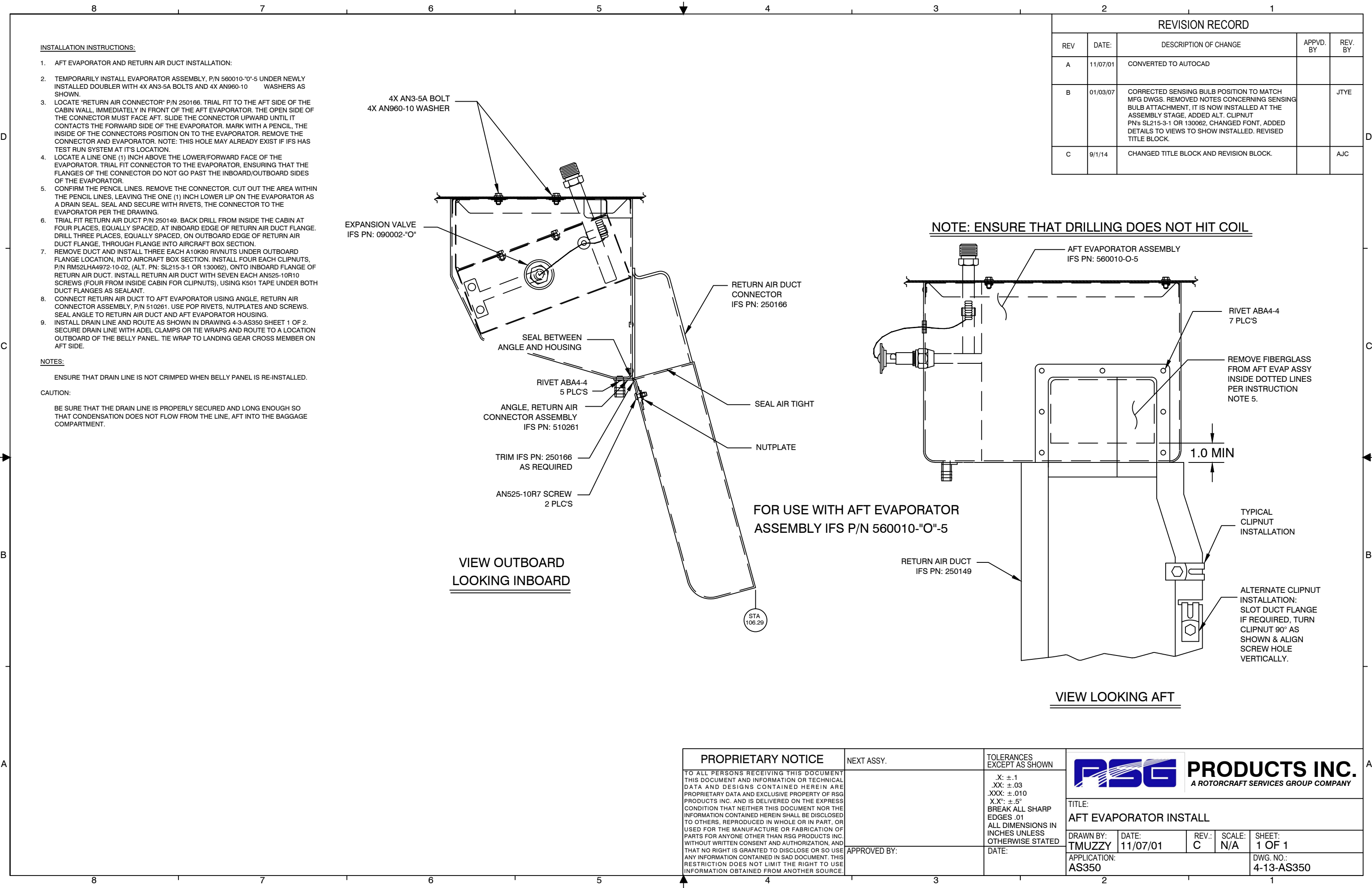
MINOR CHANGES FOR PRODUCT IMPROVEMENT.

**ENGINEERING REVIEW BOARD**

SIGNATURE	STAMP	DATE
	ERB04	2/10/2016
	P016	2/10/2016
	QA 11	2/10/2016

**INCORPORATION STATUS**

- ☐ IMMEDIATE ☒ OUTSTANDING



INSTALLATION INSTRUCTIONS:

1. AFT EVAPORATOR AND RETURN AIR DUCT INSTALLATION:
2. TEMPORARILY INSTALL EVAPORATOR ASSEMBLY, P/N 560010-"O"-5 UNDER NEWLY INSTALLED DOUBLER WITH 4X AN3-5A BOLTS AND 4X AN960-10 WASHERS AS SHOWN.
3. LOCATE "RETURN AIR CONNECTOR" P/N 250166. TRIAL FIT TO THE AFT SIDE OF THE CABIN WALL, IMMEDIATELY IN FRONT OF THE AFT EVAPORATOR. THE OPEN SIDE OF THE CONNECTOR MUST FACE AFT. SLIDE THE CONNECTOR UPWARD UNTIL IT CONTACTS THE FORWARD SIDE OF THE EVAPORATOR. MARK WITH A PENCIL, THE INSIDE OF THE CONNECTORS POSITION ON TO THE EVAPORATOR. REMOVE THE CONNECTOR AND EVAPORATOR. NOTE: THIS HOLE MAY ALREADY EXIST IF IFS HAS TEST RUN SYSTEM AT ITS LOCATION.
4. LOCATE A LINE ONE (1) INCH ABOVE THE LOWER/FORWARD FACE OF THE EVAPORATOR. TRIAL FIT CONNECTOR TO THE EVAPORATOR, ENSURING THAT THE FLANGES OF THE CONNECTOR DO NOT GO PAST THE INBOARD/OUTBOARD SIDES OF THE EVAPORATOR.
5. CONFIRM THE PENCIL LINES. REMOVE THE CONNECTOR. CUT OUT THE AREA WITHIN THE PENCIL LINES, LEAVING THE ONE (1) INCH LOWER LIP ON THE EVAPORATOR AS A DRAIN SEAL. SEAL AND SECURE WITH RIVETS, THE CONNECTOR TO THE EVAPORATOR PER THE DRAWING.
6. TRIAL FIT RETURN AIR DUCT P/N 250149. BACK DRILL FROM INSIDE THE CABIN AT FOUR PLACES, EQUALLY SPACED, AT INBOARD EDGE OF RETURN AIR DUCT FLANGE. DRILL THREE PLACES, EQUALLY SPACED, ON OUTBOARD EDGE OF RETURN AIR DUCT FLANGE, THROUGH FLANGE INTO AIRCRAFT BOX SECTION.
7. REMOVE DUCT AND INSTALL THREE EACH A10K80 RIVNUTS UNDER OUTBOARD FLANGE LOCATION, INTO AIRCRAFT BOX SECTION. INSTALL FOUR EACH CLIPNUTS, P/N RM52LHA4972-10-02, (ALT. PN: SL215-3-1 OR 130062), ONTO INBOARD FLANGE OF RETURN AIR DUCT. INSTALL RETURN AIR DUCT WITH SEVEN EACH AN525-10R10 SCREWS (FOUR FROM INSIDE CABIN FOR CLIPNUTS), USING K501 TAPE UNDER BOTH DUCT FLANGES AS SEALANT.
8. CONNECT RETURN AIR DUCT TO AFT EVAPORATOR USING ANGLE, RETURN AIR CONNECTOR ASSEMBLY, P/N 510261. USE POP RIVETS, NUTPLATES AND SCREWS. SEAL ANGLE TO RETURN AIR DUCT AND AFT EVAPORATOR HOUSING.
9. INSTALL DRAIN LINE AND ROUTE AS SHOWN IN DRAWING 4-3-AS350 SHEET 1 OF 2. SECURE DRAIN LINE WITH ADEL CLAMPS OR TIE WRAPS AND ROUTE TO A LOCATION OUTBOARD OF THE BELLY PANEL. TIE WRAP TO LANDING GEAR CROSS MEMBER ON AFT SIDE.

NOTES:

- ENSURE THAT DRAIN LINE IS NOT CRIMPED WHEN BELLY PANEL IS RE-INSTALLED.
- CAUTION:
- BE SURE THAT THE DRAIN LINE IS PROPERLY SECURED AND LONG ENOUGH SO THAT CONDENSATION DOES NOT FLOW FROM THE LINE, AFT INTO THE BAGGAGE COMPARTMENT.

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	11/07/01	CONVERTED TO AUTOCAD		
B	01/03/07	CORRECTED SENSING BULB POSITION TO MATCH MFG DWGS. REMOVED NOTES CONCERNING SENSING BULB ATTACHMENT, IT IS NOW INSTALLED AT THE ASSEMBLY STAGE, ADDED ALT. CLIPNUT PN's SL215-3-1 OR 130062, CHANGED FONT, ADDED DETAILS TO VIEWS TO SHOW INSTALLED. REVISED TITLE BLOCK.		JTYE
C	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
**AFT EVAPORATOR INSTALL**

DRAWN BY: <b>TMUZZY</b>	DATE: <b>11/07/01</b>	REV.: <b>C</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
APPLICATION: <b>AS350</b>				DWG. NO.: <b>4-13-AS350</b>

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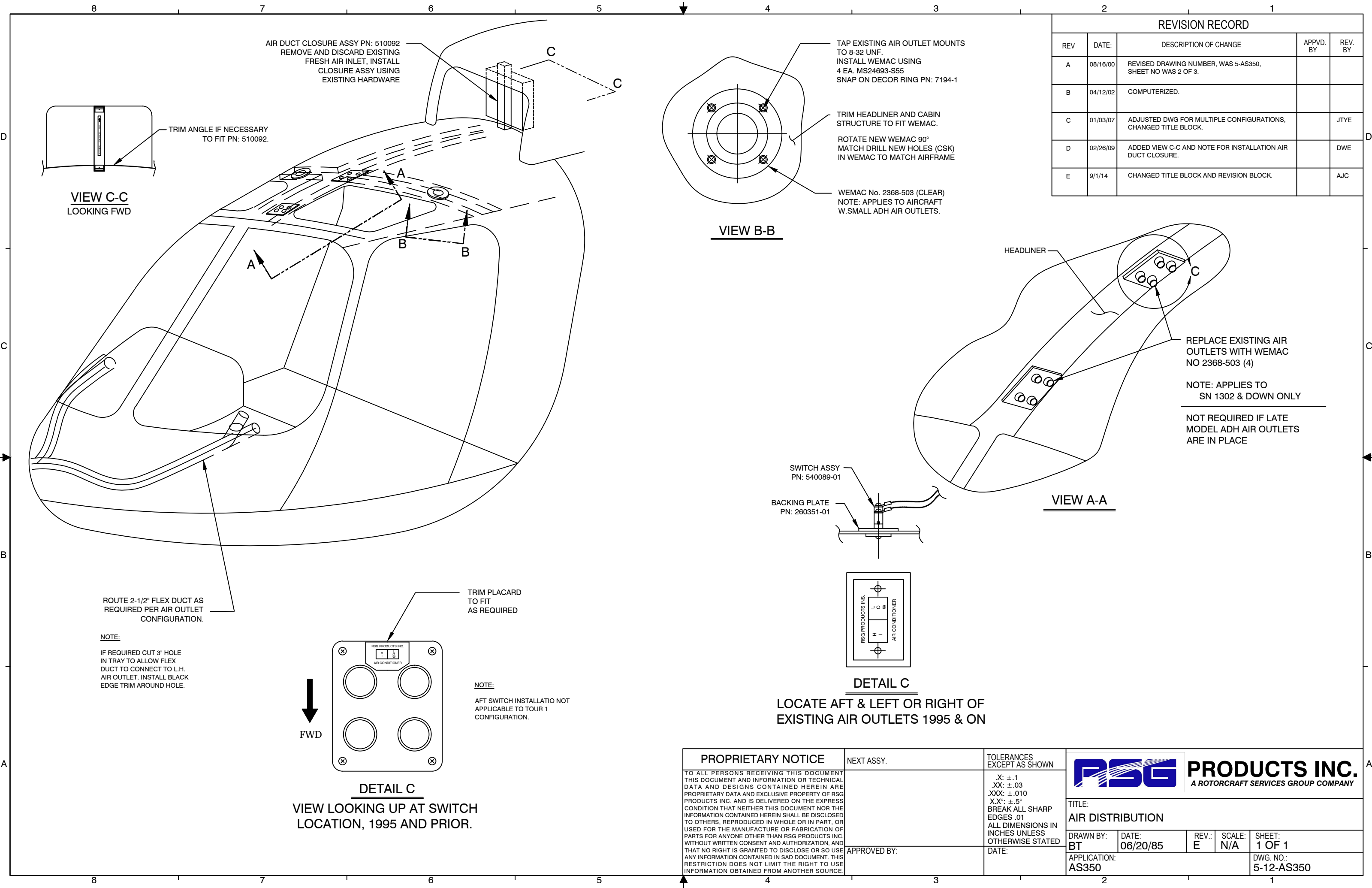
NEXT ASSY.

APPROVED BY:

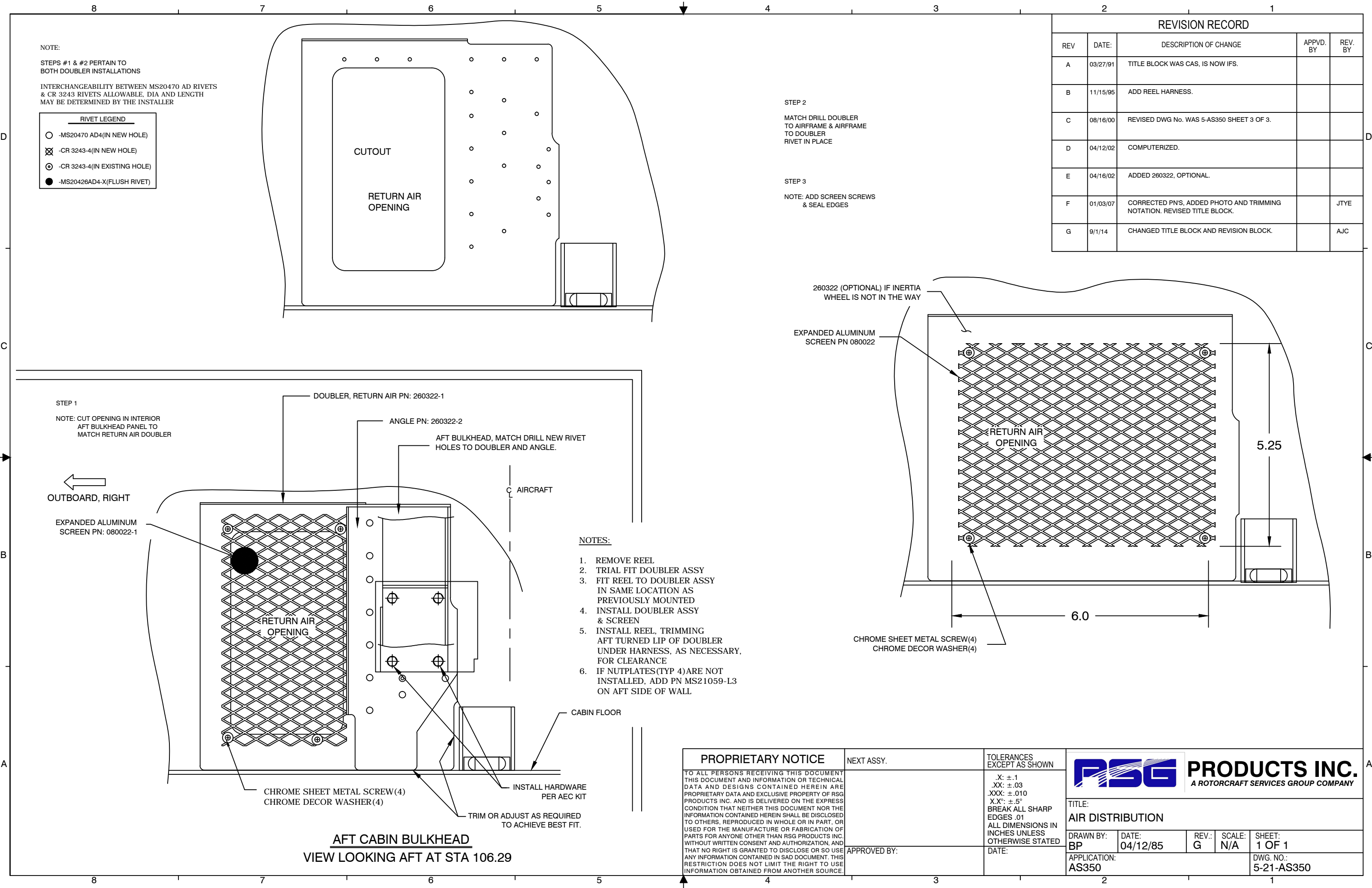
TOLERANCES EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED

DATE:







NOTE:  
STEPS #1 & #2 PERTAIN TO BOTH DOUBLER INSTALLATIONS  
  
INTERCHANGEABILITY BETWEEN MS20470 AD RIVETS & CR 3243 RIVETS ALLOWABLE, DIA AND LENGTH MAY BE DETERMINED BY THE INSTALLER

RIVET LEGEND	
	-MS20470 AD4(IN NEW HOLE)
	-CR 3243-4(IN NEW HOLE)
	-CR 3243-4(IN EXISTING HOLE)
	-MS20426AD4-X(FLUSH RIVET)

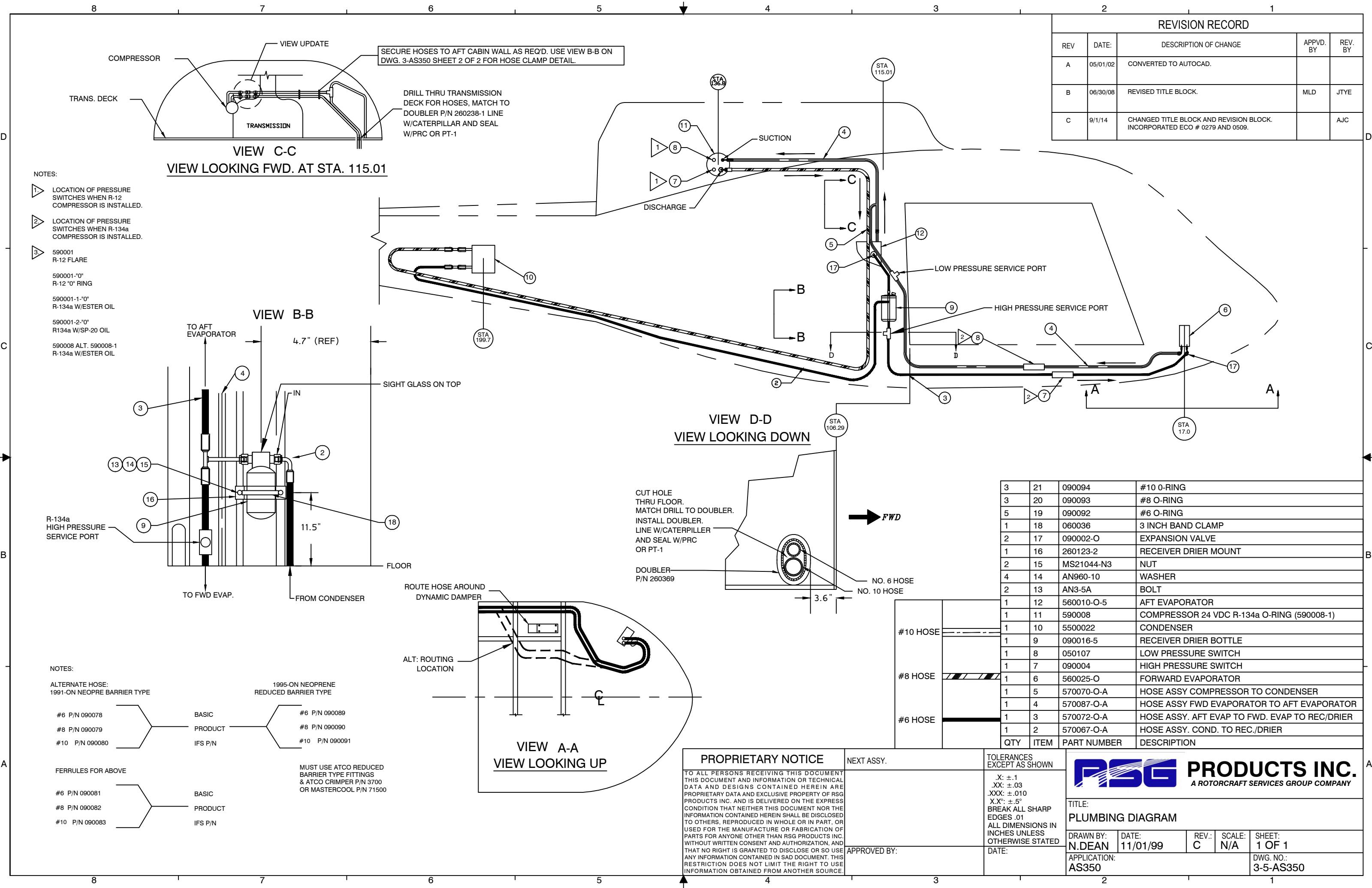
STEP 2  
  
MATCH DRILL DOUBLER TO AIRFRAME & AIRFRAME TO DOUBLER  
RIVET IN PLACE

STEP 3  
  
NOTE: ADD SCREEN SCREWS & SEAL EDGES

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	03/27/91	TITLE BLOCK WAS CAS, IS NOW IFS.		
B	11/15/95	ADD REEL HARNESS.		
C	08/16/00	REVISED DWG No. WAS 5-AS350 SHEET 3 OF 3.		
D	04/12/02	COMPUTERIZED.		
E	04/16/02	ADDED 260322, OPTIONAL.		
F	01/03/07	CORRECTED PN'S, ADDED PHOTO AND TRIMMING NOTATION. REVISED TITLE BLOCK.		JTYE
G	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

- NOTES:
1. REMOVE REEL
  2. TRIAL FIT DOUBLER ASSY
  3. FIT REEL TO DOUBLER ASSY IN SAME LOCATION AS PREVIOUSLY MOUNTED
  4. INSTALL DOUBLER ASSY & SCREEN
  5. INSTALL REEL, TRIMMING AFT TURNED LIP OF DOUBLER UNDER HARNESS, AS NECESSARY, FOR CLEARANCE
  6. IF NUTPLATES(TYP 4)ARE NOT INSTALLED, ADD PN MS21059-L3 ON AFT SIDE OF WALL

<b>PROPRIETARY NOTICE</b> <small>TO ALL PERSONS RECEIVING THIS DOCUMENT THIS DOCUMENT AND INFORMATION OR TECHNICAL DATA AND DESIGNS CONTAINED HEREIN ARE PROPRIETARY DATA AND EXCLUSIVE PROPERTY OF RSG PRODUCTS INC. AND IS DELIVERED ON THE EXPRESS CONDITION THAT NEITHER THIS DOCUMENT NOR THE INFORMATION CONTAINED HEREIN SHALL BE DISCLOSED TO OTHERS, REPRODUCED IN WHOLE OR IN PART, OR USED FOR THE MANUFACTURE OR FABRICATION OF PARTS FOR ANYONE OTHER THAN RSG PRODUCTS INC. WITHOUT WRITTEN CONSENT AND AUTHORIZATION, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAD DOCUMENT. THIS RESTRICTION DOES NOT LIMIT THE RIGHT TO USE INFORMATION OBTAINED FROM ANOTHER SOURCE.</small>		NEXT ASSY.	TOLERANCES EXCEPT AS SHOWN  .X: ±.1 .XX: ±.03 .XXX: ±.010 X.X°: ±.5° BREAK ALL SHARP EDGES .01 ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED DATE:					
APPROVED BY:				TITLE: <b>AIR DISTRIBUTION</b>				
				DRAWN BY: <b>BP</b>	DATE: <b>04/12/85</b>	REV.: <b>G</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
				APPLICATION: <b>AS350</b>			DWG. NO.: <b>5-21-AS350</b>	



REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	05/01/02	CONVERTED TO AUTOCAD.		
B	06/30/08	REVISED TITLE BLOCK.	MLD	JTYE
C	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. INCORPORATED ECO # 0279 AND 0509.		AJC

- NOTES:
- 1 LOCATION OF PRESSURE SWITCHES WHEN R-12 COMPRESSOR IS INSTALLED.
  - 2 LOCATION OF PRESSURE SWITCHES WHEN R-134a COMPRESSOR IS INSTALLED.
  - 3 590001 R-12 FLARE
  - 590001-"0" R-12 "0" RING
  - 590001-1-"0" R-134a W/ESTER OIL
  - 590001-2-"0" R134a W/SP-20 OIL
  - 590008 ALT. 590008-1 R-134a W/ESTER OIL

- R-134a HIGH PRESSURE SERVICE PORT
- TO AFT EVAPORATOR
- TO FWD EVAP.
- FROM CONDENSER
- 11.5"
- 4.7" (REF)
- SIGHT GLASS ON TOP
- FLOOR

- NOTES:
- ALTERNATE HOSE:  
1991-ON NEOPRE BARRIER TYPE
- 1995-ON NEOPRENE REDUCED BARRIER TYPE
- #6 P/N 090078 BASIC
- #8 P/N 090079 PRODUCT
- #10 P/N 090080 IFS P/N
- #6 P/N 090089
- #8 P/N 090090
- #10 P/N 090091
- FERRULES FOR ABOVE
- #6 P/N 090081 BASIC
- #8 P/N 090082 PRODUCT
- #10 P/N 090083 IFS P/N
- MUST USE ATCO REDUCED BARRIER TYPE FITTINGS & ATCO CRIMPER P/N 3700 OR MASTERCOOL P/N 71500

CUT HOLE THRU FLOOR. MATCH DRILL TO DOUBLER. INSTALL DOUBLER. LINE W/CATERPILLER AND SEAL W/PRC OR PT-1

DOUBLER P/N 260369

NO. 6 HOSE

NO. 10 HOSE

3.6"

FWD

3	21	090094	#10 O-RING
3	20	090093	#8 O-RING
5	19	090092	#6 O-RING
1	18	060036	3 INCH BAND CLAMP
2	17	090002-O	EXPANSION VALVE
1	16	260123-2	RECEIVER DRIER MOUNT
2	15	MS21044-N3	NUT
4	14	AN960-10	WASHER
2	13	AN3-5A	BOLT
1	12	560010-O-5	AFT EVAPORATOR
1	11	590008	COMPRESSOR 24 VDC R-134a O-RING (590008-1)
1	10	5500022	CONDENSER
1	9	090016-5	RECEIVER DRIER BOTTLE
1	8	050107	LOW PRESSURE SWITCH
1	7	090004	HIGH PRESSURE SWITCH
1	6	560025-O	FORWARD EVAPORATOR
1	5	570070-O-A	HOSE ASSY COMPRESSOR TO CONDENSER
1	4	570087-O-A	HOSE ASSY FWD EVAPORATOR TO AFT EVAPORATOR
1	3	570072-O-A	HOSE ASSY. AFT EVAP TO FWD. EVAP TO REC./DRIER
1	2	570067-O-A	HOSE ASSY. COND. TO REC./DRIER
QTY	ITEM	PART NUMBER	DESCRIPTION

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED  
DATE:

**RSG PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
**PLUMBING DIAGRAM**

DRAWN BY: <b>N.DEAN</b>	DATE: <b>11/01/99</b>	REV.: <b>C</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
APPLICATION: <b>AS350</b>				DWG. NO.: <b>3-5-AS350</b>

## **Step 6**

# **Installation of Condenser**

## Installation of Condenser

STEP	PROCEDURE	MECH	INSP
6.1	Remove “tail boom closeout panel” and discard.		
6.2	Prepare to install Air Inlet Doubler L.H. P/N 261013 on the lower right side of the tail boom and Air inlet Doubler R.H. P/N 261013-2 on the lower right side of the tail boom. Secure doublers and Drawings 7-25 and 7-26-AS350. <b>NOTE: ALWAYS INSTALL R.H. doubler prior to installing the L.H.</b>		
6.3	Locate station lines 5683 and 5932 on the tail boom. Align the TOP of the inside of the R.H. doubler cut out with the skin lap on the tail boom. Note that the doubler has a taper to it, being wider at the front than at the rear. Tape doubler in place and draw the outline of the inner and outer shape onto the tail boom.		
6.4	Ensure that the doubler will cover all the rivets shown on the install Drawing, both existing and the new rivets that will be added. Adjust as required to maintain 2D edge distance (twice the diameter of hole, from center of hole to edge).		
6.5	Remove stringers on the inside of the tail boom (Drawing 7-22-AS350 within the area of the doubler by drilling out the supporting rivets. These stringers WILL NOT be reused. Drill out all rivets within the area of the doubler.		
6.6	Locate doubler on tail boom as in 6.3. Tape in place. Back drill existing rivet holes to doubler. Cleco doubler in place after first few holes have been drilled. Start a center line and work towards outer edge of doubler.		
6.7	Lay out staggered rows of new rivets around the outer edge of the doubler. Ensure 2D edge distance. Drill through doubler and airframe skin. Remove doubler and deburr all holes. Fit stringers, P/N 261012 and back drill to match skin (see Drawing 7-22-AS350).		
6.8	Rivet doubler in place. Remove airframe skin to the inside edge of the doubler. Deburr, remove any shavings or debris.		
6.9	Install L.H. doubler of the same part number in the same manner as above, ensuring that the widest part of the doubler faces forward.		



### Installation of Condenser

STEP	PROCEDURE	MECH	INSP
6.10	<p>Install air inlet screens. Note that R.H. screen is mounted with a strap containing rivnuts, using screws to make that screen removable. This allows accessibility to the tail boom.</p> <p><b>NOTE: SOME LATE MODEL HELICOPTERS HAVE EUROCOPTER CORPORATION INSTALLED ACCESS DOORS (with screens) ON THE L.H. SIDE, JUST ABOVE WHERE THE IFS DOUBLERS AND SCREENS ARE USUALLY FITTED. THIS AREA MAY BE USED IN LIEU OF THE IFS DOUBLER/SCREEN, FOR AN AIR INTAKE.</b></p>		
6.11	Lay out and install L.H. and R.H. Air Exit doublers, screens and Air Exit Collars in the same manner as the Air Inlets per Drawings 7-23-AS350 and 7-24-AS350.		
6.12	Position condenser support, channel, forward P/N 261080 five (5) inches above the aft baggage floor (as measured from the floor to the top of the channel) per 7-22-AS350. Level channel and re-check measurements. Clamp in place.		
6.13	Position condenser support, channel, aft P/N 261081 aft of the next frame in tail boom. Level to support, channel, forward and clamp in place.		
6.14	Ensure that both channels are equally spaced off the center line of the airframe and that the pre-drilled mounting holes in the channels allow a minimum of 2D edge distance in the frames they are to be mounted to. Scribe through the holes in both channels to the airframe. Remove channels and drill all right (8) mounting holes, Deburr.		
6.15	Mount the aft and forward channels using the specified hardware. Remove 5" Blowers and temporarily install condenser assembly P/N 550022 in place and note any areas of interference.		
6.16	Mark two (2) hole locations in condenser, at each lower outboard corner. Centering on top flange of mounting channel. Drill holes (Drawing 7-22-AS350). Place AN3-5A bolt in hole until trial fitting is complete.		
6.17	Temporarily mount both condenser blowers and ensure alignment with each air exit collar, P/N 250324. Remove blowers and condenser until refrigerant hoses have been connected and leak tested.		

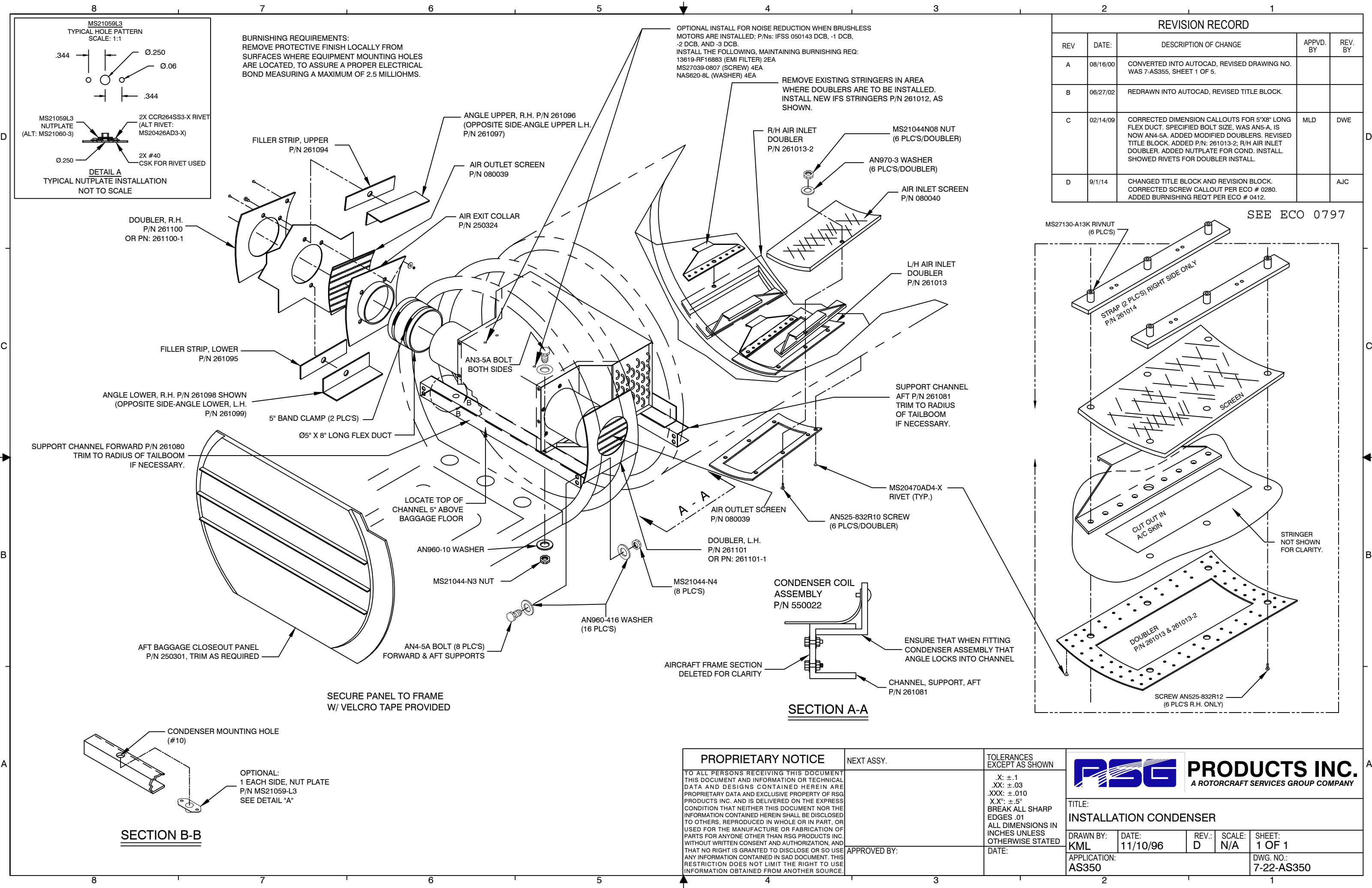
RSG Products Inc.  
INSTALLATION OF CONDENSER – AS350 Air Conditioning

**Installation of Condenser**

STEP	PROCEDURE	MECH	INSP
6.18	Reinstall the condenser after all hoses have been connected and leak tested.		
6.19	Install dual condenser blowers P/N 050143. Use one mounting screw as ground for each blower.		
6.20	Fit condenser air exit flex duct over blower and onto air exit collar. Install band clamps to secure flex duct.		
6.21	Install Baggage Compartment Close Out Panel P/N 250301 per drawing 7-22-AS350.		

## RSG Products Inc.

[illegible]



REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	CONVERTED INTO AUTOCAD, REVISED DRAWING NO. WAS 7-AS355, SHEET 1 OF 5.		
B	06/27/02	REDRAWN INTO AUTOCAD, REVISED TITLE BLOCK.		
C	02/14/09	CORRECTED DIMENSION CALLOUTS FOR 5"X8" LONG FLEX DUCT. SPECIFIED BOLT SIZE, WAS AN5-A, IS NOW AN4-5A. ADDED MODIFIED DOUBLERS. REVISED TITLE BLOCK. ADDED P/N: 261013-2; R/H AIR INLET DOUBLER. ADDED NUTPLATE FOR COND. INSTALL. SHOWED RIVETS FOR DOUBLER INSTALL.	MLD	DWE
D	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. CORRECTED SCREW CALLOUT PER ECO # 0280. ADDED BURNISHING REQ'T PER ECO # 0412.		AJC

PROPRIETARY NOTICE		NEXT ASSY.	TOLERANCES EXCEPT AS SHOWN		
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APPROVED BY:				TITLE: INSTALLATION CONDENSER	
				DRAWN BY: KML	DATE: 11/10/96
				REV.: D	SCALE: N/A
				SHEET: 1 OF 1	DWG. NO.: 7-22-AS350



# ENGINEERING CHANGE ORDER

ECO No.	0797	SHT 1 OF 1
DWG No.	7-22-AS350	REV D
DWG No.		REV
DWG No.		REV

## CHANGE CLASS:

- ☒ RECORD CHG. PARTS NOT AFFECTED 
 ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS 
 ☐ OTHER \_\_\_\_\_

REF. STC No. SH3509SW

## EXISTING/IN-WORK STOCK DISPOSITION:

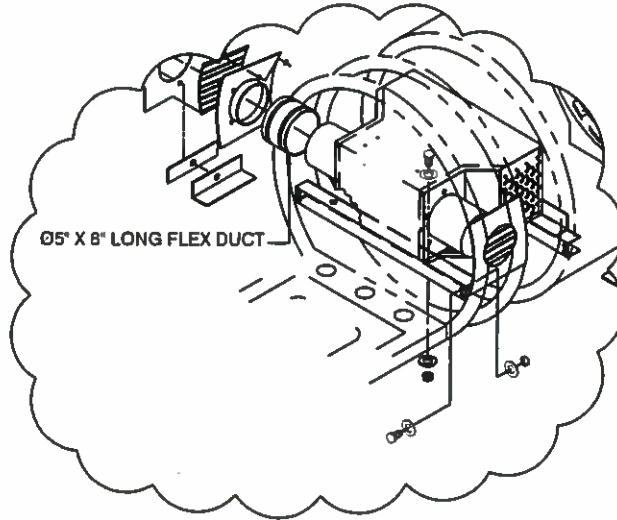
- ☐ RECORD CHG. PARTS NOT AFFECTED 
 ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK 
 ☒ OTHER BREAK IN AT NEXT BUILD

## EFFECTIVITY:

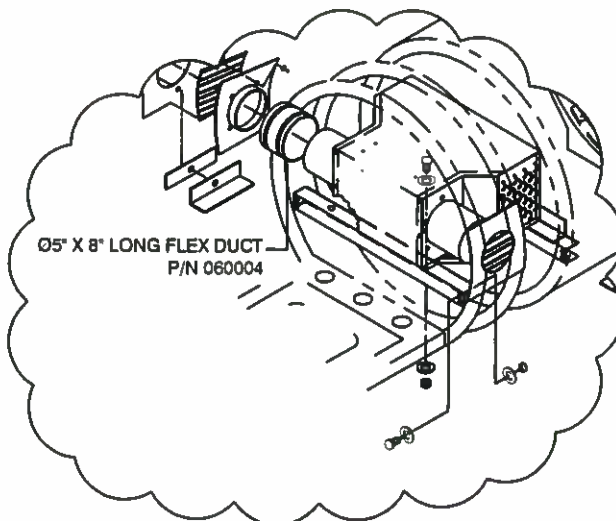
- ☐ ALL UNITS THIS CUSTOMER 
 ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE 
 ☐ OTHER \_\_\_\_\_

DESCRIPTION OF CHANGE:  
ADDED DUCT P/N TO VIEW.

WAS:



IS:



## REMARKS:

MINOR CHANGE FOR PRODUCT IMPROVEMENT.

## ENGINEERING REVIEW BOARD

SIGNATURE	STAMP	DATE
<i>[Signature]</i>	ERB04	7/24/2015
<i>[Signature]</i>	QA11	7/27/2015
<i>[Signature]</i>	P02	7/27/2015

## INCORPORATION STATUS

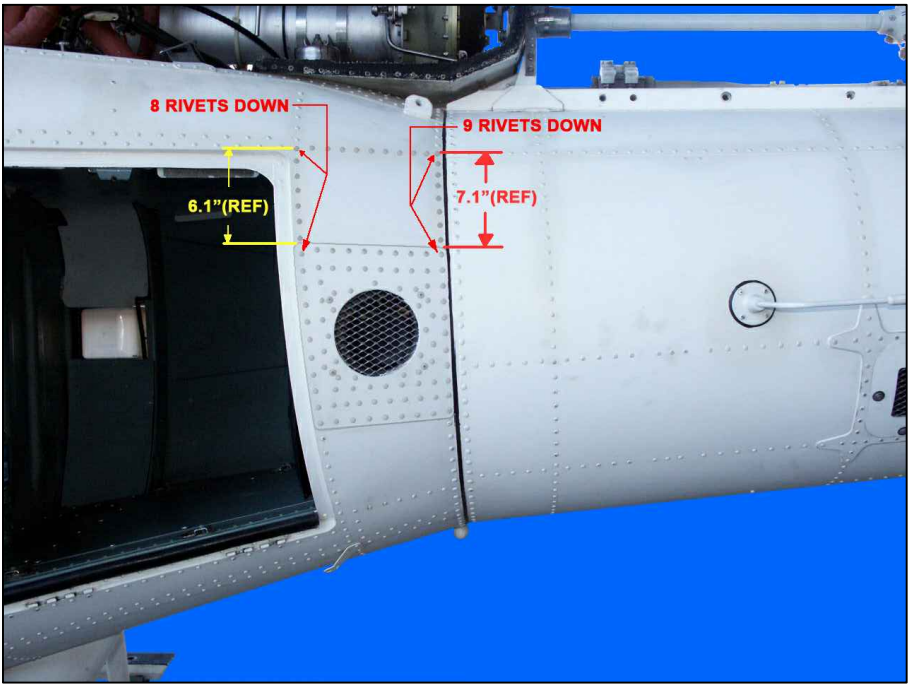
- ☐ IMMEDIATE 
 ☒ OUTSTANDING

NOTES:

- IF A STRAP TYPE DOUBLER HAS BEEN INSTALLED BY THE MANUFACTURER AT THE SPLICE POINT BETWEEN THE FUSELAGE AND TAILBOOM, SEE IFS DRAWING 7-29-AS350 FOR INSTALLATION OF THIS DOUBLER
- IF STROBE POWERPACK IS IN THE 3 O'CLOCK POSITION, RELOCATE TO THE 2 O'CLOCK POSITION.
- RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION, INTERCHANEABILITY BETWEEN MS20470AD RIVET AND CR3234 OR CR3243 RIVETS IS APPROVED
- LOCATE EXISTING RIVET PATTERN AS SHOWN AND POSITION DOUBLER.
- MARK AROUND DOUBLER, REMOVE DOUBLER AND REMOVE ANY RIVETS INSIDE MARKING.
- RE-POSITION DOUBLER, BACK DRILL DOUBLER AND CLECO IN PLACE.
- CUT OUT CENTER HOLE.
- MARK OUT 8 RIVET LOCATIONS EQUALLY SPACED IN LINE WITH TOP FWD AND AFT EXISTING RIVETS.
- NOTE: IF ANY EXISTING HOLE PATTERNS EXIST UNDER THE DOUBLER, USE THESE AS PATTERN FOR ADDED ROWS IN THE FOLLOWING STEPS.
- ADD A 2nd ROW OF 8 RIVETS EQUALLY SPACED APPROX. 1" DOWN IN LINE WITH FWD AND AFT EXISTING RIVETS. (IF THERE IS AN EXISTING ROW, USE THIS ROW AND EXTRA RIVETS). ALSO DRILL UPPER ANGLE PN: 261096 AND FILLER PN: 261094.
- MARK OUT 7 RIVET LOCATIONS EQUALLY SPACED ON BOTTOM ROW IN LINE WITH BOTTOM FWD AND AFT EXISTING RIVETS.
- ADD 2nd ROW OF 8 EQUALLY SPACED RIVETS APPROX. 1" UP. ALSO DRILL IN LOWER ANGLE PN: 261098 AND FILLER PN: 261095.
- ADD 3rd ROW OF 7 EQUALLY SPACED RIVETS .8" UP.

RIVET LEGEND:

- MS20470AD5-X RIVET EXISTING
- MS20470AD5-X RIVET
- MS20470AD4-X RIVET
- MS20470AD4-X RIVET



BAGGAGE DOOR OPENING

FWD

AFT

REVISION RECORD

REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	CONVERTED INTO AUTOCAD, REVISED DRAWING NO. WAS 7-AS355, SHEET 3 OF 5.		
B	04/03/02	REMOVED AS355 NOTES. REMOVED LINEAR DIMENSIONS FOR PLATE ALIGNMENT. ADDED RIVET COUNT FOR PLATE ALIGNMENT. REVISED TITLE BLOCK.		
C	01/03/07	CHANGED RIVET COUNT. ADDED REFERENCE DIMENSIONS FOR PLATE ALIGNMENT. ADDED NOTES 3 - 12.		JTYE
D	06/30/08	ADDED NEW NOTE 1., RENUMBERED FOLLOWING NOTES. ADDED ALT. DOUBLER PN: 261101-1. REVISED TITLE BLOCK.		JTYE
E	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED  
DATE:



PRODUCTS INC.  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
L.H.AIR EXIT DOUBLER INSTALL

DRAWN BY: KML	DATE: 11/10/96	REV.: E	SCALE: N/A	SHEET: 1 OF 1
APPLICATION: AS350				DWG. NO.: 7-23-AS350

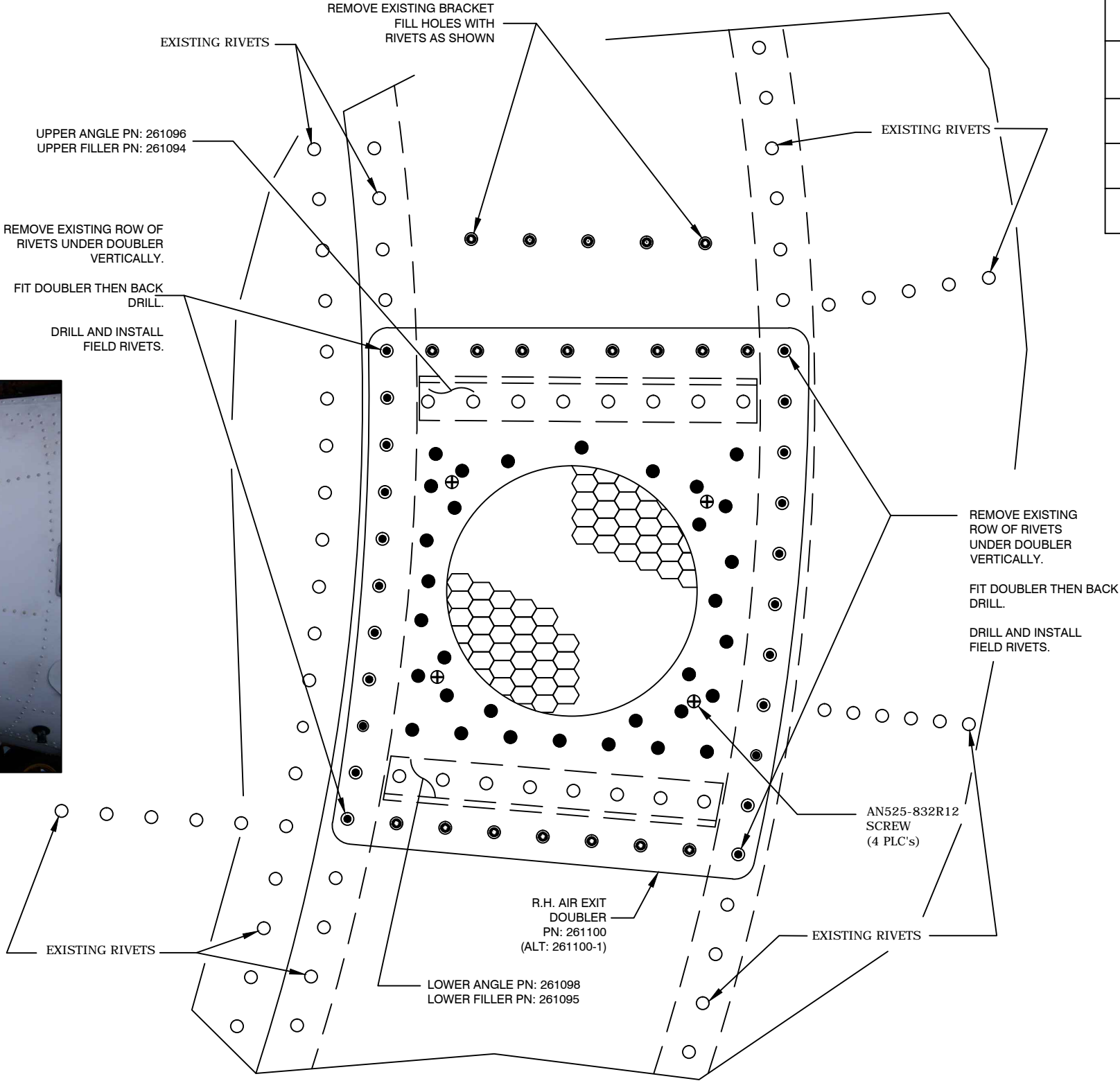


NOTES:

1. IF A STRAP TYPE DOUBLER HAS BEEN INSTALLED BY THE MANUFACTURER AT THE SPLICE POINT BETWEEN THE FUSELAGE AND TAILBOOM, SEE IFS DRAWING 7-28-AS350 FOR INSTALLATION OF THIS DOUBLER
2. RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION, INTERCHANEABILITY BETWEEN MS20470AD RIVET AND CR3234 OR CR3243 RIVETS IS APPROVED.

RIVET LEGEND:

- MS20470AD5-X RIVET EXISTING
- MS20470AD5-X RIVET
- MS20470AD4-X RIVET
- MS20470AD4-X RIVET



REVISION RECORD

REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	CONVERTED INTO AUTOCAD, REVISED DRAWING NO. WAS 7-AS355, SHEET 3 OF 5.		
B	04/03/02	REMOVED AS355 NOTES. REMOVED LINEAR DIMENSIONS FOR PLATE ALIGNMENT. ADDED RIVET COUNT FOR PLATE ALIGNMENT. REVISED TITLE BLOCK.		
C	01/03/07	REMOVED RIVET COUNT. ADDED REFERENCE PHOTO FOR PLATE ALIGNMENT.		JTYE
D	06/30/08	ADDED NEW NOTE 1., RENUMBERED FOLLOWING NOTES. ADDED ALT. DOUBLER PN: 261100-1. REVISED TITLE BLOCK.		JTYE
E	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

AFT

FWD

PROPRIETARY NOTICE

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED  
DATE:

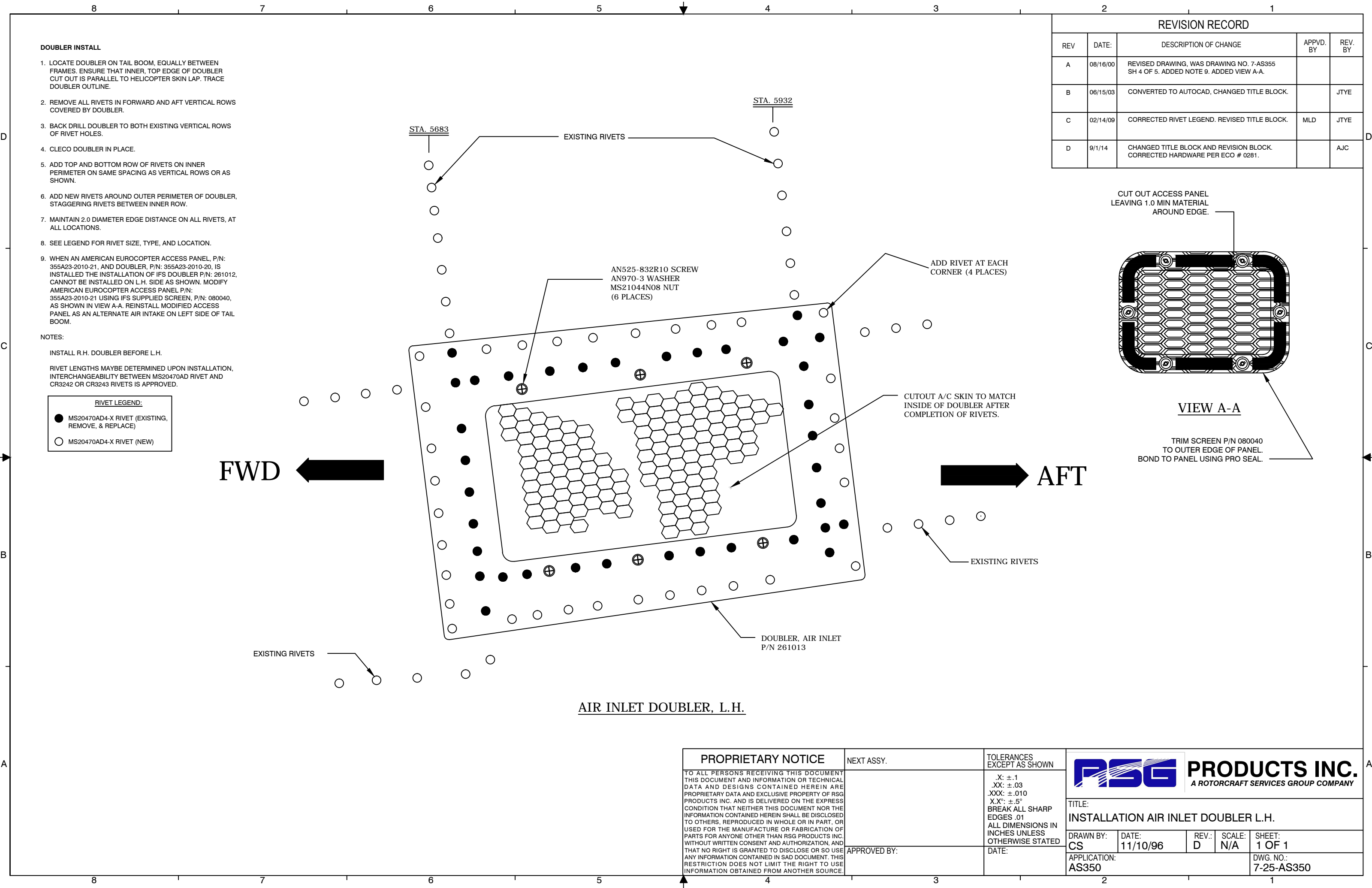


**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
R.H.AIR EXIT DOUBLER INSTALL

DRAWN BY: CS DATE: 11/10/95 REV.: E SCALE: N/A SHEET: 1 OF 1

APPLICATION: AS350 DWG. NO.: 7-24-AS350



- DOUBLER INSTALL**
1. LOCATE DOUBLER ON TAIL BOOM, EQUALLY BETWEEN FRAMES. ENSURE THAT INNER, TOP EDGE OF DOUBLER CUT OUT IS PARALLEL TO HELICOPTER SKIN LAP. TRACE DOUBLER OUTLINE.
  2. REMOVE ALL RIVETS IN FORWARD AND AFT VERTICAL ROWS COVERED BY DOUBLER.
  3. BACK DRILL DOUBLER TO BOTH EXISTING VERTICAL ROWS OF RIVET HOLES.
  4. CLECO DOUBLER IN PLACE.
  5. ADD TOP AND BOTTOM ROW OF RIVETS ON INNER PERIMETER ON SAME SPACING AS VERTICAL ROWS OR AS SHOWN.
  6. ADD NEW RIVETS AROUND OUTER PERIMETER OF DOUBLER, STAGGERING RIVETS BETWEEN INNER ROW.
  7. MAINTAIN 2.0 DIAMETER EDGE DISTANCE ON ALL RIVETS, AT ALL LOCATIONS.
  8. SEE LEGEND FOR RIVET SIZE, TYPE, AND LOCATION.

9. WHEN AN AMERICAN EUROCOPTER ACCESS PANEL, P/N: 355A23-2010-21, AND DOUBLER, P/N: 355A23-2010-20, IS INSTALLED THE INSTALLATION OF IFS DOUBLER P/N: 261012, CANNOT BE INSTALLED ON L.H. SIDE AS SHOWN. MODIFY AMERICAN EUROCOPTER ACCESS PANEL P/N: 355A23-2010-21 USING IFS SUPPLIED SCREEN, P/N: 080040, AS SHOWN IN VIEW A-A. REINSTALL MODIFIED ACCESS PANEL AS AN ALTERNATE AIR INTAKE ON LEFT SIDE OF TAIL BOOM.

**NOTES:**

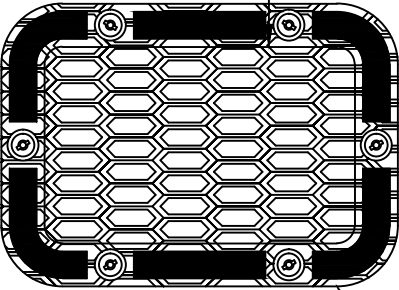
INSTALL R.H. DOUBLER BEFORE L.H.

RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION, INTERCHANGEABILITY BETWEEN MS20470AD RIVET AND CR3242 OR CR3243 RIVETS IS APPROVED.

**RIVET LEGEND:**

- MS20470AD4-X RIVET (EXISTING, REMOVE, & REPLACE)
- MS20470AD4-X RIVET (NEW)

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	REVISED DRAWING, WAS DRAWING NO. 7-AS355 SH 4 OF 5. ADDED NOTE 9. ADDED VIEW A-A.		
B	06/15/03	CONVERTED TO AUTOCAD, CHANGED TITLE BLOCK.		JTYE
C	02/14/09	CORRECTED RIVET LEGEND. REVISED TITLE BLOCK.	MLD	JTYE
D	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. CORRECTED HARDWARE PER ECO # 0281.		AJC

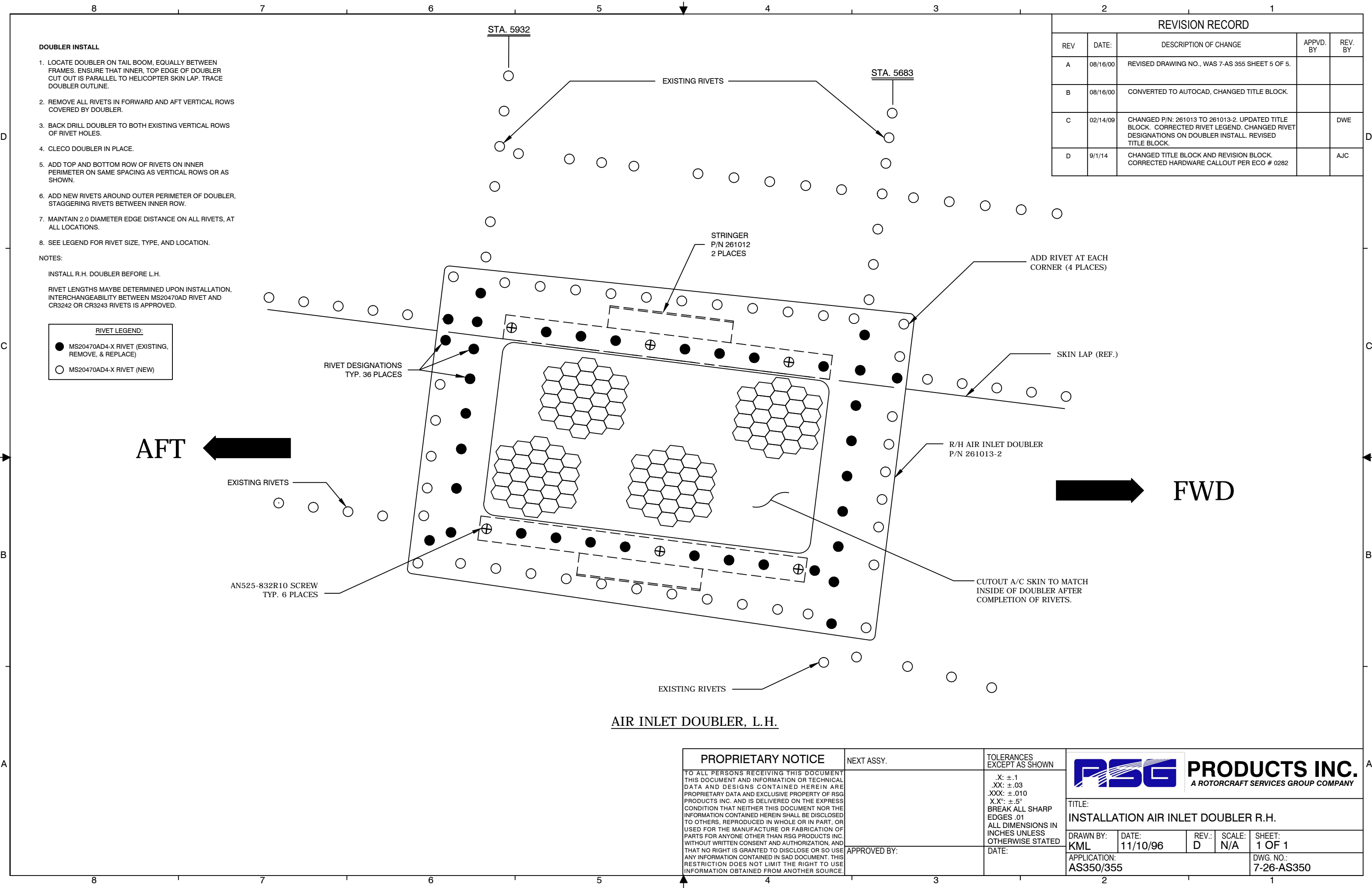


**VIEW A-A**

TRIM SCREEN P/N 080040 TO OUTER EDGE OF PANEL. BOND TO PANEL USING PRO SEAL.

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APPROVED BY:		TITLE: <b>INSTALLATION AIR INLET DOUBLER L.H.</b>							
		DRAWN BY: <b>CS</b>	DATE: <b>11/10/96</b>	REV.: <b>D</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>			
		APPLICATION: <b>AS350</b>			DWG. NO.: <b>7-25-AS350</b>				





- DOUBLER INSTALL**
1. LOCATE DOUBLER ON TAIL BOOM, EQUALLY BETWEEN FRAMES. ENSURE THAT INNER, TOP EDGE OF DOUBLER CUT OUT IS PARALLEL TO HELICOPTER SKIN LAP. TRACE DOUBLER OUTLINE.
  2. REMOVE ALL RIVETS IN FORWARD AND AFT VERTICAL ROWS COVERED BY DOUBLER.
  3. BACK DRILL DOUBLER TO BOTH EXISTING VERTICAL ROWS OF RIVET HOLES.
  4. CLECO DOUBLER IN PLACE.
  5. ADD TOP AND BOTTOM ROW OF RIVETS ON INNER PERIMETER ON SAME SPACING AS VERTICAL ROWS OR AS SHOWN.
  6. ADD NEW RIVETS AROUND OUTER PERIMETER OF DOUBLER, STAGGERING RIVETS BETWEEN INNER ROW.
  7. MAINTAIN 2.0 DIAMETER EDGE DISTANCE ON ALL RIVETS, AT ALL LOCATIONS.
  8. SEE LEGEND FOR RIVET SIZE, TYPE, AND LOCATION.


**NOTES:**

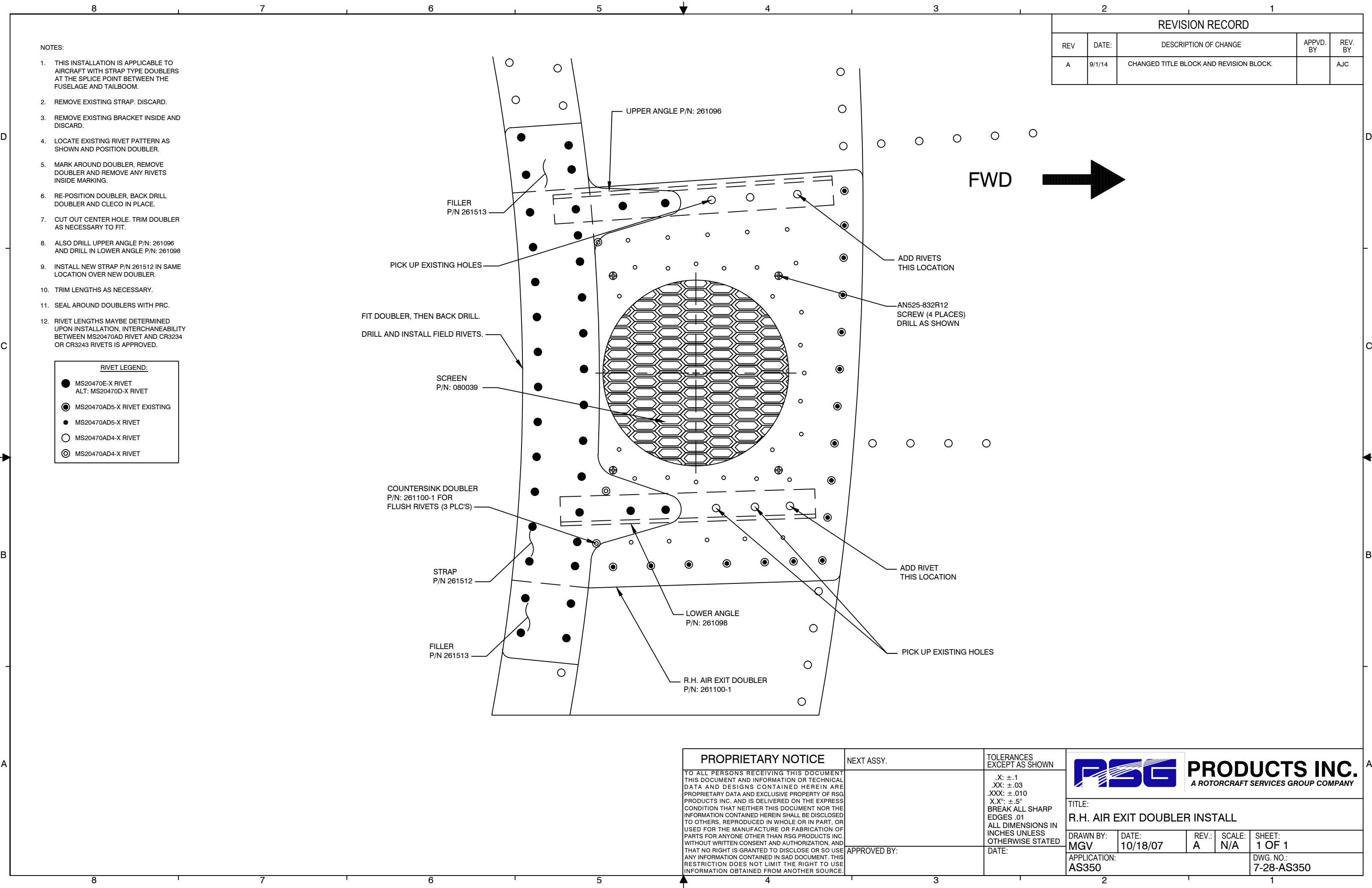
INSTALL R.H. DOUBLER BEFORE L.H.

RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION, INTERCHANGEABILITY BETWEEN MS20470AD RIVET AND CR3242 OR CR3243 RIVETS IS APPROVED.

RIVET LEGEND:	
●	MS20470AD4-X RIVET (EXISTING, REMOVE, & REPLACE)
○	MS20470AD4-X RIVET (NEW)

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	REVISED DRAWING NO., WAS 7-AS 355 SHEET 5 OF 5.		
B	08/16/00	CONVERTED TO AUTOCAD, CHANGED TITLE BLOCK.		
C	02/14/09	CHANGED P/N: 261013 TO 261013-2. UPDATED TITLE BLOCK. CORRECTED RIVET LEGEND. CHANGED RIVET DESIGNATIONS ON DOUBLER INSTALL. REVISED TITLE BLOCK.		DWE
D	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. CORRECTED HARDWARE CALLOUT PER ECO # 0282		AJC

PROPRIETARY NOTICE		NEXT ASSY.		TOLERANCES EXCEPT AS SHOWN				<b>PRODUCTS INC.</b> <i>A ROTORCRAFT SERVICES GROUP COMPANY</i>				
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				DATE:		DRAWN BY: KML		DATE: 11/10/96		REV.: D	SCALE: N/A	SHEET: 1 OF 1
						APPLICATION: AS350/355						DWG. NO.: 7-26-AS350



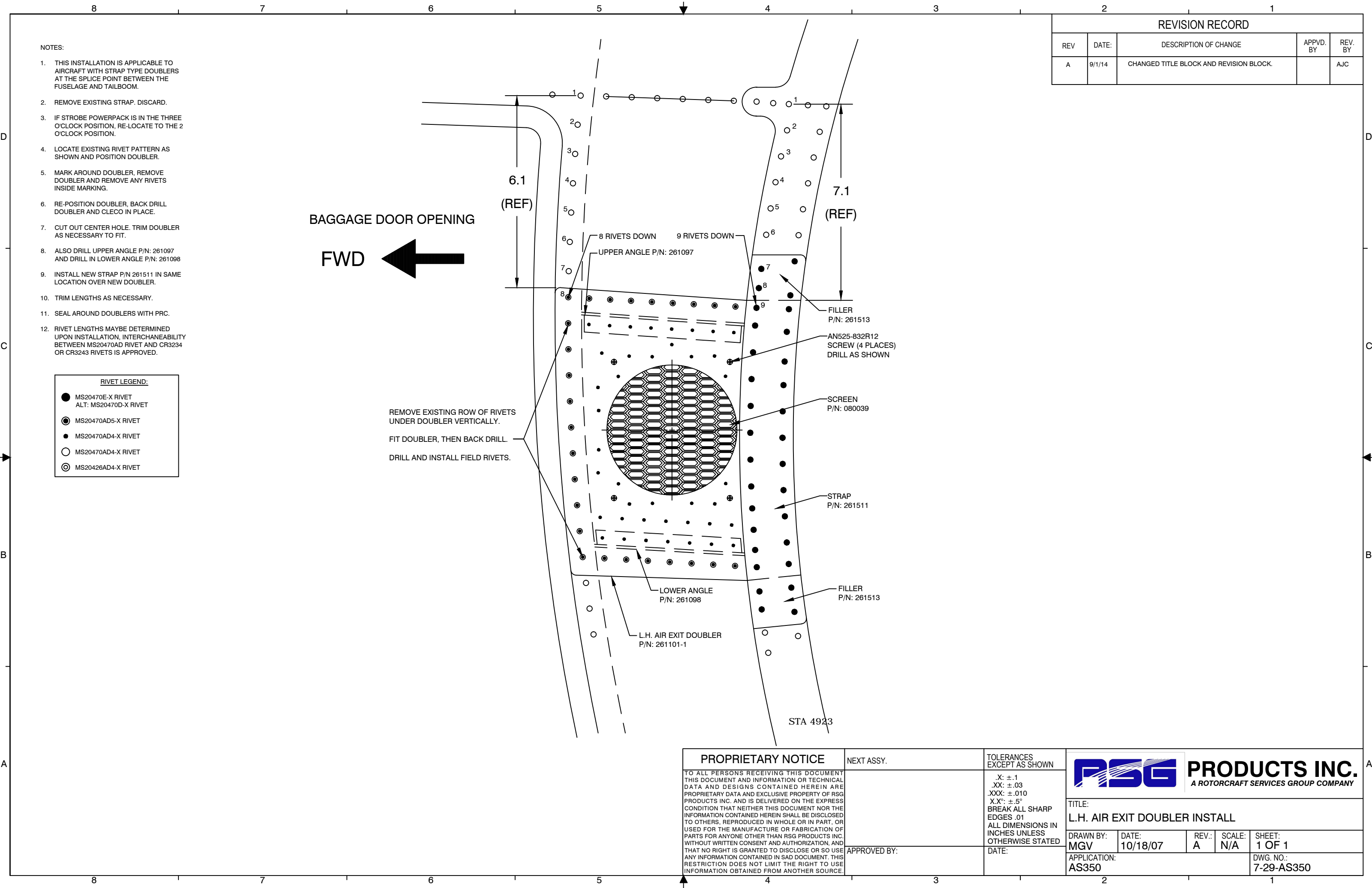
- NOTES:
1. THIS INSTALLATION IS APPLICABLE TO AIRCRAFT WITH STRAP TYPE DOUBLERS AT THE SPLICE POINT BETWEEN THE FUSELAGE AND TAILBOOM.
  2. REMOVE EXISTING STRAP. DISCARD.
  3. REMOVE EXISTING BRACKET INSIDE AND DISCARD.
  4. LOCATE EXISTING RIVET PATTERN AS SHOWN AND POSITION DOUBLER.
  5. MARK AROUND DOUBLER, REMOVE DOUBLER AND REMOVE ANY RIVETS INSIDE MARKING.
  6. RE-POSITION DOUBLER, BACK DRILL DOUBLER AND CLECO IN PLACE.
  7. CUT OUT CENTER HOLE. TRIM DOUBLER AS NECESSARY TO FIT.
  8. ALSO DRILL UPPER ANGLE P/N: 261096 AND DRILL IN LOWER ANGLE P/N: 261098
  9. INSTALL NEW STRAP P/N 261512 IN SAME LOCATION OVER NEW DOUBLER.
  10. TRIM LENGTHS AS NECESSARY.
  11. SEAL AROUND DOUBLERS WITH PRC.
  12. RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION. INTERCHANEABILITY BETWEEN MS20470AD RIVET AND CR3234 OR CR3243 RIVETS IS APPROVED.

**RIVET LEGEND:**

- MS20470E-X RIVET  
ALT: MS20470D-X RIVET
- ⊙ MS20470AD5-X RIVET EXISTING
- MS20470AD5-X RIVET
- MS20470AD4-X RIVET
- ⊙ MS20470AD4-X RIVET

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC


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			.X: ±.1 .XX: ±.03 .XXX: ±.010 X.X": ±.5° BREAK ALL SHARP EDGES .01 ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED	TITLE: <b>R.H. AIR EXIT DOUBLER INSTALL</b>				
	APPROVED BY:		DATE:	DRAWN BY: <b>MGV</b>	DATE: <b>10/18/07</b>	REV.: <b>A</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
				APPLICATION: <b>AS350</b>				DWG. NO.: <b>7-28-AS350</b>



- NOTES:
1. THIS INSTALLATION IS APPLICABLE TO AIRCRAFT WITH STRAP TYPE DOUBLERS AT THE SPLICE POINT BETWEEN THE FUSELAGE AND TAILBOOM.
  2. REMOVE EXISTING STRAP. DISCARD.
  3. IF STROBE POWERPACK IS IN THE THREE O'CLOCK POSITION, RE-LOCATE TO THE 2 O'CLOCK POSITION.
  4. LOCATE EXISTING RIVET PATTERN AS SHOWN AND POSITION DOUBLER.
  5. MARK AROUND DOUBLER, REMOVE DOUBLER AND REMOVE ANY RIVETS INSIDE MARKING.
  6. RE-POSITION DOUBLER, BACK DRILL DOUBLER AND CLECO IN PLACE.
  7. CUT OUT CENTER HOLE. TRIM DOUBLER AS NECESSARY TO FIT.
  8. ALSO DRILL UPPER ANGLE P/N: 261097 AND DRILL IN LOWER ANGLE P/N: 261098
  9. INSTALL NEW STRAP P/N 261511 IN SAME LOCATION OVER NEW DOUBLER.
  10. TRIM LENGTHS AS NECESSARY.
  11. SEAL AROUND DOUBLERS WITH PRC.
  12. RIVET LENGTHS MAYBE DETERMINED UPON INSTALLATION, INTERCHANEABILITY BETWEEN MS20470AD RIVET AND CR3234 OR CR3243 RIVETS IS APPROVED.

RIVET LEGEND:	
	MS20470E-X RIVET ALT: MS20470D-X RIVET
	MS20470AD5-X RIVET
	MS20470AD4-X RIVET
	MS20470AD4-X RIVET
	MS20426AD4-X RIVET

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

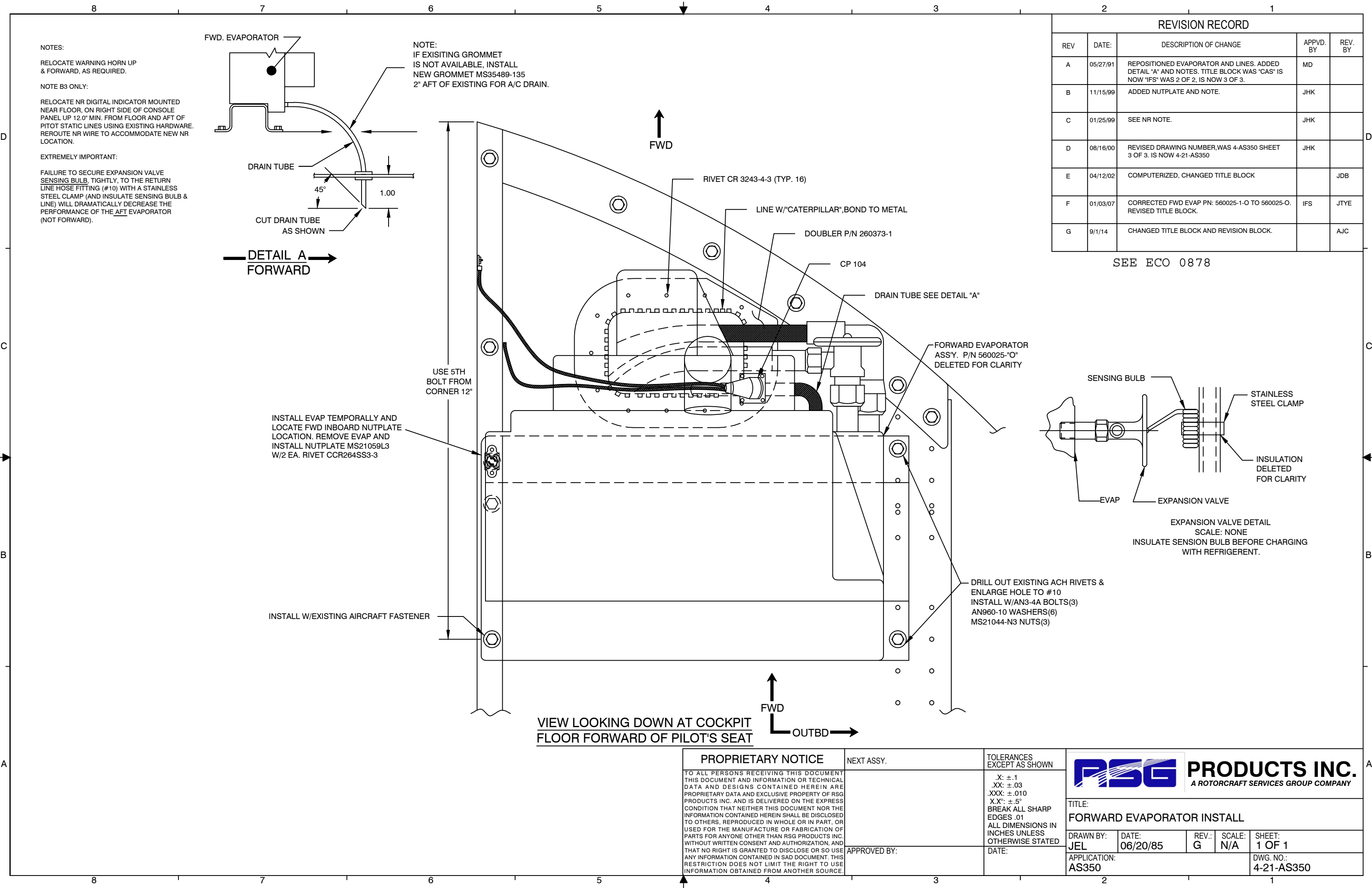
PROPRIETARY NOTICE		NEXT ASSY.		TOLERANCES EXCEPT AS SHOWN		<div><div></div><div>PRODUCTS INC. <small>A ROTORCRAFT SERVICES GROUP COMPANY</small></div></div>									
TO ALL PERSONS RECEIVING THIS DOCUMENT THIS DOCUMENT AND INFORMATION OR TECHNICAL DATA AND DESIGNS CONTAINED HEREIN ARE PROPRIETARY DATA AND EXCLUSIVE PROPERTY OF RSG PRODUCTS INC. AND IS DELIVERED ON THE EXPRESS CONDITION THAT NEITHER THIS DOCUMENT NOR THE INFORMATION CONTAINED HEREIN SHALL BE DISCLOSED TO OTHERS, REPRODUCED IN WHOLE OR IN PART, OR USED FOR THE MANUFACTURE OR FABRICATION OF PARTS FOR ANYONE OTHER THAN RSG PRODUCTS INC. WITHOUT WRITTEN CONSENT AND AUTHORIZATION, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAD DOCUMENT. THIS RESTRICTION DOES NOT LIMIT THE RIGHT TO USE INFORMATION OBTAINED FROM ANOTHER SOURCE.		APPROVED BY:		.X: ±.1 .XX: ±.03 .XXX: ±.010 X.X°: ±.5° BREAK ALL SHARP EDGES .01 ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED		TITLE: L.H. AIR EXIT DOUBLER INSTALL									
				DATE:		DRAWN BY: MGV		DATE: 10/18/07		REV.: A		SCALE: N/A		SHEET: 1 OF 1	
								APPLICATION: AS350				DWG. NO.: 7-29-AS350			

## **Step 7**

# **Installation of Forward Evaporator**

## Installation of Forward Evaporator

STEP	PROCEDURE	MECH	INSP
7.1	Relocate NR digital indicator. Higher 12” min., and aft of pitot static lines, using assisting hardware. See note on drawing 4-21-AS350.		
7.2	Relocate warning horn up and forward as required.		
7.3	Position forward evaporator assembly, P/N 560025-O, as shown in drawing 4-21-AS350. Mark rivets to be drilled out and existing bolts that will be used to mount evaporator. Also mark location on inboard forward mount hole on floor as shown in note on drawing 4-21-AS350.		
7.4	Remove and drill out rivets and marked hole. Install nut plate on evaporator.		
7.5	Position doubler P/N 260373-1 as shown in drawing 4-21-AS350, drill and install as shown. Cut out center. Line hole with Caterpillar, bond to edge of metal.		
7.6	Do not install evaporator until Freon lines are connected.		
7.7	Install drain line from the evaporator out through the cabin floor. The existing hole normally found in the aircraft skin (right forward side) can be utilized. Cutting of the aircraft skin will not usually be required. “IF” no vacant hole is found, locate and drill a hole according to the detail “A” on drawing 4-21-AS350. Secure drain line and cut off at a negative angle.		
7.8	When connecting Freon lines, make sure you install sensing bulb on #10 line. Wrap cork tape around fittings. See drawing 4-21 AS350 “Expansion Valve Detail”. After all lines are attached install Fwd Evaporator with hardware per drawing 4-21-AS350.		
7.9	For mounting forward outlet assemblies, make a template marking the shape of the shape of the housing assembly and 3 mount holes. Position template on glare shield as shown in drawing 5-1-AS350. Drill hole and install with hardware as shown, P/N 500010-1 and P/N 500011-1.		



NOTES:

RELOCATE WARNING HORN UP & FORWARD, AS REQUIRED.

NOTE B3 ONLY:

RELOCATE NR DIGITAL INDICATOR MOUNTED NEAR FLOOR, ON RIGHT SIDE OF CONSOLE PANEL UP 12.0" MIN. FROM FLOOR AND AFT OF PITOT STATIC LINES USING EXISTING HARDWARE. REROUTE NR WIRE TO ACCOMMODATE NEW NR LOCATION.

EXTREMELY IMPORTANT:

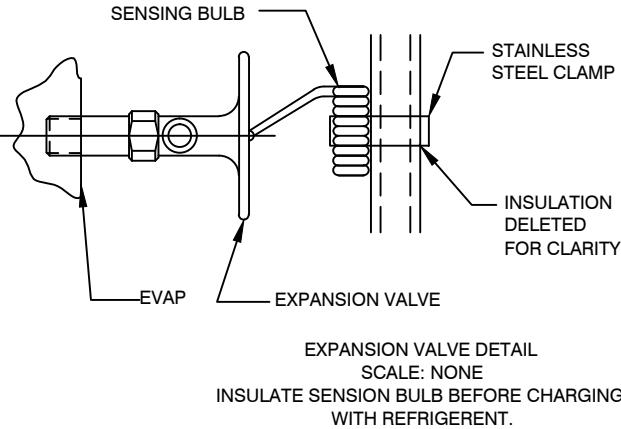
FAILURE TO SECURE EXPANSION VALVE SENSING BULB, TIGHTLY, TO THE RETURN LINE HOSE FITTING (#10) WITH A STAINLESS STEEL CLAMP (AND INSULATE SENSING BULB & LINE) WILL DRAMATICALLY DECREASE THE PERFORMANCE OF THE AFT EVAPORATOR (NOT FORWARD).

NOTE:

IF EXISITING GROMMET IS NOT AVAILABLE, INSTALL NEW GROMMET MS35489-135 2" AFT OF EXISTING FOR A/C DRAIN.

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	05/27/91	REPOSITIONED EVAPORATOR AND LINES. ADDED DETAIL "A" AND NOTES. TITLE BLOCK WAS "CAS" IS NOW "IFS" WAS 2 OF 2, IS NOW 3 OF 3.	MD	
B	11/15/99	ADDED NUTPLATE AND NOTE.	JHK	
C	01/25/99	SEE NR NOTE.	JHK	
D	08/16/00	REVISED DRAWING NUMBER, WAS 4-AS350 SHEET 3 OF 3. IS NOW 4-21-AS350	JHK	
E	04/12/02	COMPUTERIZED, CHANGED TITLE BLOCK		JDB
F	01/03/07	CORRECTED FWD EVAP PN: 560025-1-O TO 560025-O. REVISED TITLE BLOCK.	IFS	JTYE
G	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

SEE ECO 0878



VIEW LOOKING DOWN AT COCKPIT FLOOR FORWARD OF PILOT'S SEAT

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		APPROVED BY:		TITLE: <b>FORWARD EVAPORATOR INSTALL</b>				
				DRAWN BY: <b>JEL</b>	DATE: <b>06/20/85</b>	REV.: <b>G</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
				APPLICATION: <b>AS350</b>			DWG. NO.: <b>4-21-AS350</b>	



# ENGINEERING CHANGE ORDER

ECO No.	0878	SHT 1 OF 2
DWG No.	4-21-AS350	REV G
DWG No.		REV

## CHANGE CLASS:

- ☒ RECORD CHG. PARTS NOT AFFECTED ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS ☐ OTHER \_\_\_\_\_

REF. STC No. SH3509SW

REF. STC No.

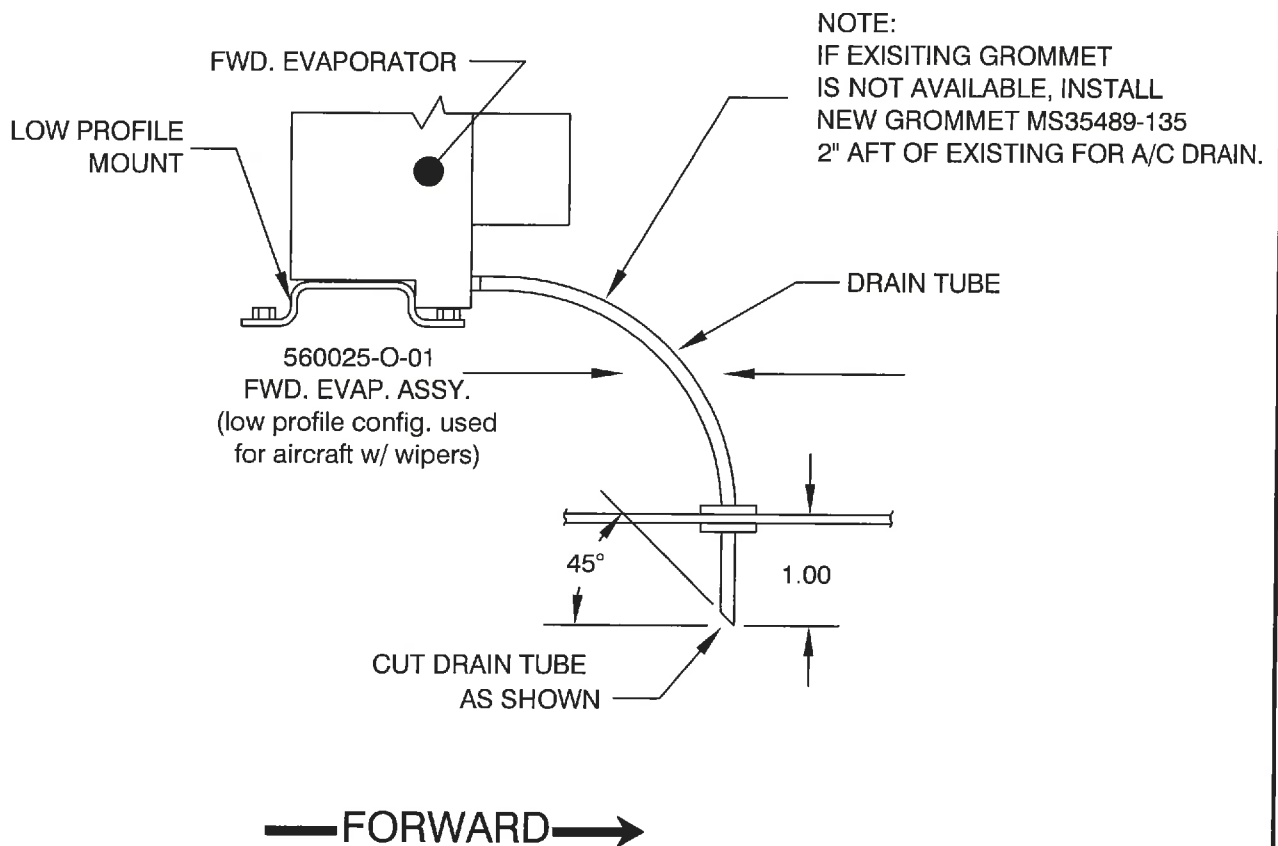
## EXISTING/IN-WORK STOCK DISPOSITION:

- ☒ RECORD CHG. PARTS NOT AFFECTED ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK ☐ OTHER \_\_\_\_\_

## EFFECTIVITY:

- ☐ ALL UNITS THIS CUSTOMER ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE ☐ OTHER \_\_\_\_\_

## DESCRIPTION OF CHANGE: ADDED CONFIGURATION VIEW.



REMARKS:  
MINOR CHANGES FOR PRODUCT IMPROVEMENT.

## ENGINEERING REVIEW BOARD

SIGNATURE	STAMP	DATE
<i>[Signature]</i>	ERB04	7/1/2016
<i>[Signature]</i>	QA11	7/1/2016
<i>[Signature]</i>	P02	7/1/2016

## INCORPORATION STATUS

- ☐ IMMEDIATE ☒ OUTSTANDING

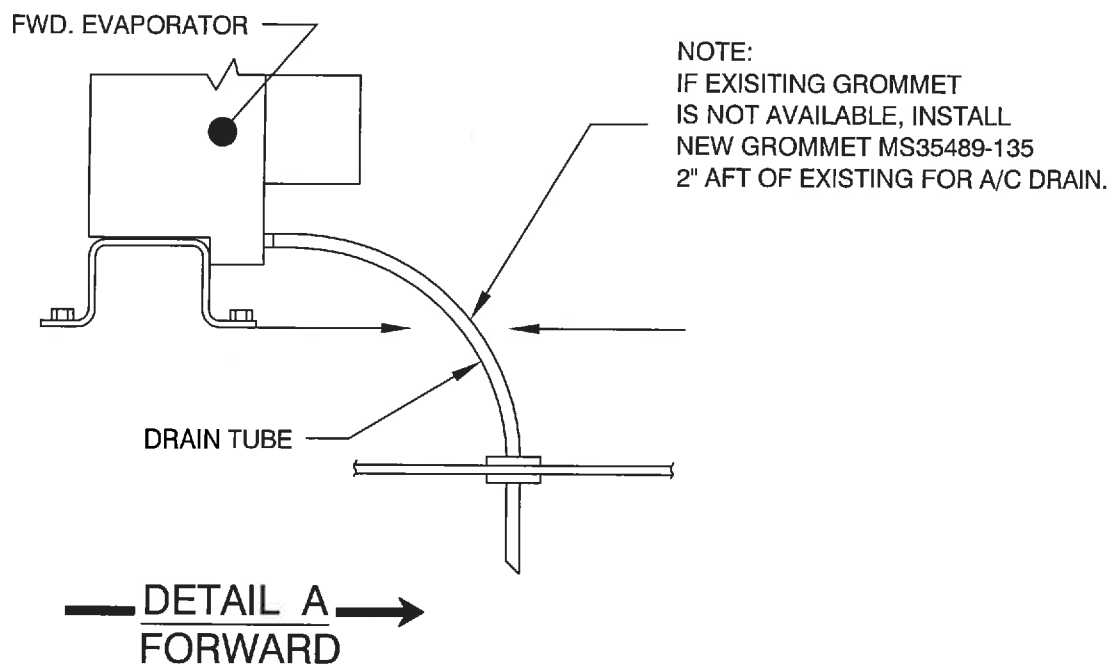


**E**NGINEERING  
**C**HANGE  
**O**RDER

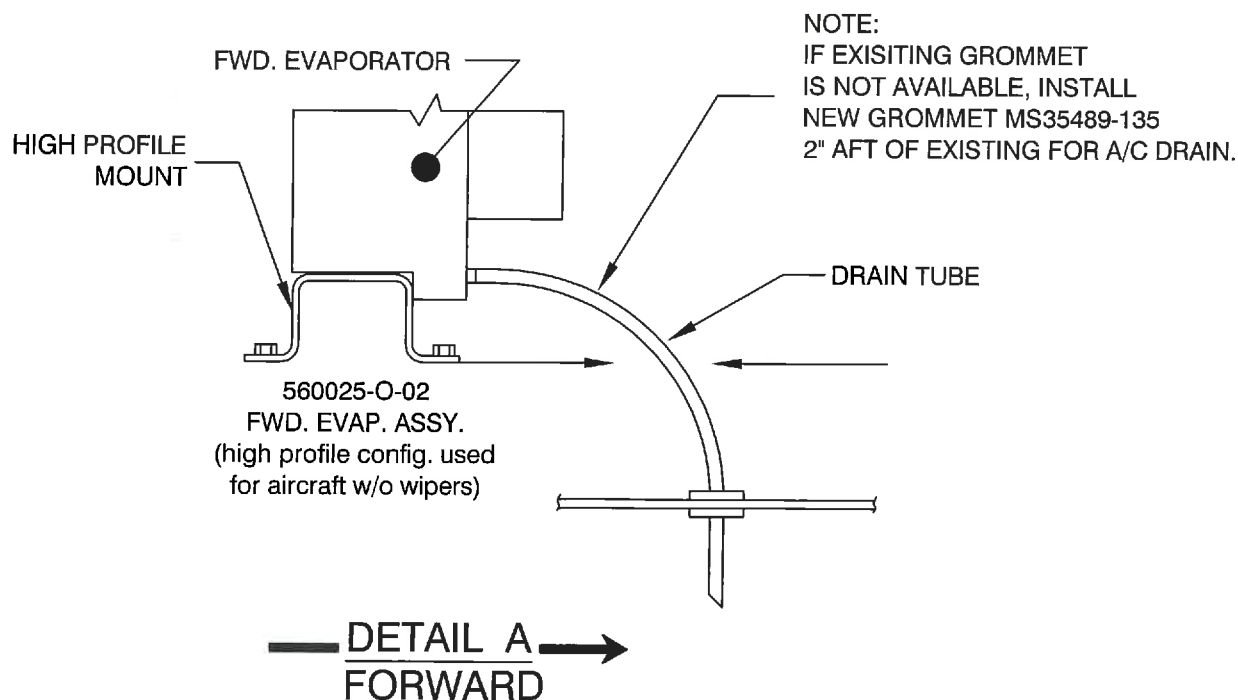
ECO No.	0878	SHT	2 OF 2
DWG No.	4-21-AS350	REV	G
DWG No.		REV	
REF. STC No.	SH3509SW		

DESCRIPTION OF CHANGE:  
ADDED NOTE AND CONFIGURATION TITLE INFORMATION.

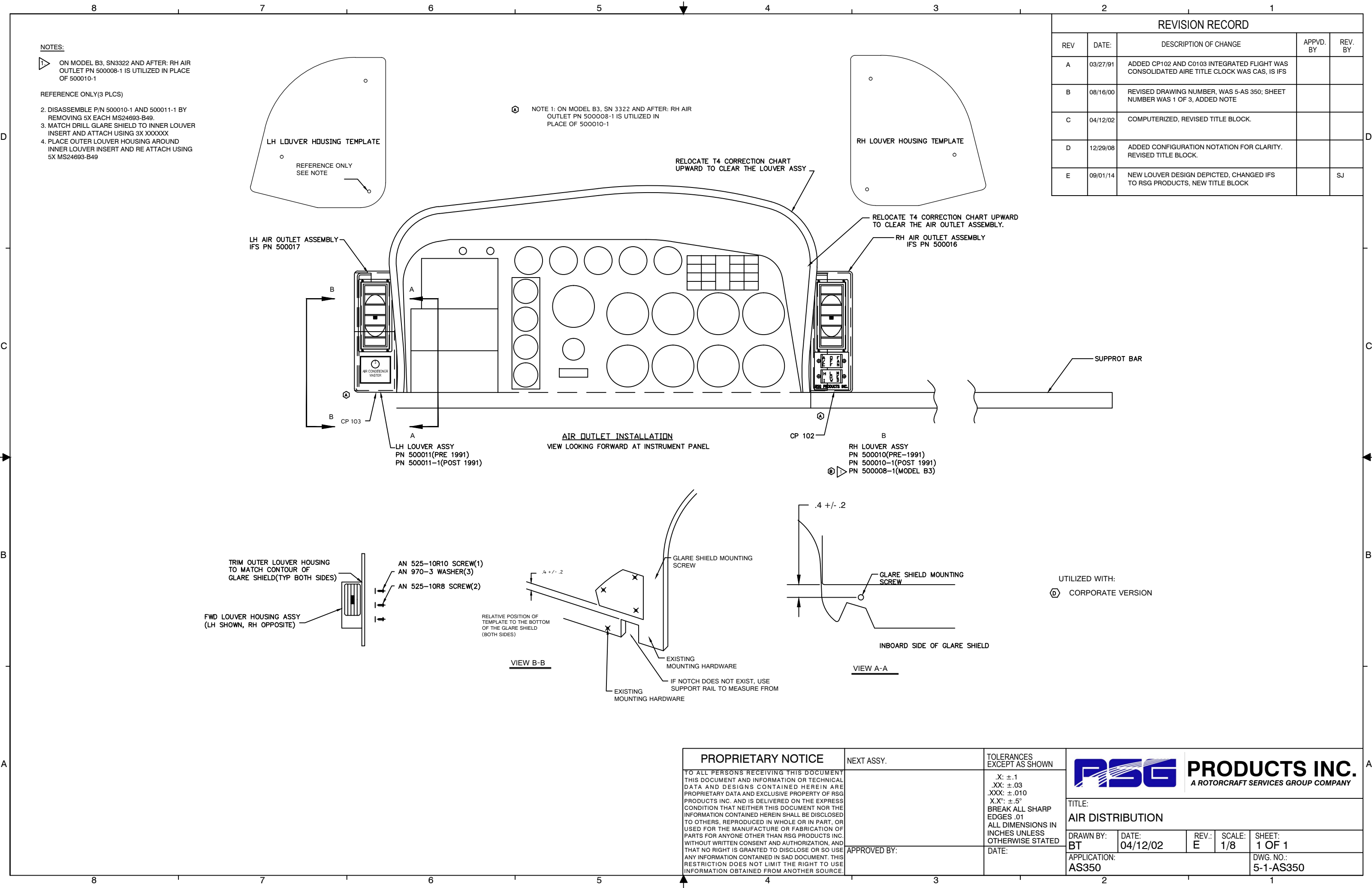
WAS:



IS:







NOTES:

1. ON MODEL B3, SN3322 AND AFTER: RH AIR OUTLET PN 500008-1 IS UTILIZED IN PLACE OF 500010-1

REFERENCE ONLY(3 PLCS)

2. DISASSEMBLE P/N 500010-1 AND 500011-1 BY REMOVING 5X EACH MS24693-B49.

3. MATCH DRILL GLARE SHIELD TO INNER LOUVER INSERT AND ATTACH USING 3X XXXXXX

4. PLACE OUTER LOUVER HOUSING AROUND INNER LOUVER INSERT AND RE ATTACH USING 5X MS24693-B49

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	03/27/91	ADDED CP102 AND C0103 INTEGRATED FLIGHT WAS CONSOLIDATED AIRE TITLE CLOCK WAS CAS, IS IFS		
B	08/16/00	REVISED DRAWING NUMBER, WAS 5-AS 350; SHEET NUMBER WAS 1 OF 3, ADDED NOTE		
C	04/12/02	COMPUTERIZED, REVISED TITLE BLOCK.		
D	12/29/08	ADDED CONFIGURATION NOTATION FOR CLARITY. REVISED TITLE BLOCK.		
E	09/01/14	NEW LOUVER DESIGN DEPICTED, CHANGED IFS TO RSG PRODUCTS, NEW TITLE BLOCK		SJ

PROPRIETARY NOTICE

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

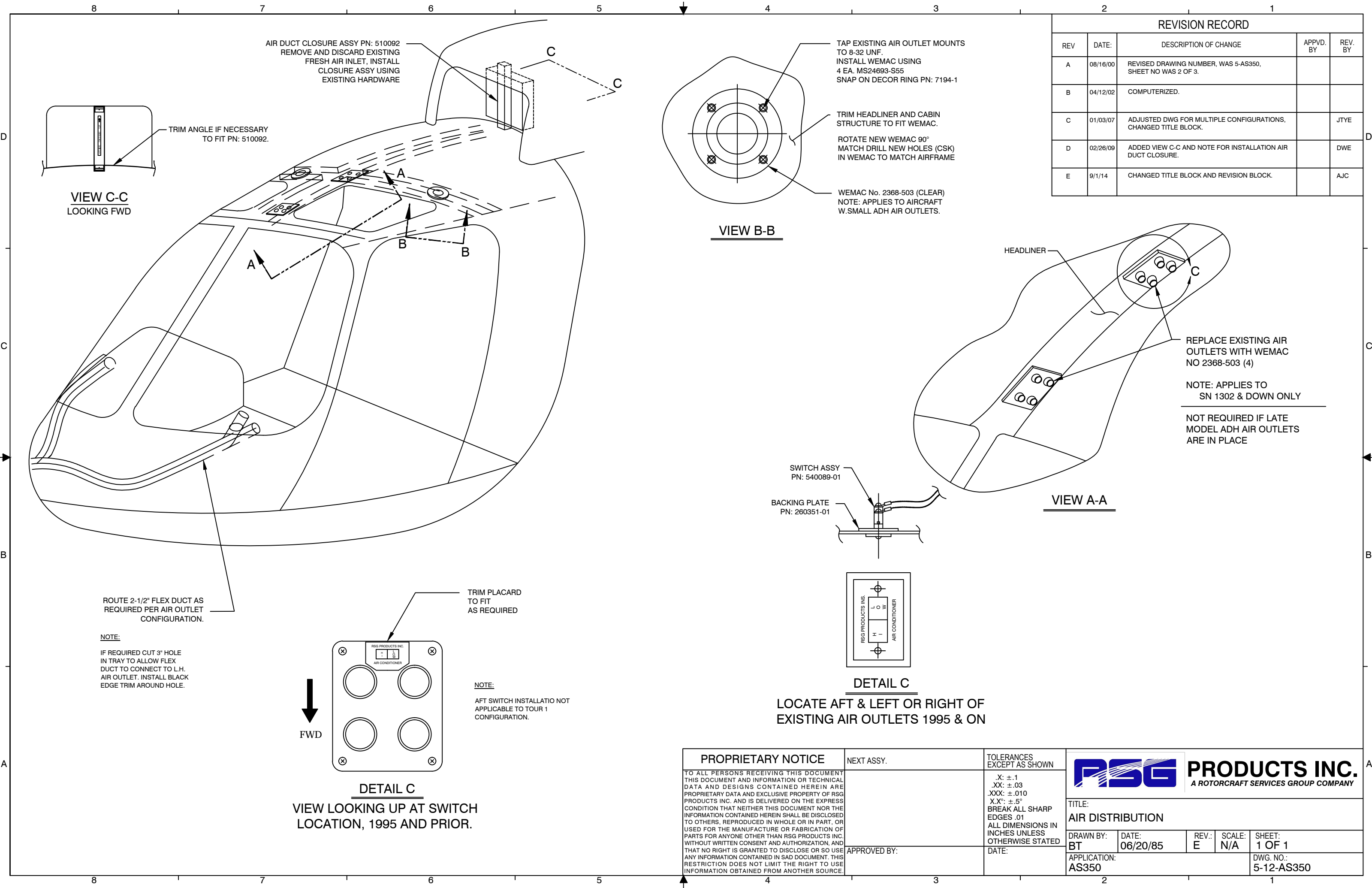
.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED

DATE:

**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
**AIR DISTRIBUTION**

DRAWN BY: <b>BT</b>	DATE: <b>04/12/02</b>	REV.: <b>E</b>	SCALE: <b>1/8</b>	SHEET: <b>1 OF 1</b>
APPLICATION: <b>AS350</b>				DWG. NO.: <b>5-1-AS350</b>

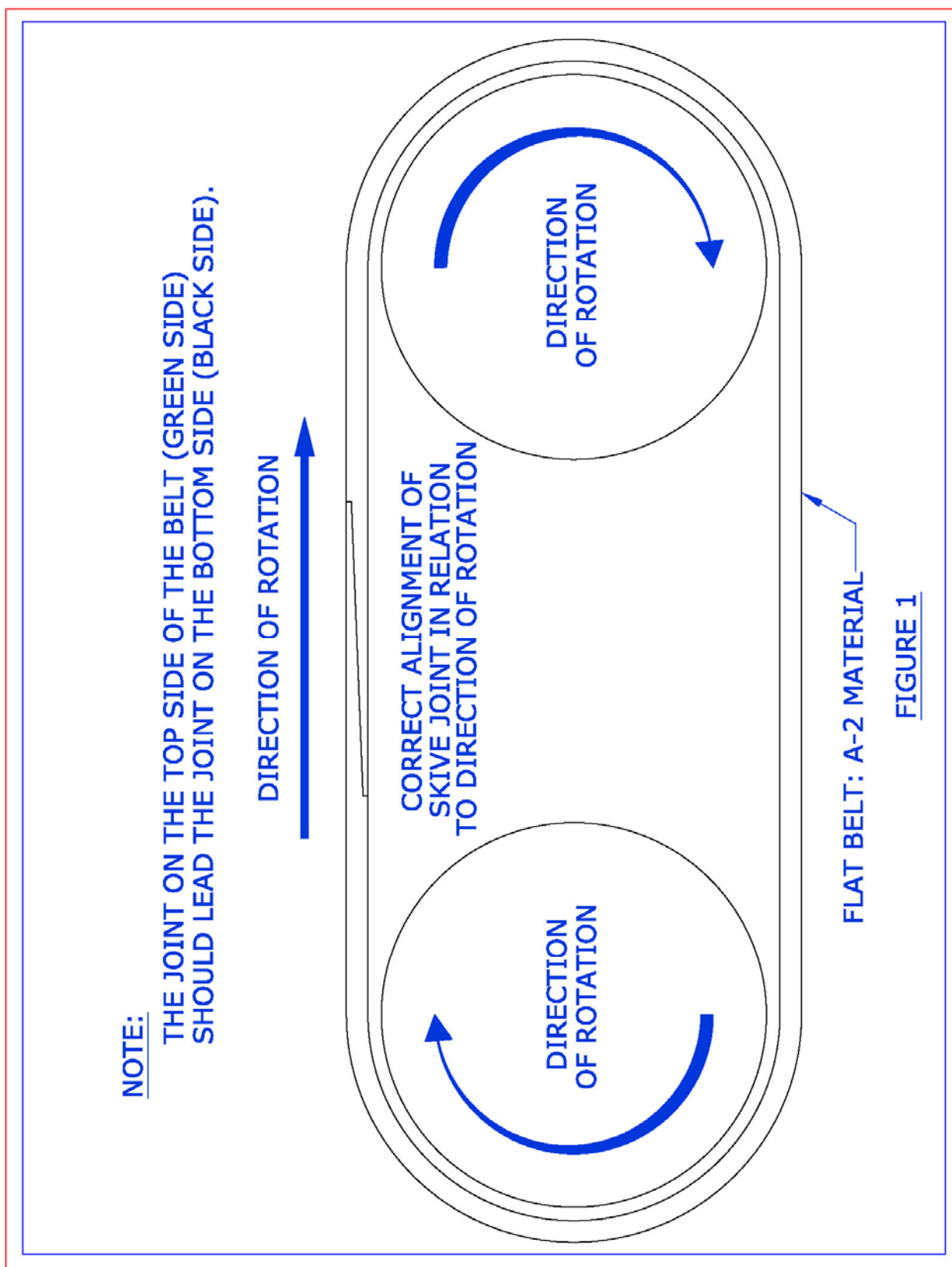


## **Step 8**

# **Installation of Compressor**

## Installation of Compressor

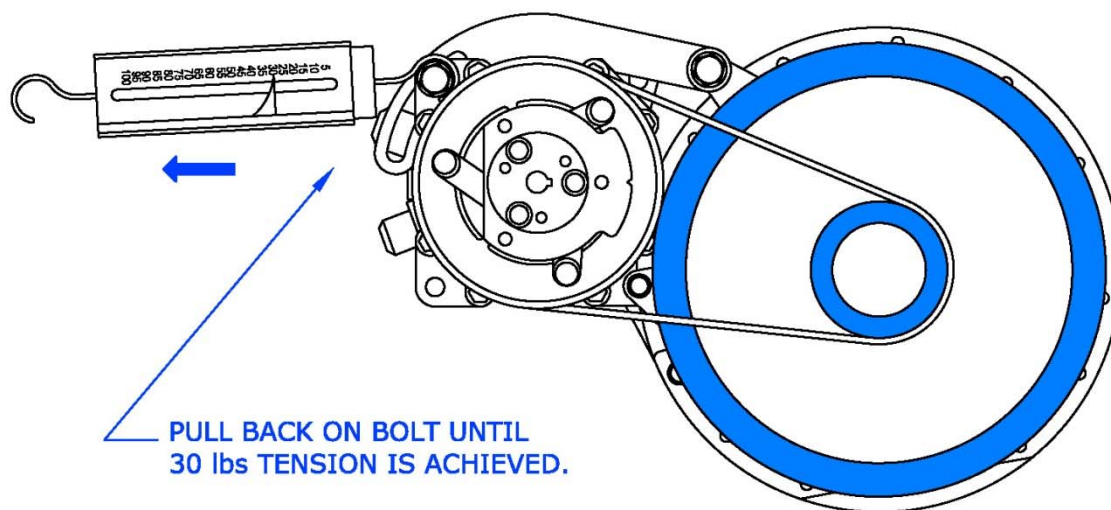
STEP	PROCEDURE	MECH	INSP
8.0	<b>NOTE: MUST BE PERFORMED IN ACCORDANCE WITH CURRENT EUROCOPTER TECHNICAL DATA.</b>		
8.1	Place a support on the transmission deck to support the engine drive while the shaft is disconnected for belt installation.		
8.2	Remove the cotter pins from the four pins holding the “Gimble Ring” at the Thomas coupling.		
8.3	Slide the “Gimble Ring” aft to gain access to the Thomas coupling.		
8.4	Remove the 6 bolts and Thomas coupling connecting the drive shaft and shift slightly aft.		
8.5	Install two (2) Compressor Drive belts		
8.6	Reassemble the Thomas coupling per AEC Specifications. <b>Torque and Safety Coupling!! Torque Mark all bolts.</b>		
8.7	Secure 1 belt to the outside of the drive shaft cover for a spare and slip one through the housing and over the drive pulley. <b>NOTE: THE CURRENT BELT P/N 060018-1 HAS A SPECIFIC DIRECTION OF ROTATION. (See figure 1, page 3)</b> <b>NOTE: THE CURRENT BELT P/N 060005 HAS NO SPECIFIC DIRECTION OF ROTATION.</b>		



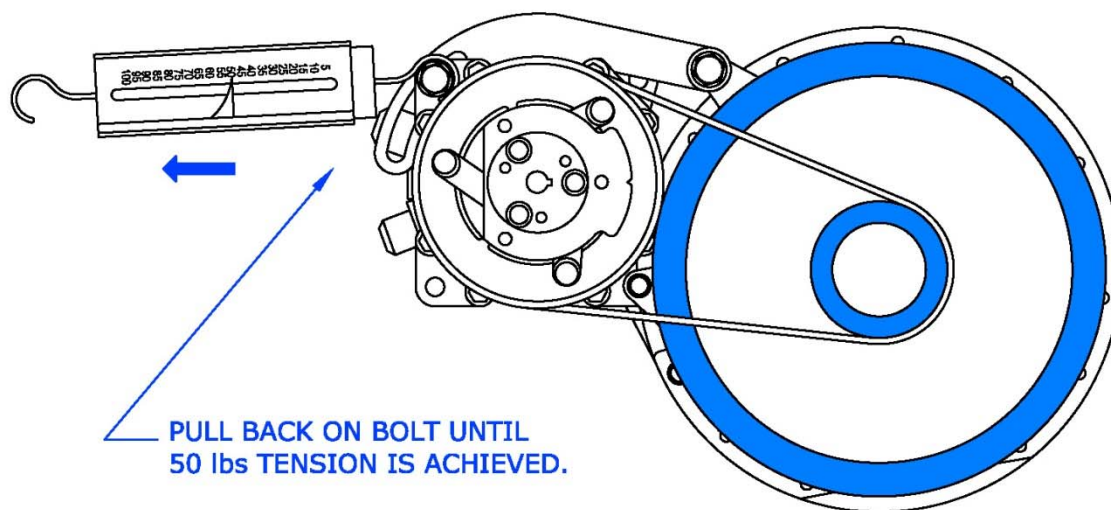
## Installation of Compressor

STEP	PROCEDURE	MECH	INSP
8.8	Install the “Gimble Ring” pins and cotter pins. Remove supports.		
8.9	Installation of Bracket Kit P/N 350-11-031-02 in accordance with: 6-2-AS350, 6-12-AS350 and 6-21-AS350 or 6-3-AS350, 6-13-AS350 and 6-22-AS350.		
8.10	Install the Forward Compressor Bracket, Compressor Standoffs and Compressor per Drawings: 6-2-AS350, 6-12-AS350 and 6-21-AS350 or 6-3-AS350, 6-13-AS350 and 6-22-AS350		
8.11	Install the compressor drive belt on the drive pulley and the compressor clutch pulley. Tighten bolts at the adjustment arm assuring the belt proper amount of tension. Tighten the lower forward mounting bolt.		
8.12	This tension may be performed by either pull scale. (See Belt Tension Recommendation)		
8.13	50/30 lbs pull tension at tension adjustment bolt should provide adequate belt tension. (See figure 2, page 5)		
<p style="text-align: center;"><b><u>BELT TENSION RECOMMENDATION:</u></b></p> <p style="text-align: center;"><b>FLAT BELT IFS P/N 060018-1_____TENSION TO 50lbs</b></p> <p style="text-align: center;"><b>GROOVED BELT IFS P/N 060005_____TENSION TO 30lbs</b></p>			

RSG Products Inc.  
INSTALLATION OF COMPRESSOR – AS350 Air Conditioning



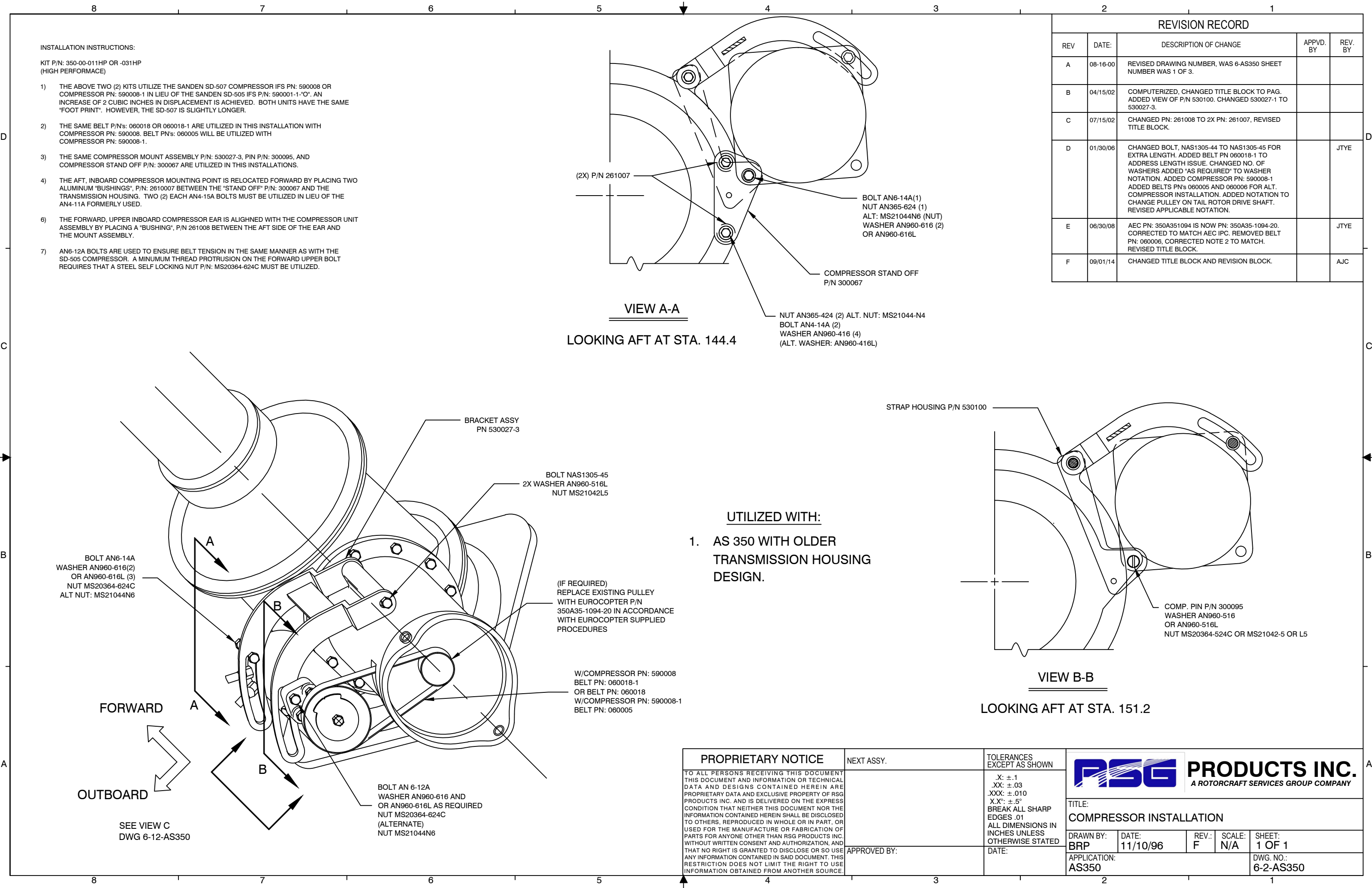
060005 GROOVED BELT



060018-1 FLAT BELT

FIGURE 2





INSTALLATION INSTRUCTIONS:

KIT P/N: 350-00-011HP OR -031HP  
(HIGH PERFORMACE)

- 1) THE ABOVE TWO (2) KITS UTILIZE THE SANDEN SD-507 COMPRESSOR IFS PN: 590008 OR COMPRESSOR PN: 590008-1 IN LIEU OF THE SANDEN SD-505 IFS P/N: 590001-1-"O". AN INCREASE OF 2 CUBIC INCHES IN DISPLACEMENT IS ACHIEVED. BOTH UNITS HAVE THE SAME "FOOT PRINT". HOWEVER, THE SD-507 IS SLIGHTLY LONGER.
- 2) THE SAME BELT P/N's: 060018 OR 060018-1 ARE UTILIZED IN THIS INSTALLATION WITH COMPRESSOR PN: 590008. BELT PN's: 060005 WILL BE UTILIZED WITH COMPRESSOR PN: 590008-1.
- 3) THE SAME COMPRESSOR MOUNT ASSEMBLY P/N: 530027-3, PIN P/N: 300095, AND COMPRESSOR STAND OFF P/N: 300067 ARE UTILIZED IN THIS INSTALLATIONS.
- 4) THE AFT, INBOARD COMPRESSOR MOUNTING POINT IS RELOCATED FORWARD BY PLACING TWO ALUMINUM "BUSHINGS", P/N: 261007 BETWEEN THE "STAND OFF" P/N: 300067 AND THE TRANSMISSION HOUSING. TWO (2) EACH AN4-15A BOLTS MUST BE UTILIZED IN LIEU OF THE AN4-11A FORMERLY USED.
- 6) THE FORWARD, UPPER INBOARD COMPRESSOR EAR IS ALIGNED WITH THE COMPRESSOR UNIT ASSEMBLY BY PLACING A "BUSHING", P/N 261008 BETWEEN THE AFT SIDE OF THE EAR AND THE MOUNT ASSEMBLY.
- 7) AN6-12A BOLTS ARE USED TO ENSURE BELT TENSION IN THE SAME MANNER AS WITH THE SD-505 COMPRESSOR. A MINIMUM THREAD PROTRUSION ON THE FORWARD UPPER BOLT REQUIRES THAT A STEEL SELF LOCKING NUT P/N: MS20364-624C MUST BE UTILIZED.

**VIEW A-A**  
**LOOKING AFT AT STA. 144.4**

**VIEW B-B**  
**LOOKING AFT AT STA. 151.2**

- UTILIZED WITH:**
1. AS 350 WITH OLDER TRANSMISSION HOUSING DESIGN.



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

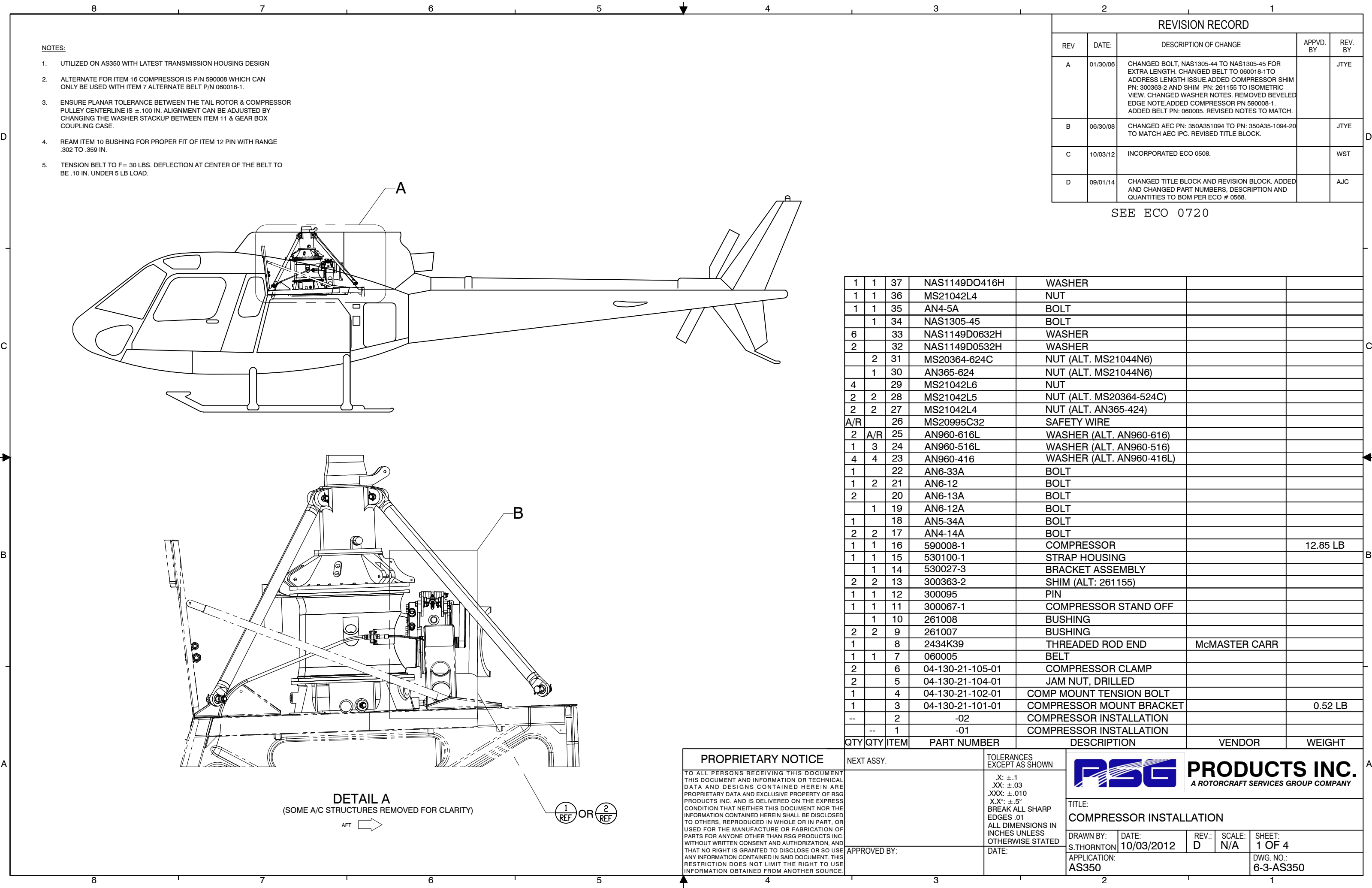
TITLE:  
**COMPRESSOR INSTALLATION**

DRAWN BY: <b>BRP</b>	DATE: <b>11/10/96</b>	REV.: <b>F</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
APPLICATION: <b>AS350</b>				DWG. NO.: <b>6-2-AS350</b>

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08-16-00	REVISED DRAWING NUMBER, WAS 6-AS350 SHEET NUMBER WAS 1 OF 3.		
B	04/15/02	COMPUTERIZED, CHANGED TITLE BLOCK TO PAG. ADDED VIEW OF P/N 530100. CHANGED 530027-1 TO 530027-3.		
C	07/15/02	CHANGED PN: 261008 TO 2X PN: 261007, REVISED TITLE BLOCK.		
D	01/30/06	CHANGED BOLT, NAS1305-44 TO NAS1305-45 FOR EXTRA LENGTH. ADDED BELT PN 060018-1 TO ADDRESS LENGTH ISSUE. CHANGED NO. OF WASHERS ADDED "AS REQUIRED" TO WASHER NOTATION. ADDED COMPRESSOR PN: 590008-1 ADDED BELTS PN's 060005 AND 060006 FOR ALT. COMPRESSOR INSTALLATION. ADDED NOTATION TO CHANGE PULLEY ON TAIL ROTOR DRIVE SHAFT. REVISED APPLICABLE NOTATION.		JTYE
E	06/30/08	AEC PN: 350A351094 IS NOW PN: 350A35-1094-20. CORRECTED TO MATCH AEC IPC. REMOVED BELT PN: 060006, CORRECTED NOTE 2 TO MATCH. REVISED TITLE BLOCK.		JTYE
F	09/01/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

PROPRIETARY NOTICE	NEXT ASSY.	TOLERANCES EXCEPT AS SHOWN
TO ALL PERSONS RECEIVING THIS DOCUMENT THIS DOCUMENT AND INFORMATION OR TECHNICAL DATA AND DESIGNS CONTAINED HEREIN ARE PROPRIETARY DATA AND EXCLUSIVE PROPERTY OF RSG PRODUCTS INC. AND IS DELIVERED ON THE EXPRESS CONDITION THAT NEITHER THIS DOCUMENT NOR THE INFORMATION CONTAINED HEREIN SHALL BE DISCLOSED TO OTHERS, REPRODUCED IN WHOLE OR IN PART, OR USED FOR THE MANUFACTURE OR FABRICATION OF PARTS FOR ANYONE OTHER THAN RSG PRODUCTS INC. WITHOUT WRITTEN CONSENT AND AUTHORIZATION, AND THAT NO RIGHT IS GRANTED TO DISCLOSE OR SO USE ANY INFORMATION CONTAINED IN SAID DOCUMENT. THIS RESTRICTION DOES NOT LIMIT THE RIGHT TO USE INFORMATION OBTAINED FROM ANOTHER SOURCE.	APPROVED BY:	.X: ±.1 .XX: ±.03 .XXX: ±.010 X.X": ±.5° BREAK ALL SHARP EDGES .01 ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED DATE:





- NOTES:
- UTILIZED ON AS350 WITH LATEST TRANSMISSION HOUSING DESIGN
  - ALTERNATE FOR ITEM 16 COMPRESSOR IS P/N 590008 WHICH CAN ONLY BE USED WITH ITEM 7 ALTERNATE BELT P/N 060018-1.
  - ENSURE PLANAR TOLERANCE BETWEEN THE TAIL ROTOR & COMPRESSOR PULLEY CENTERLINE IS  $\pm .100$  IN. ALIGNMENT CAN BE ADJUSTED BY CHANGING THE WASHER STACKUP BETWEEN ITEM 11 & GEAR BOX COUPLING CASE.
  - REAM ITEM 10 BUSHING FOR PROPER FIT OF ITEM 12 PIN WITH RANGE .302 TO .359 IN.
  - TENSION BELT TO F= 30 LBS. DEFLECTION AT CENTER OF THE BELT TO BE .10 IN. UNDER 5 LB LOAD.

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	01/30/06	CHANGED BOLT, NAS1305-44 TO NAS1305-45 FOR EXTRA LENGTH. CHANGED BELT TO 060018-1 TO ADDRESS LENGTH ISSUE. ADDED COMPRESSOR SHIM PN: 300363-2 AND SHIM PN: 261155 TO ISOMETRIC VIEW. CHANGED WASHER NOTES. REMOVED BEVELED EDGE NOTE. ADDED COMPRESSOR PN 590008-1. ADDED BELT PN: 060005. REVISED NOTES TO MATCH.		JTYE
B	06/30/08	CHANGED AEC PN: 350A351094 TO PN: 350A35-1094-20 TO MATCH AEC IPC. REVISED TITLE BLOCK.		JTYE
C	10/03/12	INCORPORATED ECO 0508.		WST
D	09/01/14	CHANGED TITLE BLOCK AND REVISION BLOCK. ADDED AND CHANGED PART NUMBERS, DESCRIPTION AND QUANTITIES TO BOM PER ECO # 0568.		AJC

SEE ECO 0720

1	1	37	NAS1149DO416H	WASHER		
1	1	36	MS21042L4	NUT		
1	1	35	AN4-5A	BOLT		
	1	34	NAS1305-45	BOLT		
6		33	NAS1149D0632H	WASHER		
2		32	NAS1149D0532H	WASHER		
	2	31	MS20364-624C	NUT (ALT. MS21044N6)		
	1	30	AN365-624	NUT (ALT. MS21044N6)		
4		29	MS21042L6	NUT		
2	2	28	MS21042L5	NUT (ALT. MS20364-524C)		
2	2	27	MS21042L4	NUT (ALT. AN365-424)		
A/R		26	MS20995C32	SAFETY WIRE		
2	A/R	25	AN960-616L	WASHER (ALT. AN960-616)		
1	3	24	AN960-516L	WASHER (ALT. AN960-516)		
4	4	23	AN960-416	WASHER (ALT. AN960-416L)		
1		22	AN6-33A	BOLT		
1	2	21	AN6-12	BOLT		
2		20	AN6-13A	BOLT		
	1	19	AN6-12A	BOLT		
1		18	AN5-34A	BOLT		
2	2	17	AN4-14A	BOLT		
1	1	16	590008-1	COMPRESSOR		12.85 LB
1	1	15	530100-1	STRAP HOUSING		
	1	14	530027-3	BRACKET ASSEMBLY		
2	2	13	300363-2	SHIM (ALT: 261155)		
1	1	12	300095	PIN		
1	1	11	300067-1	COMPRESSOR STAND OFF		
	1	10	261008	BUSHING		
2	2	9	261007	BUSHING		
1		8	2434K39	THREADED ROD END	McMASTER CARR	
1	1	7	060005	BELT		
2		6	04-130-21-105-01	COMPRESSOR CLAMP		
2		5	04-130-21-104-01	JAM NUT, DRILLED		
1		4	04-130-21-102-01	COMP MOUNT TENSION BOLT		
1		3	04-130-21-101-01	COMPRESSOR MOUNT BRACKET		0.52 LB
--		2	-02	COMPRESSOR INSTALLATION		
	--	1	-01	COMPRESSOR INSTALLATION		
QTY	QTY	ITEM	PART NUMBER	DESCRIPTION	VENDOR	WEIGHT

PROPRIETARY NOTICE

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

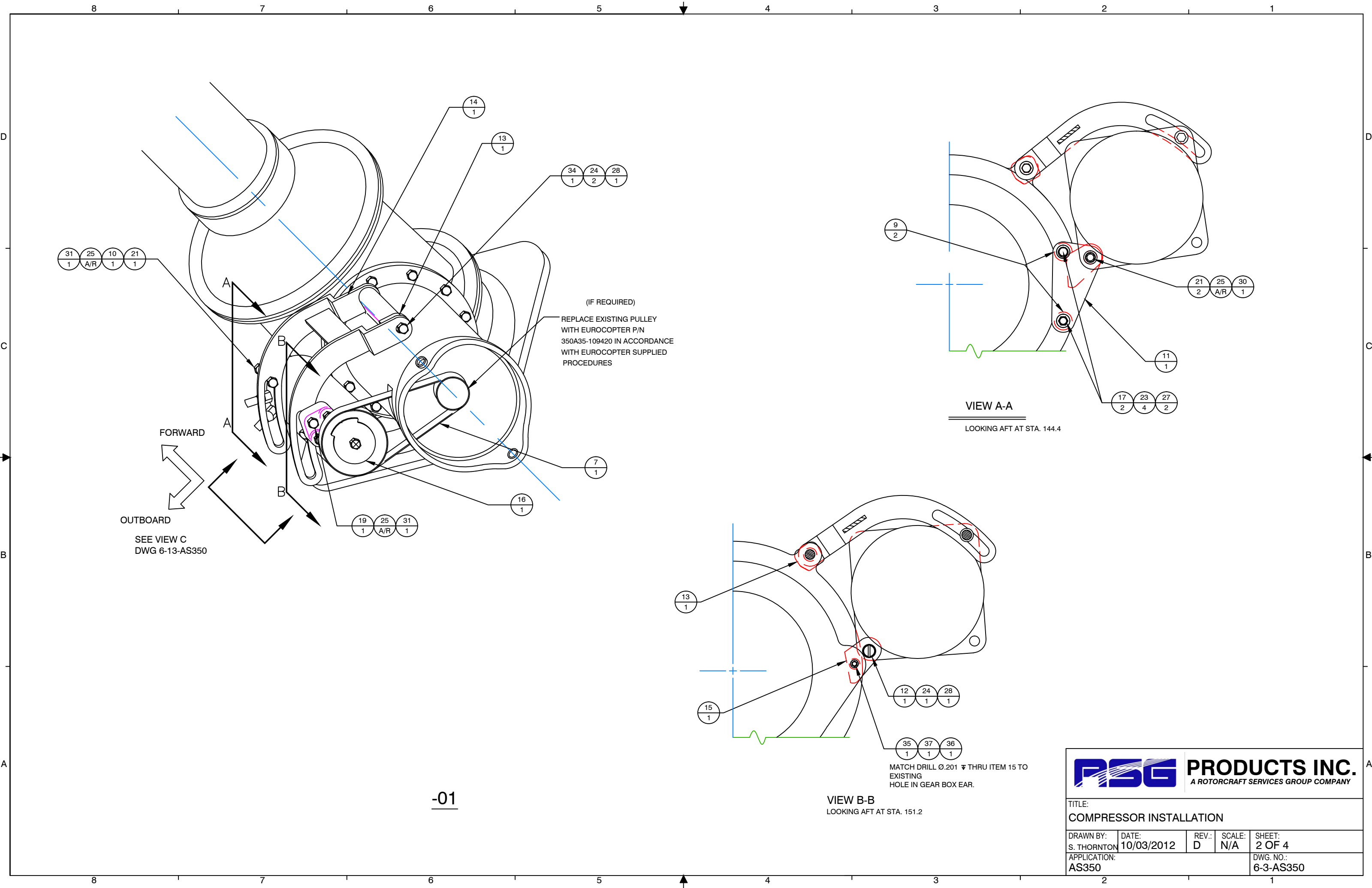
.X:  $\pm .1$   
.XX:  $\pm .03$   
.XXX:  $\pm .010$   
X.X":  $\pm .5^\circ$   
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED  
DATE:



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
COMPRESSOR INSTALLATION

DRAWN BY: S.THORNTON	DATE: 10/03/2012	REV.: D	SCALE: N/A	SHEET: 1 OF 4
APPLICATION: AS350				DWG. NO.: 6-3-AS350



(IF REQUIRED)  
REPLACE EXISTING PULLEY  
WITH EUROCOPTER P/N  
350A35-109420 IN ACCORDANCE  
WITH EUROCOPTER SUPPLIED  
PROCEDURES

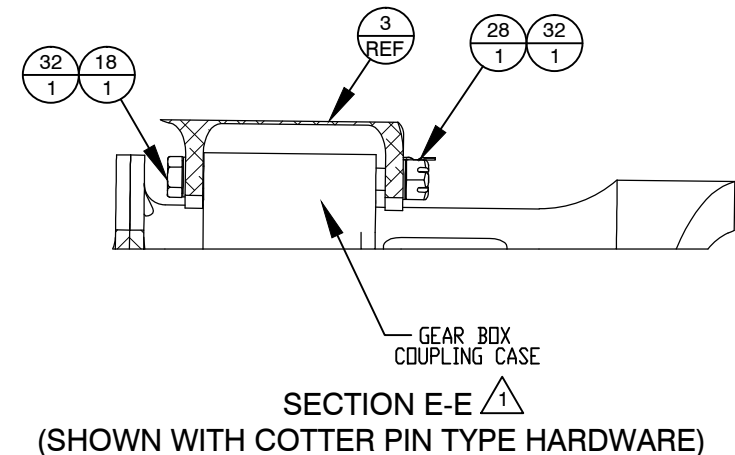
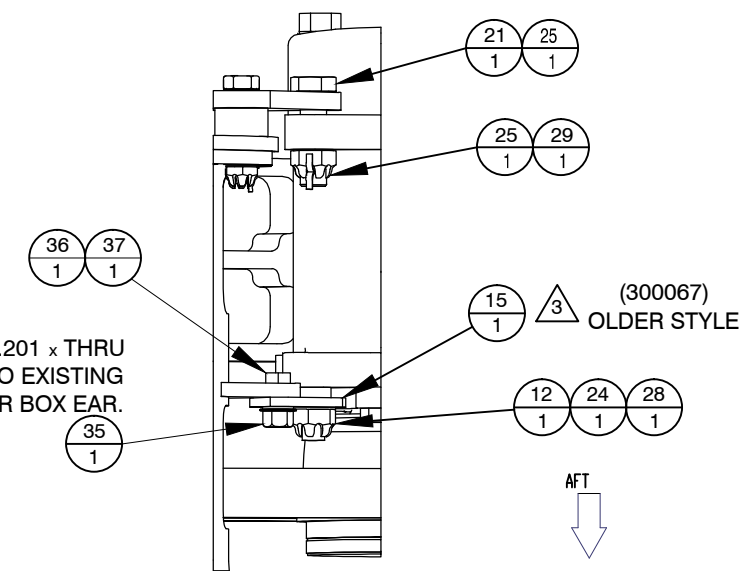
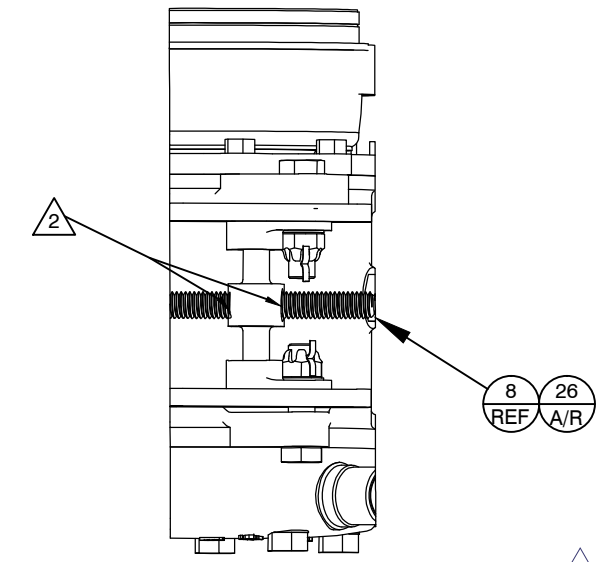
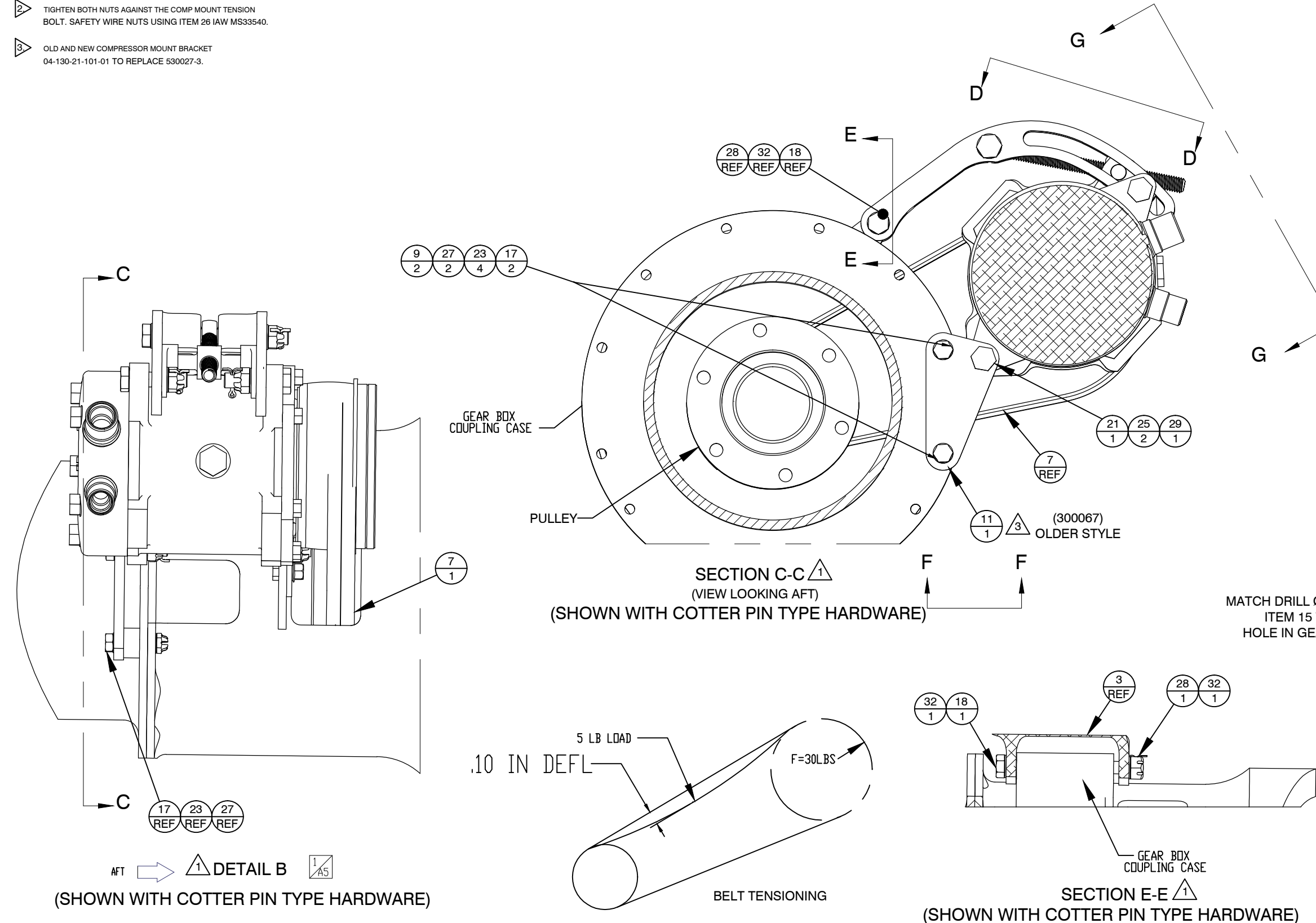
**VIEW A-A**  
LOOKING AFT AT STA. 144.4

**VIEW B-B**  
LOOKING AFT AT STA. 151.2

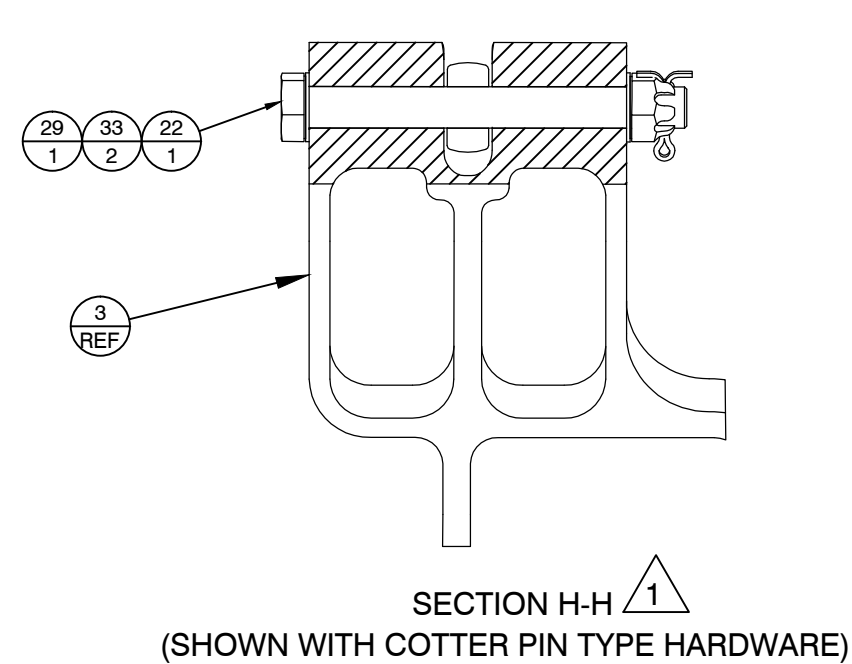
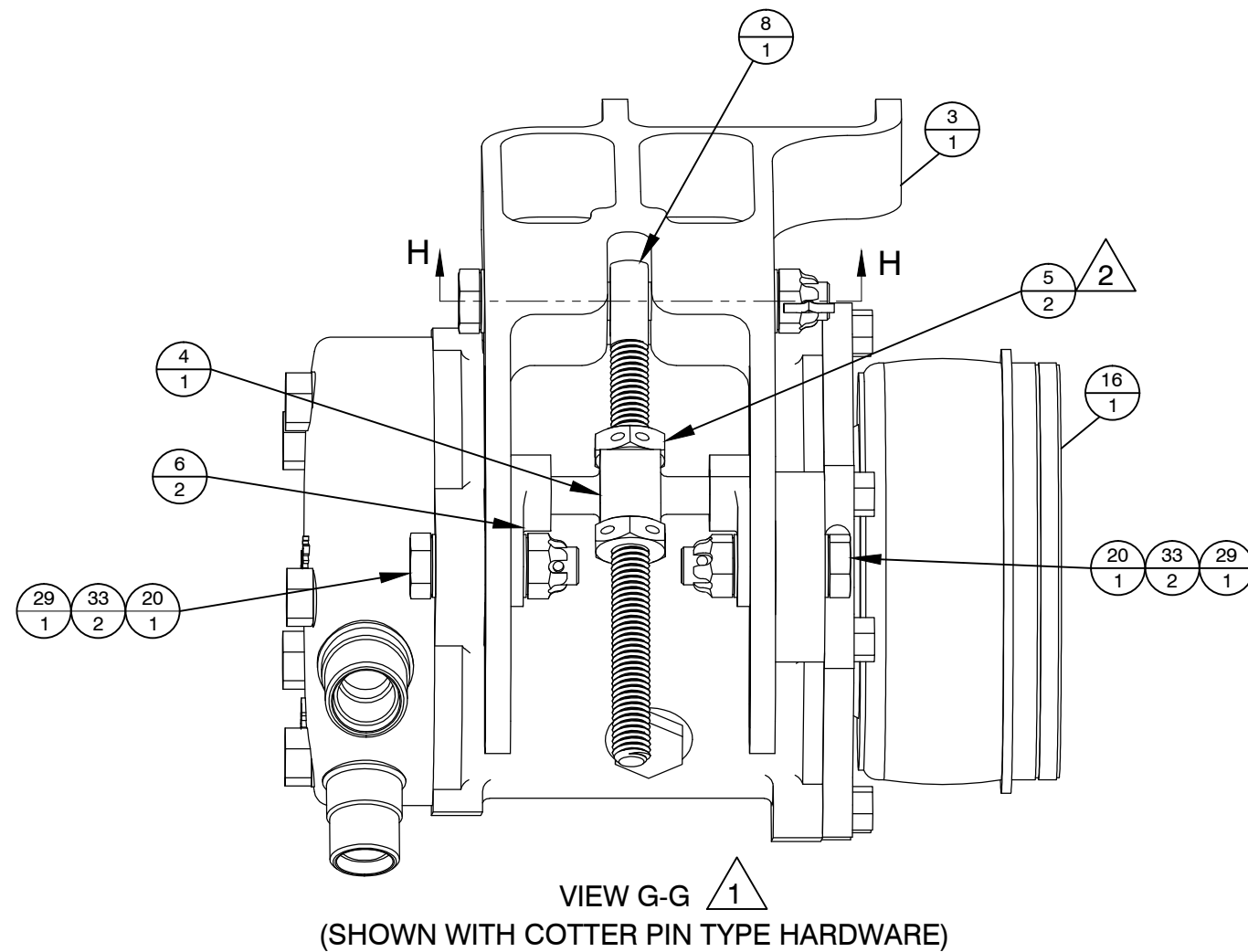


TITLE: <b>COMPRESSOR INSTALLATION</b>				
DRAWN BY: S. THORNTON	DATE: 10/03/2012	REV.: D	SCALE: N/A	SHEET: 2 OF 4
APPLICATION: AS350				DWG. NO.: 6-3-AS350


- NOTES:  
(APPLICABLE TO -02 CONFIGURATION ONLY)
- 1 PERMISSIBLE TO USE ALTERNATE COTTER PIN TYPE HARDWARE:  
BOLT ANX-XX, NUT AN310-X, COTTER PIN MS24665-XXX.
- 2 TIGHTEN BOTH NUTS AGAINST THE COMP MOUNT TENSION  
BOLT. SAFETY WIRE NUTS USING ITEM 26 IAW MS33540.
- 3 OLD AND NEW COMPRESSOR MOUNT BRACKET  
04-130-21-101-01 TO REPLACE 530027-3.



<b>PSG PRODUCTS INC.</b> A ROTORCRAFT SERVICES GROUP COMPANY				
TITLE: COMPRESSOR INSTALLATION				
DRAWN BY: S. THORNTON	DATE: 10/03/2012	REV.: D	SCALE: N/A	SHEET: 3 OF 4
APPLICATION: AS350				DWG. NO.: 6-3-AS350



-02 (CONTINUED)

<div><div></div><div><div>PRODUCTS INC.</div><div>A ROTORCRAFT SERVICES GROUP COMPANY</div></div></div>				
TITLE: COMPRESSOR INSTALLATION				
DRAWN BY: S. THORNTON	DATE: 10/03/2012	REV.: D	SCALE: N/A	SHEET: 4 OF 4
APPLICATION: AS350				DWG. NO.: 6-3-AS350



# ENGINEERING CHANGE ORDER

ECO No.	0720	SHT 1 OF 3
DWG No.	6-1-EC130	REV C
DWG No.	6-3-AS350	REV D
DWG No.		REV

REF. STC No. SH3509SW

## CHANGE CLASS:

- ☐ RECORD CHG. PARTS NOT AFFECTED ☐ NON-INTERCHANGEABLE PARTS  
☒ INTERCHANGEABLE PARTS ☐ OTHER \_\_\_\_\_

## EXISTING/IN-WORK STOCK DISPOSITION:

- ☐ RECORD CHG. PARTS NOT AFFECTED ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK ☒ OTHER BREAK IN AT NEXT BUILD

## EFFECTIVITY:

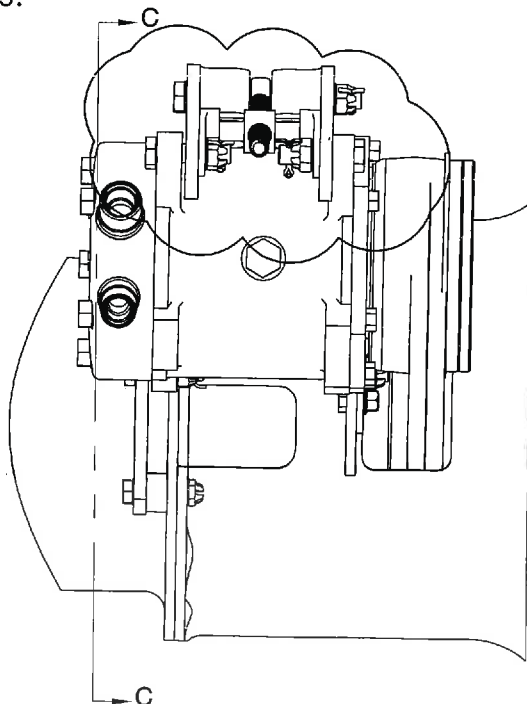
- ☐ ALL UNITS THIS CUSTOMER ☐ LIMITED UNITS SPECIFIED  
☐ ALL UNITS MFG'D AFTER THIS DATE ☒ OTHER ALL UNITS

## DESCRIPTION OF CHANGE:

CHANGES POSITION OF COMPRESSOR CLAMP AND PARTS ASSOCIATED TO CONFIG. -02 OF DRAWING No. 6-1-EC130 AND 6-3-AS350.

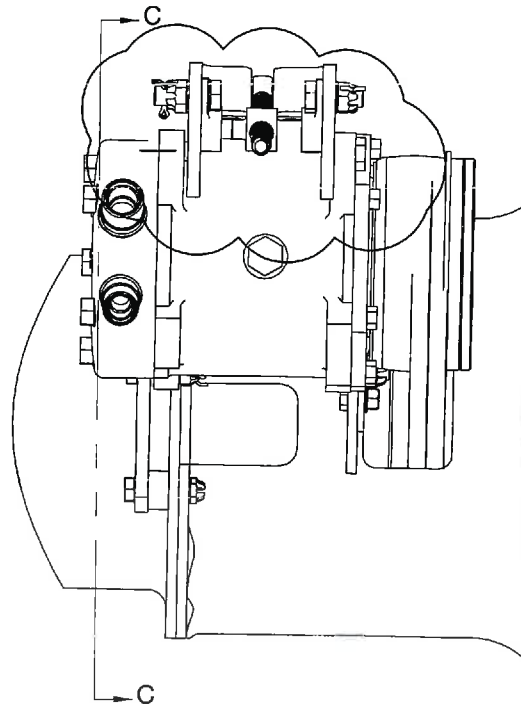
FOR 6-1-EC130-02 & 6-3-AS350-02 SHEET 3 OF 4:  
DEPICT CHANGES TO DETAIL B.

WAS:



MT → DETAIL B

IS:



MT → DETAIL B

## REMARKS:

MINOR CHANGES FOR PRODUCT IMPROVEMENT.

## ENGINEERING REVIEW BOARD

SIGNATURE	STAMP	DATE
	ERB04	6/23/2016
	P016	6/23/2016
	QA 11	6/23/2016

## INCORPORATION STATUS

- ☐ IMMEDIATE ☒ OUTSTANDING



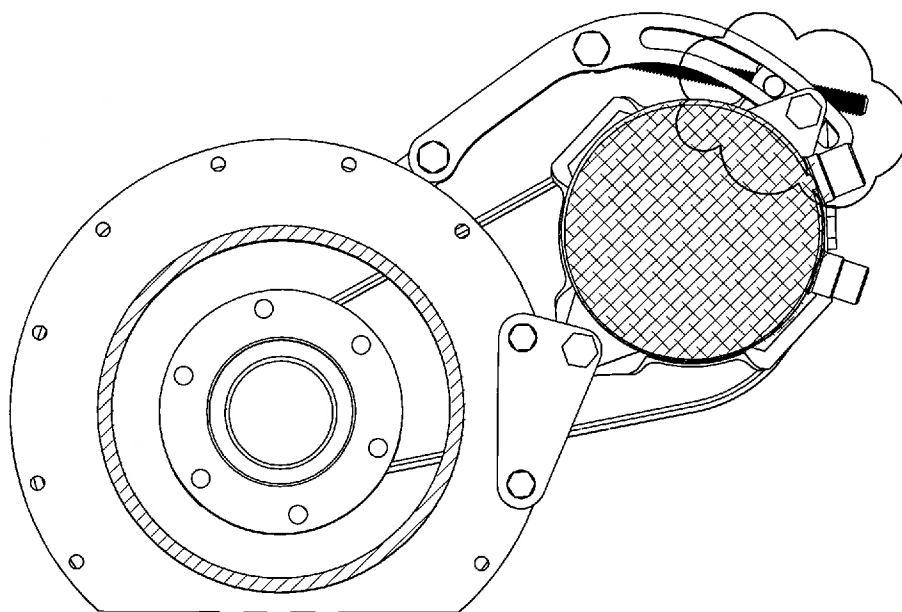


**E**NGINEERING  
**C**HANGE  
**O**RDER

ECO No.	0720	SHT	2 OF 3
DWG No.	6-1-EC130	REV	C
DWG No.	6-3-AS350	REV	D
DWG No.		REV	
REF. STC No. SH3509SW			

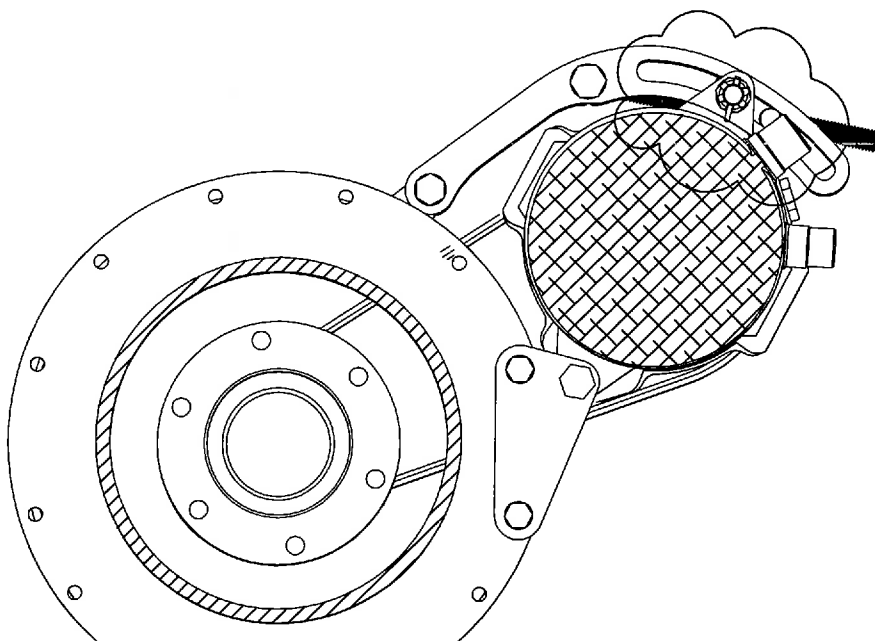
FOR 6-1-EC130-02 & 6-3-AS350-02 SHEET 3 OF 4:  
DEPICT CHANGES TO SECTION C-C.

WAS:



SECTION C-C

IS:



SECTION C-C

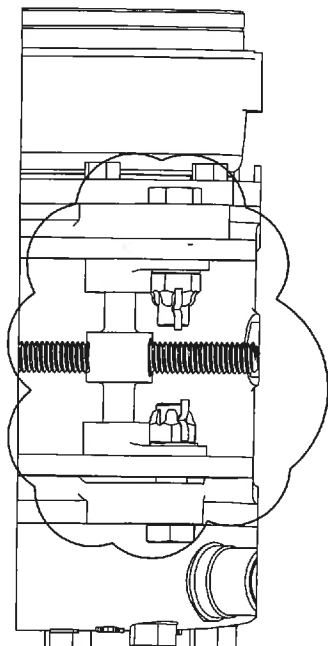


**E**NGINEERING  
**C**HANGE  
**O**RDER

ECO No.	0720	SHT	3 OF 3
DWG No.	6-1-EC130	REV	C
DWG No.	6-3-AS350	REV	D
DWG No.		REV	
REF. STC No.	SH3509SW		

FOR 6-1-EC130-02 & 6-3-AS350-02 SHEET 3 OF 4:  
DEPICT CHANGES TO SECTION D-D.

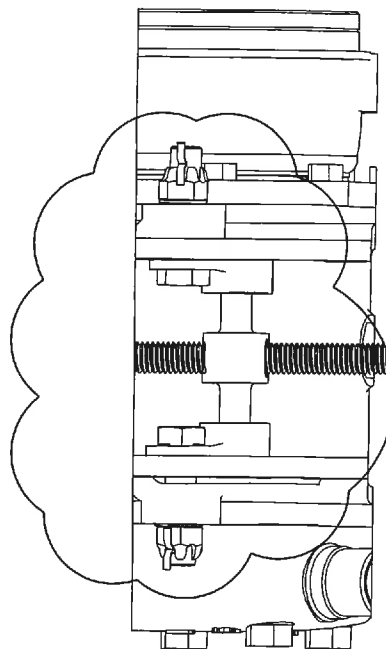
WAS:



SECTION D-D



IS:



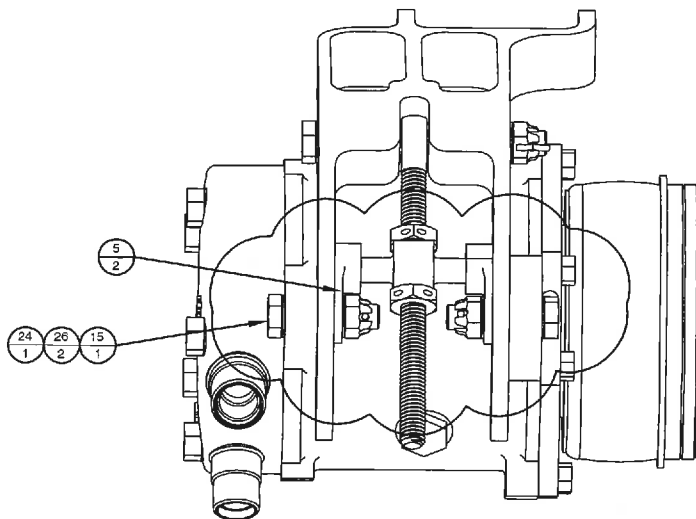
SECTION D-D



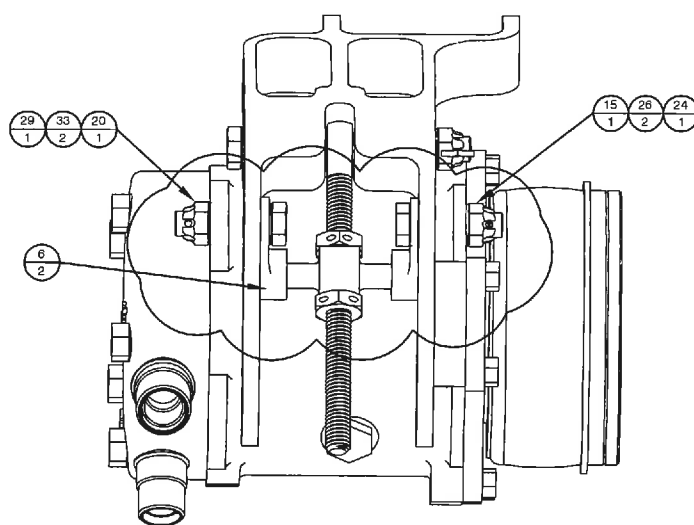
FOR 6-1-EC130-02 & 6-3-AS350-02 SHEET 4 OF 4:  
DEPICT CHANGES TO VIEW G-G.

(BUBBLE CALL OUTS REFERENCING DRAWING NUMBERS 6-1-EC130: ITEMS 15, 26, & 24 AND 6-3-AS350: ITEMS 20, 33, & 29)

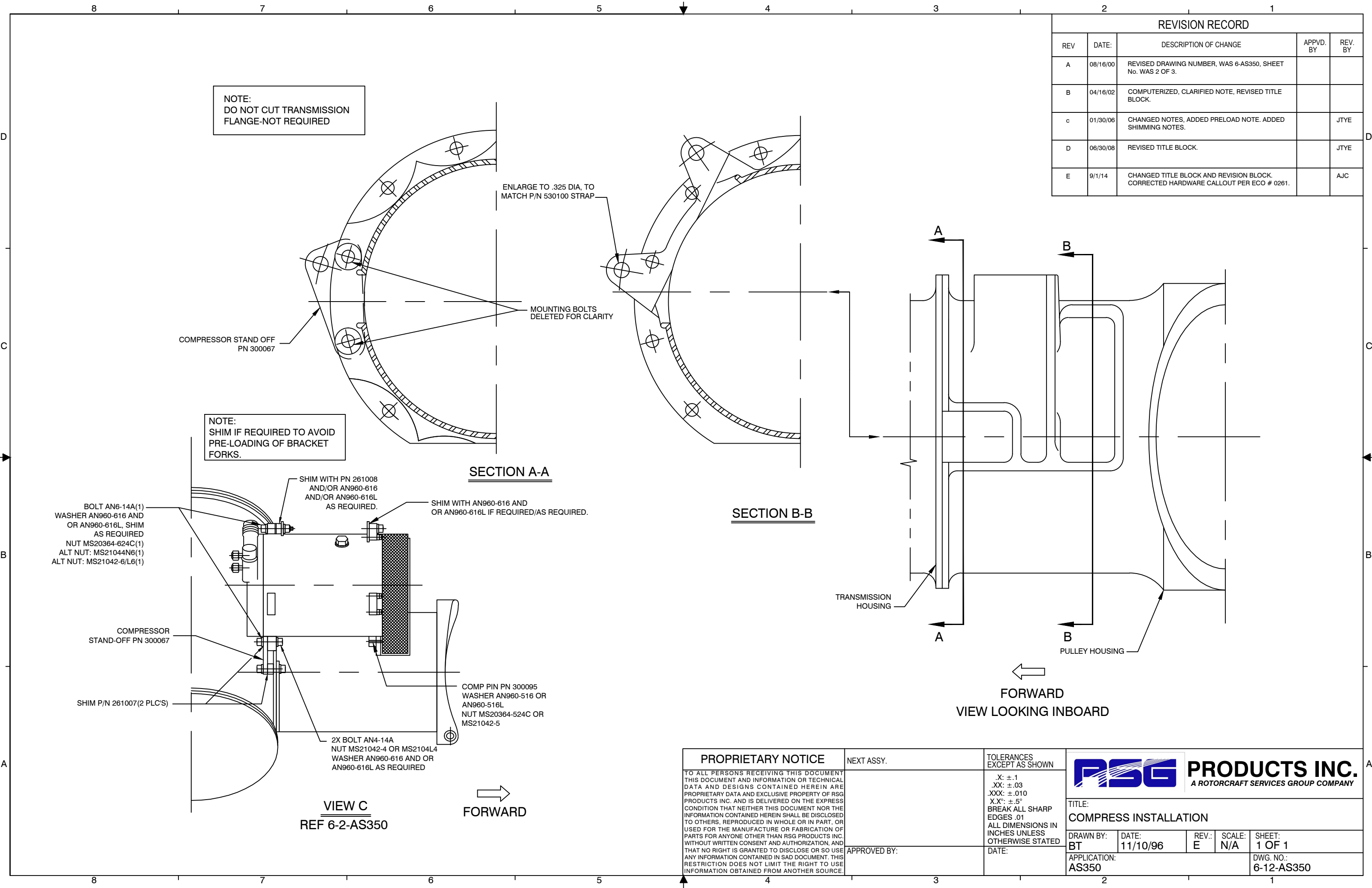
WAS:



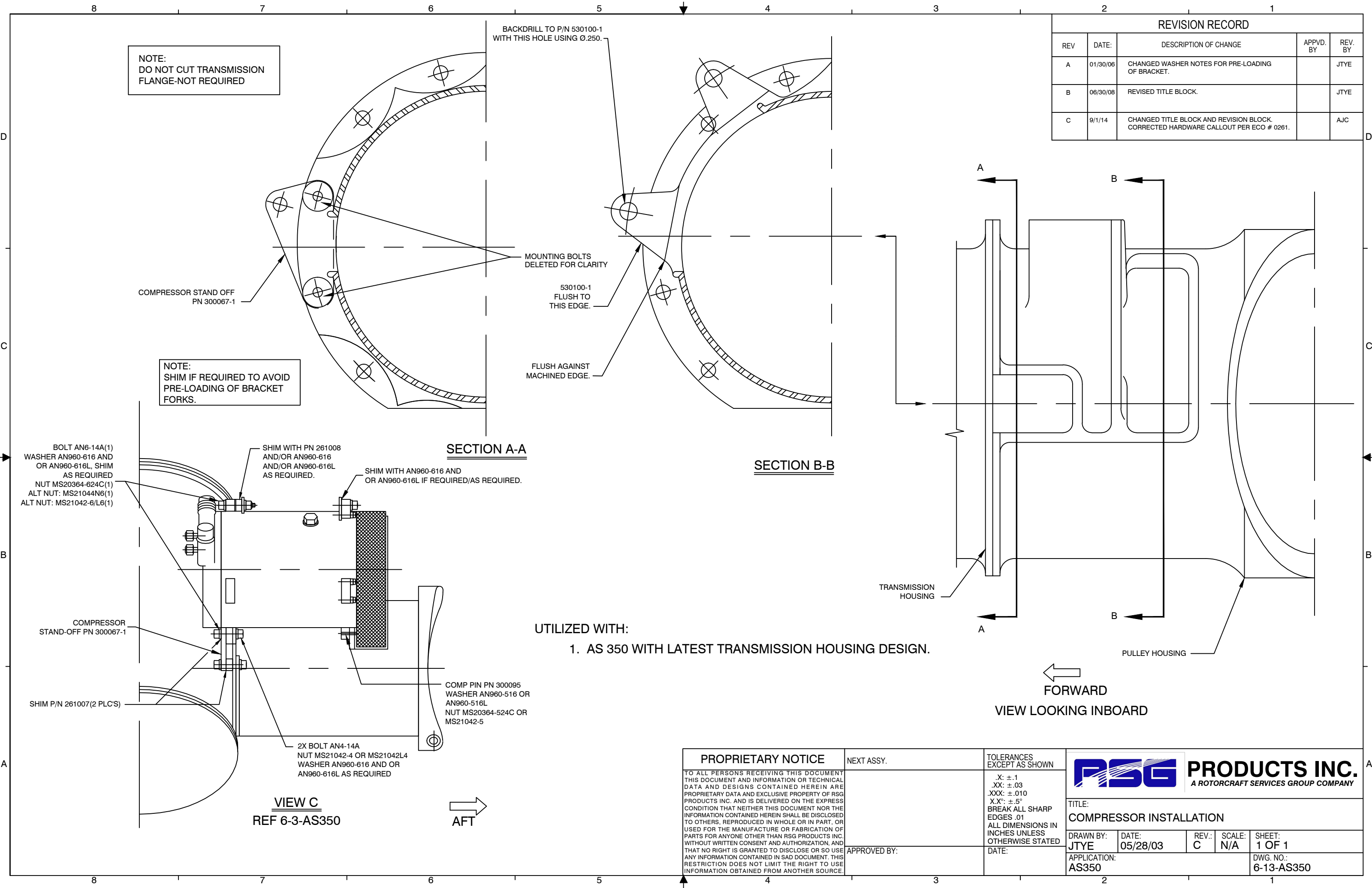
IS:



VIEW G-G







NOTE:  
DO NOT CUT TRANSMISSION  
FLANGE-NOT REQUIRED

NOTE:  
SHIM IF REQUIRED TO AVOID  
PRE-LOADING OF BRACKET  
FORKS.

BACKDRILL TO P/N 530100-1  
WITH THIS HOLE USING Ø.250.

MOUNTING BOLTS  
DELETED FOR CLARITY

530100-1  
FLUSH TO  
THIS EDGE.

FLUSH AGAINST  
MACHINED EDGE.

**SECTION A-A**

**SECTION B-B**

BOLT AN6-14A(1)  
WASHER AN960-616 AND  
OR AN960-616L, SHIM  
AS REQUIRED  
NUT MS20364-624C(1)  
ALT NUT: MS21044N6(1)  
ALT NUT: MS21042-6/L6(1)

SHIM WITH PN 261008  
AND/OR AN960-616  
AND/OR AN960-616L  
AS REQUIRED.

SHIM WITH AN960-616 AND  
OR AN960-616L IF REQUIRED/AS REQUIRED.

COMPRESSOR  
STAND-OFF PN 300067-1

SHIM P/N 261007(2 PLC'S)

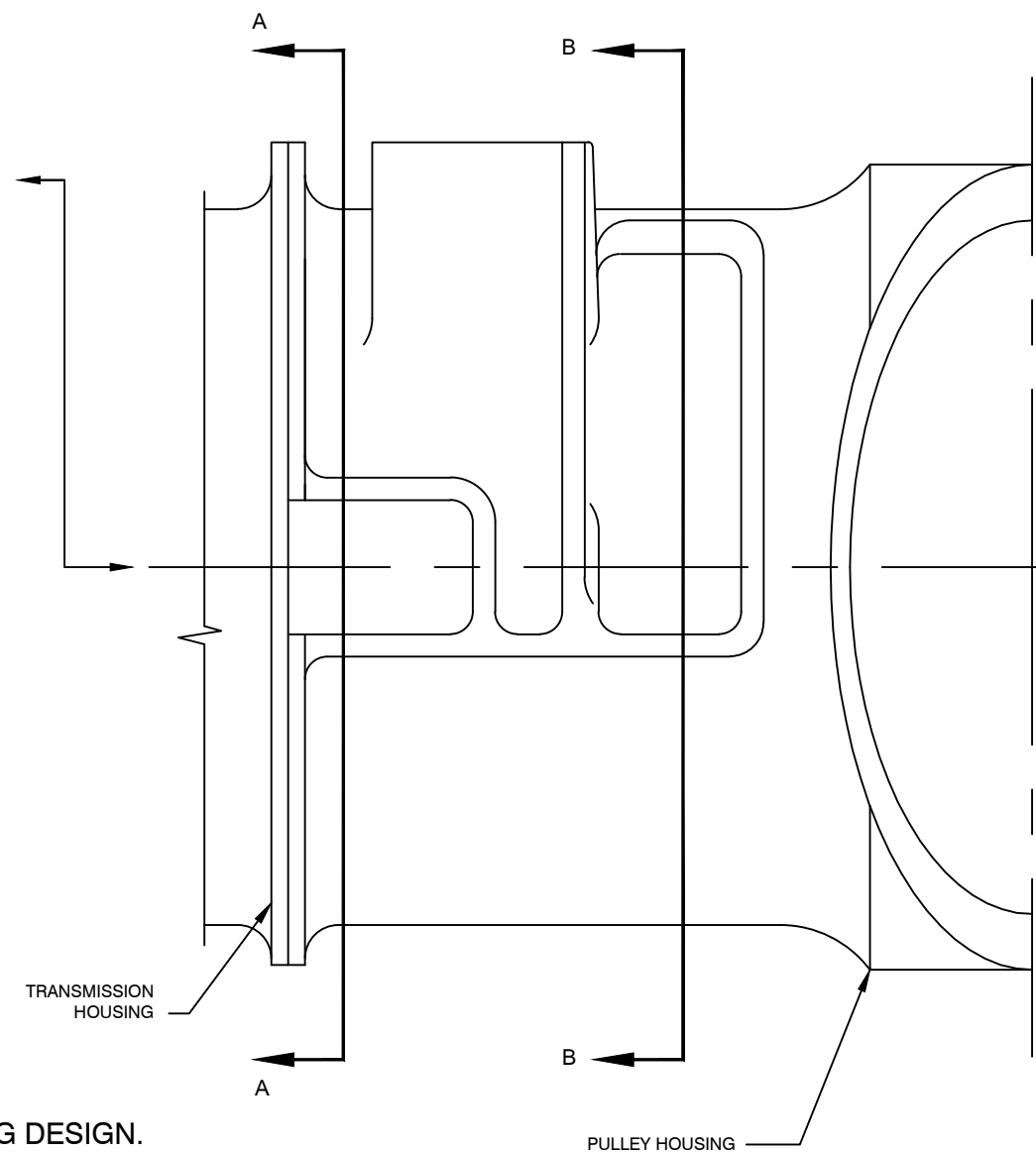
2X BOLT AN4-14A  
NUT MS21042-4 OR MS21042L4  
WASHER AN960-616 AND OR  
AN960-616L AS REQUIRED

COMP PIN PN 300095  
WASHER AN960-516 OR  
AN960-516L  
NUT MS20364-524C OR  
MS21042-5

**VIEW C**  
REF 6-3-AS350

AFT

UTILIZED WITH:  
1. AS 350 WITH LATEST TRANSMISSION HOUSING DESIGN.



FORWARD  
VIEW LOOKING INBOARD

REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	01/30/06	CHANGED WASHER NOTES FOR PRE-LOADING OF BRACKET.		JTYE
B	06/30/08	REVISED TITLE BLOCK.		JTYE
C	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK. CORRECTED HARDWARE CALLOUT PER ECO # 0261.		AJC

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	APPROVED BY:		TITLE: <b>COMPRESSOR INSTALLATION</b>		
			DRAWN BY: JTYE	DATE: 05/28/03	REV.: C
			SCALE: N/A		
		SHEET: 1 OF 1			
		APPLICATION: AS350			
		DWG. NO.: 6-13-AS350			

87654321

REVISION RECORD

REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	REDRAWN INTO AUTOCAD, REVISED DRAWING No. WAS 6-AS350; SHEET No. WAS 3 OF 3. ADDED ITEMS 6 TO "INSTRUCTIONS". CHANGED "CASING" TO "HOUSING". ADDED VIEW A, B AND C.		
B	05/08/02	REVISED TITLE BLOCK. CHANGED 530027-2 TO 530027-3. CONVERTED TO AUTOCAD.		
C	01/30/06	CHANGED NAS1305-44 BOLT TO NAS1305-45 FOR LENGTH.		JTYE
D	06/30/08	REVISED TITLE BLOCK.		JTYE
E	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

INSTALLATION INSTRUCTIONS:

KIT P/N: 350-00-01, -011, -031, -011HP, AND -031HP

1) THE ABOVE KITS UTILIZE THE SANDEN SD-505 OR SD-507 COMPRESSOR (SEE DRAWING 350-00-011HP OR -031HP FOR DETAILS OF SD-507 INSTALLATION)..

2) IN EARLY 1997 IT WAS NOTICED BY AMERICAN EUROCOPTER AND LATER EUROCOPTER CANADA, LTD. THAT A FEW AS350 MODELS WERE ARRIVING WITH A DIFFERENT "ENGINE TO MAIN GEAR BOX COUPLING CASING", COMMONLY CALLED A "HOUSING", INSTALLED. THE PART NUMBER SHOWN IN THE EUROCOPTER IPC WAS: 350A35-1104-03. THIS COMPONENT HAS "EARS" EXTENDING OFF THE "HOUSING", ON BOTH SIDES, 37 mm IN LENGTH (SEE VIEW "A").  
  
THE NEW "HOUSING " PART NUMBER IS 350A08-1635-21. IT HAS ONE EAR ON THE LEFT SIDE THAT IS ONLY 25 mm LONG.  
(SEE VIEW "B")  
  
THE 25 mm LONG EAR WILL NOT ALLOW AN INTEGRATED FLIGHT SYSTEMS, INC. SD-505 OR SD-507 COMPRESSOR TO BE INSTALLED IN IT'S USUAL LOCATION.

3) THE "LOGICAL ANSWER" WAS TO LOCATE THE "MOUNTING POINT" OF THE COMPRESSOR(S) SO THAT A DIFFERENT LENGTH BELT, ETC. WOULD NOT BE REQUIRED..

4) ONLY TWO (2) PART CHANGES WERE REQUIRED TO ALLOW ITEM 3 TO OCCUR.

a. COMPRESSOR MOUNT ASSEMBLY 530027-1 WAS CHANGED TO -2 (.125 WIDER AT THE TOP MOUNTING POINT).

b. A NEW COMPONENT, NOT PREVIOUSLY USED, "STRAP, HOUSING MOD. ASSEMBLY", P/N: 530100 IS UTILIZED TO LOCATE THE COMPRESSOR MOUNTING POINT BACK TO IT'S ORIGINAL LOCATION.

c. A AN3-5A BOLT AND ASSOCIATED HARDWARE SECURES THE "STRAP" TO THE "HOUSING".

5) IN SOME CASES IT MAY BE NECESSARY TO REMOVE A SMALL AMOUNT OF MATERIAL FROM THE OUTER EDGE OF THE 25 mm EAR TO ALLOW THE "NEW" IFS COMPONENT TO LAY IN IT'S PROPER LOCATION. THIS IS DUE TO THE "SHIM" WELDED ON THE FORWARD SIDE OF THE COMPONENT WHICH ALLOWS ALIGNMENT TO THE COMPRESSOR EAR. ANY PAINT REMOVED FROM THE "HOUSING" EAR MUST BE TOUCHED UP BEFORE INSTALLING THE IFS PARTS.

6) IF AERO AIRE OR OTHER SIMILAR TYPE A/C COMPRESSOR HAS BEEN PREVIOUSLY INSTALLED PER VIEW "B" or "C", IT MAY BE NECESSARY TO FOLLOW THE STEPS IN ITEM 5 FOR CORRECT CLEARANCE.

NOTE:  
COMPRESSOR REMOVED FOR CLARITY.

P/N 530027-3

(1) NAS1305-45 BOLT

TRANSMISSION HOUSING

P/N 530100 IS LOCATED BETWEEN GIMBLE HOUSING & P/N 530027-3

P/N 530100 IS LOCATED, BACKDRILL #10 HOLE INTO HOUSING, INSTALL HARDWARE:  
AN3-5A BOLT (1)  
AN960-10L WASHER (2)  
MS21042-L3 NUT (1)

REMOVE TOP OF EAR, AS NECESSARY, TO ENSURE P/N 530100 SEATS FLUSH AGAINST RECESS IN THE GIMBLE HOUSING

VIEW A, B, C

SECTION A-A

(2) AN960-516L WASHER  
ALT: MS21042L5

(1) MS20364-524C NUT

PULLEY HOUSING

VIEW A

VIEW B

VIEW C

VIEW LOOKING INBOARD

FORWARD

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NEXT ASSY.

APPROVED BY:

TOLERANCES EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X°: ±.5°  
BREAK ALL SHARP EDGES .01  
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE STATED

DATE:

RSG

PRODUCTS INC.  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
COMPRESSOR INSTALLATION

DRAWN BY:  
KLM

DATE:  
11/10/96

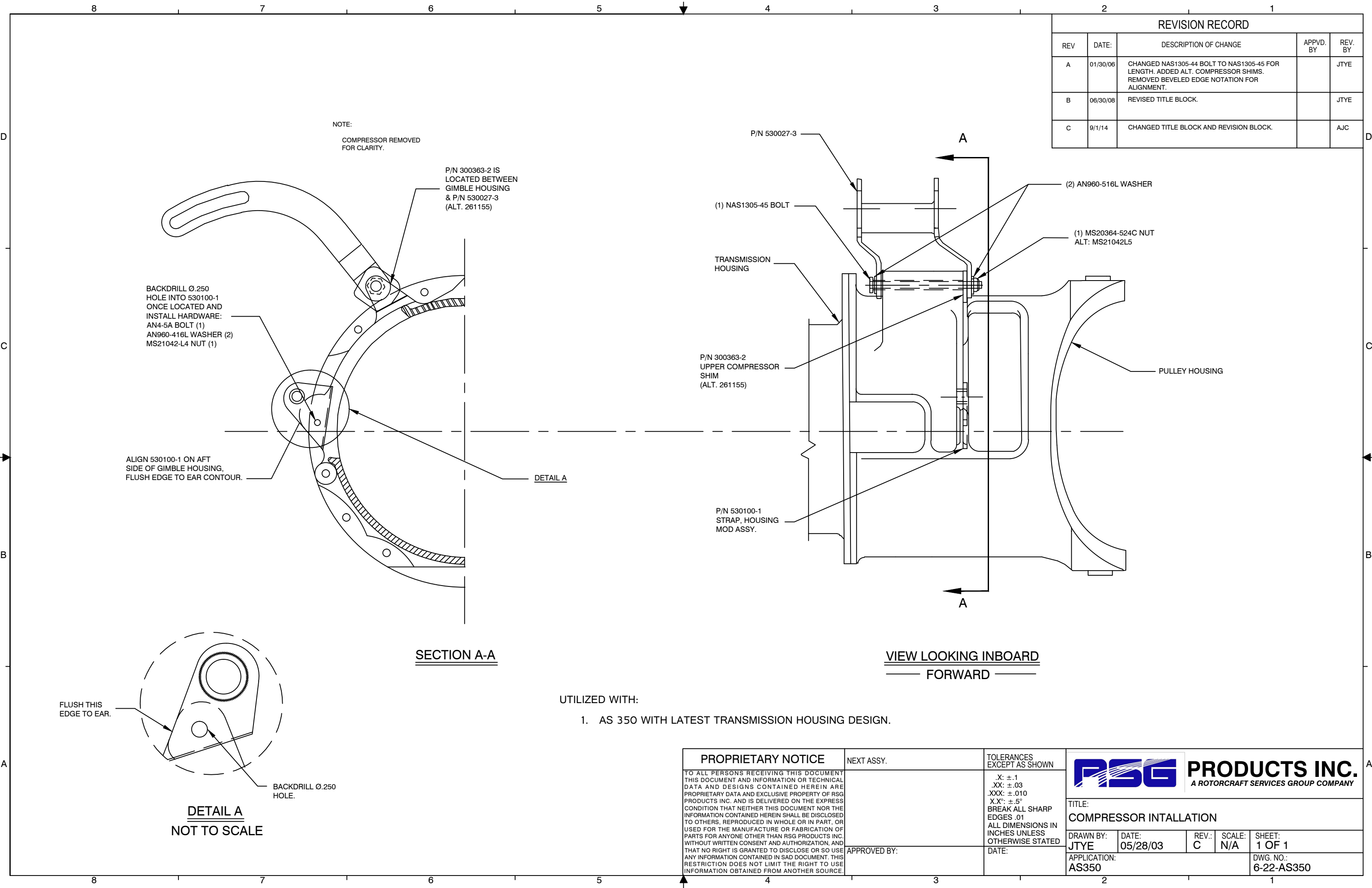
REV.:  
E

SCALE:  
N/A

SHEET:  
1 OF 1

APPLICATION:  
AS350

DWG. NO.:  
6-21-AS350



REVISION RECORD				
REV	DATE:	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	01/30/06	CHANGED NAS1305-44 BOLT TO NAS1305-45 FOR LENGTH. ADDED ALT. COMPRESSOR SHIMS. REMOVED BEVELED EDGE NOTATION FOR ALIGNMENT.		JTYE
B	06/30/08	REVISED TITLE BLOCK.		JTYE
C	9/1/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

NOTE:  
COMPRESSOR REMOVED  
FOR CLARITY.

P/N 300363-2 IS  
LOCATED BETWEEN  
GIMBLE HOUSING  
& P/N 530027-3  
(ALT. 261155)

BACKDRILL Ø.250  
HOLE INTO 530100-1  
ONCE LOCATED AND  
INSTALL HARDWARE:  
AN4-5A BOLT (1)  
AN960-416L WASHER (2)  
MS21042-L4 NUT (1)

ALIGN 530100-1 ON AFT  
SIDE OF GIMBLE HOUSING,  
FLUSH EDGE TO EAR CONTOUR.

DETAIL A

SECTION A-A

P/N 530027-3

(1) NAS1305-45 BOLT

TRANSMISSION  
HOUSING

P/N 300363-2  
UPPER COMPRESSOR  
SHIM  
(ALT. 261155)

P/N 530100-1  
STRAP, HOUSING  
MOD ASSY.

A

(2) AN960-516L WASHER

(1) MS20364-524C NUT  
ALT: MS21042L5

PULLEY HOUSING

A


VIEW LOOKING INBOARD  
FORWARD

FLUSH THIS  
EDGE TO EAR.

BACKDRILL Ø.250  
HOLE.

DETAIL A  
NOT TO SCALE

- UTILIZED WITH:
- AS 350 WITH LATEST TRANSMISSION HOUSING DESIGN.

PROPRIETARY NOTICE		NEXT ASSY.	TOLERANCES EXCEPT AS SHOWN		 <b>PRODUCTS INC.</b> A ROTORCRAFT SERVICES GROUP COMPANY				
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			DATE:		DRAWN BY: <b>JTYE</b>	DATE: <b>05/28/03</b>	REV.: <b>C</b>	SCALE: <b>N/A</b>	SHEET: <b>1 OF 1</b>
			APPROVED BY:		APPLICATION: <b>AS350</b>				
					DWG. NO.: <b>6-22-AS350</b>				

## **Step 9**

# **Installation of Electrical**

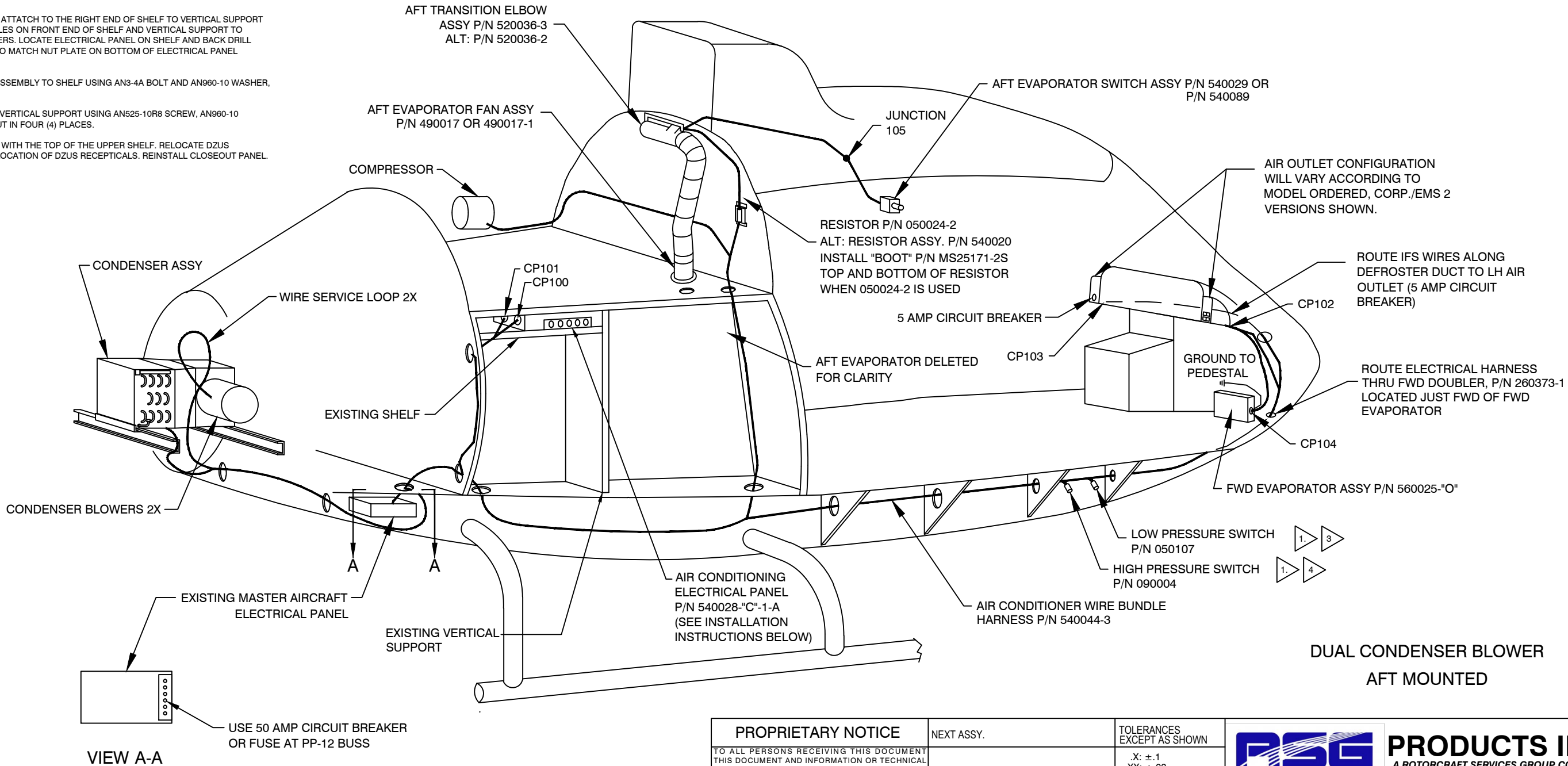
## Installation of Electrical

STEP	PROCEDURE	MECH	INSP
9.1	Remove Battery Closeout panel. Re-position existing DZUS Receptacle Bracket on top of shelf, °180 to face down below shelf. Relocate Ng fuse on shelf (if installed) to existing hole near bottom of vertical channel. Relocate existing DZUS receptacle on the vertical support member 2” inches down, in order for upper shelf to clear when lowered for electrical panel installation/removal. Remove the (4) rivets that attach to the right end of the shelf to the vertical support member and enlarge the rivet holes on both the shelf and the vertical member to accept #10 hardware.		
9.2	Locate the electrical box, P/N 540028-C-1-A, on the support shelf and match drill three each #10 holes per drawing 2-5-AS350. Install the electrical box using three ea. AN3-4A Bolts, 3 ea. AN960-10 Washers.		
9.3	Re-attach shelf using 4 ea. AN525-10R8 Screws, 8 ea. AN960-10 Washers and 4 ea. MS21044-N3 Nuts per drawing 2-5-AS350.		
9.4	Install and route the electrical harness: P/N 540044-3 config. -01 or -02, per drawings 2-5-AS350, 2-16-AS350 and 2-25-AS350.		
9.5	Install and route electrical harness P/N 540045-1 using 1 ea. 8 x #10 Ring Terminal and ANL-50 Limiter (not incl.).		
9.6	(Reserved)		
9.7	Install aft switch assembly P/N 540089 config. -01 or -02, per drawings 5-12-AS350, 2-5-AS350, 2-16-AS350 and 2-25-AS350		

NOTES:

USE EXISTING LIGHTENING HOLES ONLY FOR ALL ROUTING OR  
SECURE WIRES TO EXISTING BUNDLES OR REFRIGERATION HOSE  
USING TY-WRAPS, STAND-OFFS, AND SPACERS BLOCKS AS REQUIRED.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- LOCATION OF PRESSURE SWITCHES WHEN R-134a IS UTILIZED.
- ON B3 MODELS IFS WIRE ROUTING MUST BE ACCORDANCE WITH THIS DRAWING.
- INSTALL IFS104C14 TO LOW PRESSURE SWITCH. (BLUE LEADS)
- INSTALL IFS108B20 AND IFS108D20 TO HIGH PRESSURE SWITCH. (BLACK LEADS)
- REMOVE BATTERY CLOSEOUT PANEL. REPOSITION EXISTING DZUS RECEPTACLE BRACKET ON TOP OF SHELF, 180 DEGREES TO FACE DOWN BELOW SHELF.
- RELOCATE Ng FUSE ON SHELF (IF INSTALLED) TO EXISTING HOLE NEAR BOTTOM OF VERTICAL CHANNEL. RELOCATE EXISTING DZUS RECEPTACLE ON THE VERTICAL SUPPORT MEMBER 2 INCHES DOWN, IN ORDER FOR UPPER SHELF TO CLEAR WHEN LOWERED FOR ELECTRICAL BOX INSTALLATION\REMOVAL.
- REMOVE THE (4) RIVETS THAT ATTATCH TO THE RIGHT END OF SHELF TO VERTICAL SUPPORT MEMBER. ENLARGE RIVET HOLES ON FRONT END OF SHELF AND VERTICAL SUPPORT TO ACCOMMODATE #10 FASTENERS. LOCATE ELECTRICAL PANEL ON SHELF AND BACK DRILL THREE (3) EACH #10 HOLES TO MATCH NUT PLATE ON BOTTOM OF ELECTRICAL PANEL ASSEMBLY.
- ATTACH ELECTRICAL PANEL ASSEMBLY TO SHELF USING AN3-4A BOLT AND AN960-10 WASHER, IN THREE (3) PLACES.
- REATTACH END OF SHELF TO VERTICAL SUPPORT USING AN525-10R8 SCREW, AN960-10 WASHER, AND MS21044-N3 NUT IN FOUR (4) PLACES.
- CUT CLOSEOUT PANEL LEVEL WITH THE TOP OF THE UPPER SHELF. RELOCATE DZUS FASTENERS TO MATCH NEW LOCATION OF DZUS RECEPTICALS. REINSTALL CLOSEOUT PANEL.



REVISION RECORD

REV	DATE	DESCRIPTION OF CHANGE	APPVD. BY	REV. BY
A	08/16/00	REVISED DRAWINGS NUMBER, WAS 2-AS 350; SHEET NUMBER WAS 1 OF 3; ADDED INSTALLATION INSTRUCTIONS FOR ELECTRICAL PANEL ASSEMBLY. ADDED NEW NOTE 2. OLD NOTE 2 IS NOTE 3. OLD NOTE 3 IS NOTE 4.		
B	04/26/01	CONVERTED TO AUTOCAD.		
C	04/09/09	CHANGED AFT TRANSITION ELBOW PN: 520036-2 TO ALTERNATE, 520036-3 IS NOW PRIMARY. ADDED ALT. RESISTOR ASSEMBLY PN: 540020. CORRECTED AIR OUTLET VIEWS. REVISED TITLE BLOCK.		
D	09/01/14	CHANGED TITLE BLOCK AND REVISION BLOCK.		AJC

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NEXT ASSY.

APPROVED BY:

TOLERANCES  
EXCEPT AS SHOWN

.X: ±.1  
.XX: ±.03  
.XXX: ±.010  
X.X": ±.5°  
BREAK ALL SHARP  
EDGES .01  
ALL DIMENSIONS IN  
INCHES UNLESS  
OTHERWISE STATED  
DATE:



**PRODUCTS INC.**  
A ROTORCRAFT SERVICES GROUP COMPANY

TITLE:  
**ELECTRICAL ROUTING**

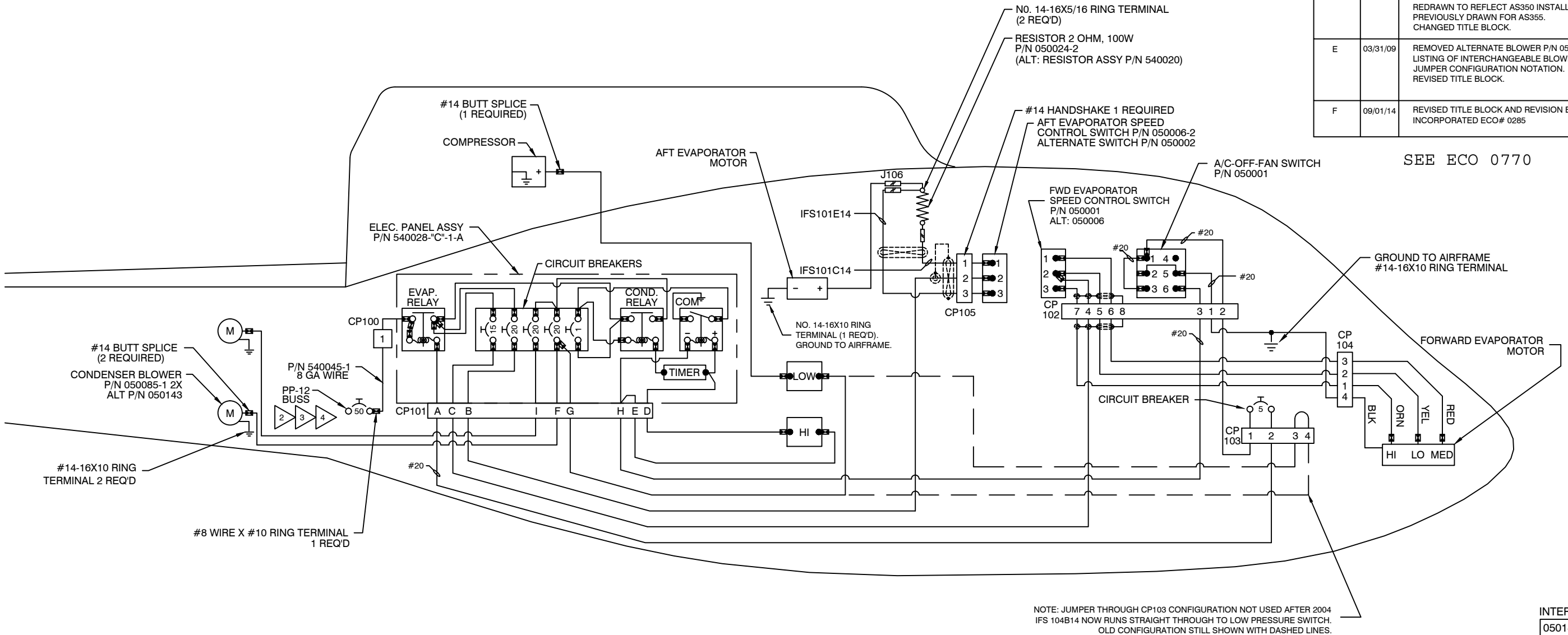
DRAWN BY: **MAH** DATE: **11/10/96** REV.: **D** SCALE: **N/A** SHEET: **1 OF 1**

APPLICATION: **AS350** DWG. NO.: **2-5-AS350**



NOTES:

- 1 ALL WIRE MIL-W-22759/16 & MIL-L-22759/18.  
ALL WIRE 14ga UNLESS OTHERWISE SPECIFIED.
- 2 FUSES MAY BE USED, P/N 100FU01-050 (50AMP).
- 3 LOCATE #8 WIRE AT T4, T5, T6, OR T7 (INSTALL 50 AMP FUSE IF NOT PRESENT, SEE NOTE 2)
- 4 WHEN ALL EUROCOPTER FUSES OR C/B LOCATIONS ARE UTILIZED, A "AUX" CURRENT LIMITER BASE P/N FU1541-501, BRACKET/SUPPLY BAR AND CURRENT LIMITER MAY BE INSTALLED AT F9 OR F10 PER EUROCOPTERS COMPONENT MAINTENANCE MANUAL. IFS P/N FOR LIMITER BASE IS 050023. IFS P/N FOR LIMITER, 50 AMP IS 050015-2.



NOTE: JUMPER THROUGH CP103 CONFIGURATION NOT USED AFTER 2004  
IFS 104B14 NOW RUNS STRAIGHT THROUGH TO LOW PRESSURE SWITCH.  
OLD CONFIGURATION STILL SHOWN WITH DASHED LINES.

INTERCHANGEABLE 5" BLOWERS	
050143	
050085-1	
IFSS 050143 DCB	
IFSS 050143-3 DCB	

AS350  
ELECTRICAL WIRING DIAGRAM  
DUAL CONDENSER BLOWERS

DUAL CONDENSER BLOWERS  
AFT MOUNTED

PROPRIETARY NOTICE		NEXT ASSY.		TOLERANCES EXCEPT AS SHOWN		RSG PRODUCTS INC. A ROTORCRAFT SERVICES GROUP COMPANY				
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						DRAWN BY: MAH				
						DATE: 11/10/96				
						REV.: F				
						SCALE: N/A				
						SHEET: 1 OF 1				
						APPLICATION: AS350				
						DWG. NO.: 2-16-AS350				





IS:

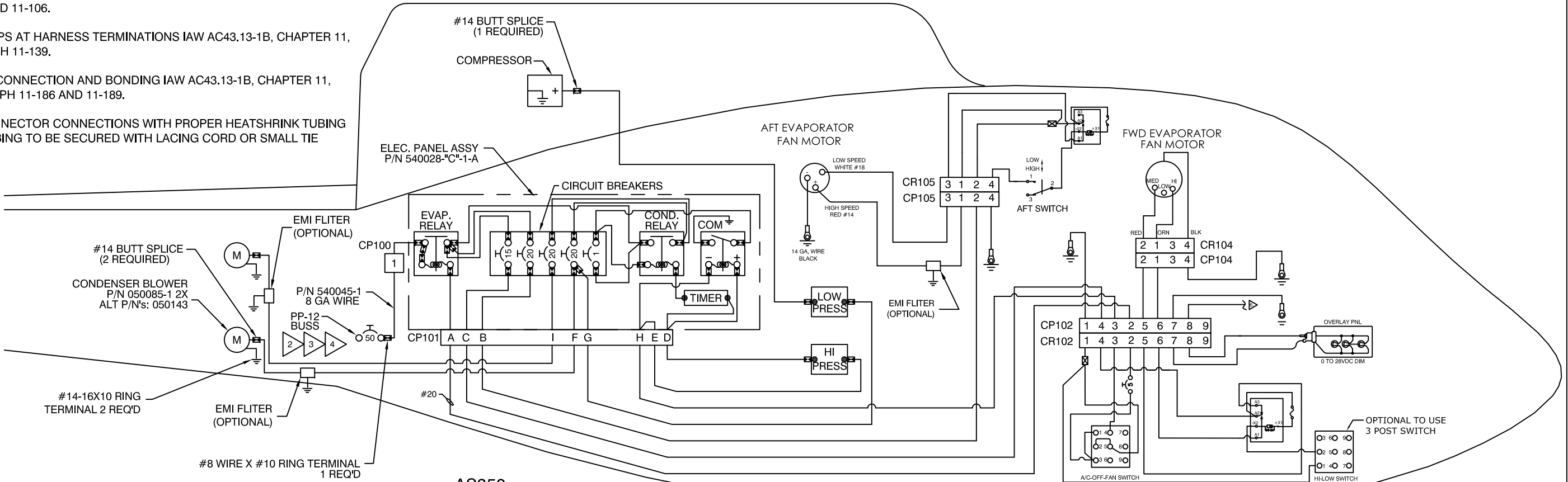
NOTES:

1. ALL WIRE MIL-W-22759/16.  
ALL WIRE 14ga UNLESS OTHERWISE SPECIFIED.
2. FUSES MAY BE USED, P/N 100FU01-050 (50AMP).
3. LOCATE #8 WIRE AT T4, T5, T6, OR T7 (INSTALL 50 AMP FUSE IF NOT PRESENT, SEE NOTE 2)
4. WHEN ALL EUROCOPTER FUSES OR C/B LOCATIONS ARE UTILIZED, A "AUX" CURRENT LIMITER BASE P/N FU1541-501, BRACKET/SUPPLY BAR AND CURRENT LIMITER MAY BE INSTALLED AT F9 OR F10 PER EUROCOPTERS COMPONENT MAINTENANCE MANUAL. IFS P/N FOR LIMITER BASE IS 050023. IFS P/N FOR LIMITER, 50 AMP IS 050015-2.
5. RFI CORP. EMI FILTER MODEL NUMBER 13619-RF16883.
6. FOR BACKLIGHTING, MODELS B2/B3, CONNECT TO 131-L1, ANY AVAILABLE PIN.
7. ROUTE AND SUPPORT WIRING HARNESSES IAW AC43.13-1B, CHAPTER 11 SECTION 8, PARAGRAPH 11-96.
8. CLAMP WIRING HARNESS IAW AC43.13-1B, CHAPTER 11, SECTION 11, PARAGRAPH 11-146.
9. CLAMP AND ROUTE WIRES AROUND MOVABLE CONTROLS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-125.
10. WIRING AND HARNESS TO BE SEPARATED IAW AC43.13-1B, CHAPTER 11, SECTION 8, PARAGRAPH 11-105 AND 11-106.
11. INSTALL SERVICE LOOPS AT HARNESS TERMINATIONS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-139.
12. INSTALL GROUNDING CONNECTION AND BONDING IAW AC43.13-1B, CHAPTER 11, SECTION 15, PARAGRAPH 11-186 AND 11-189.
13. COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.

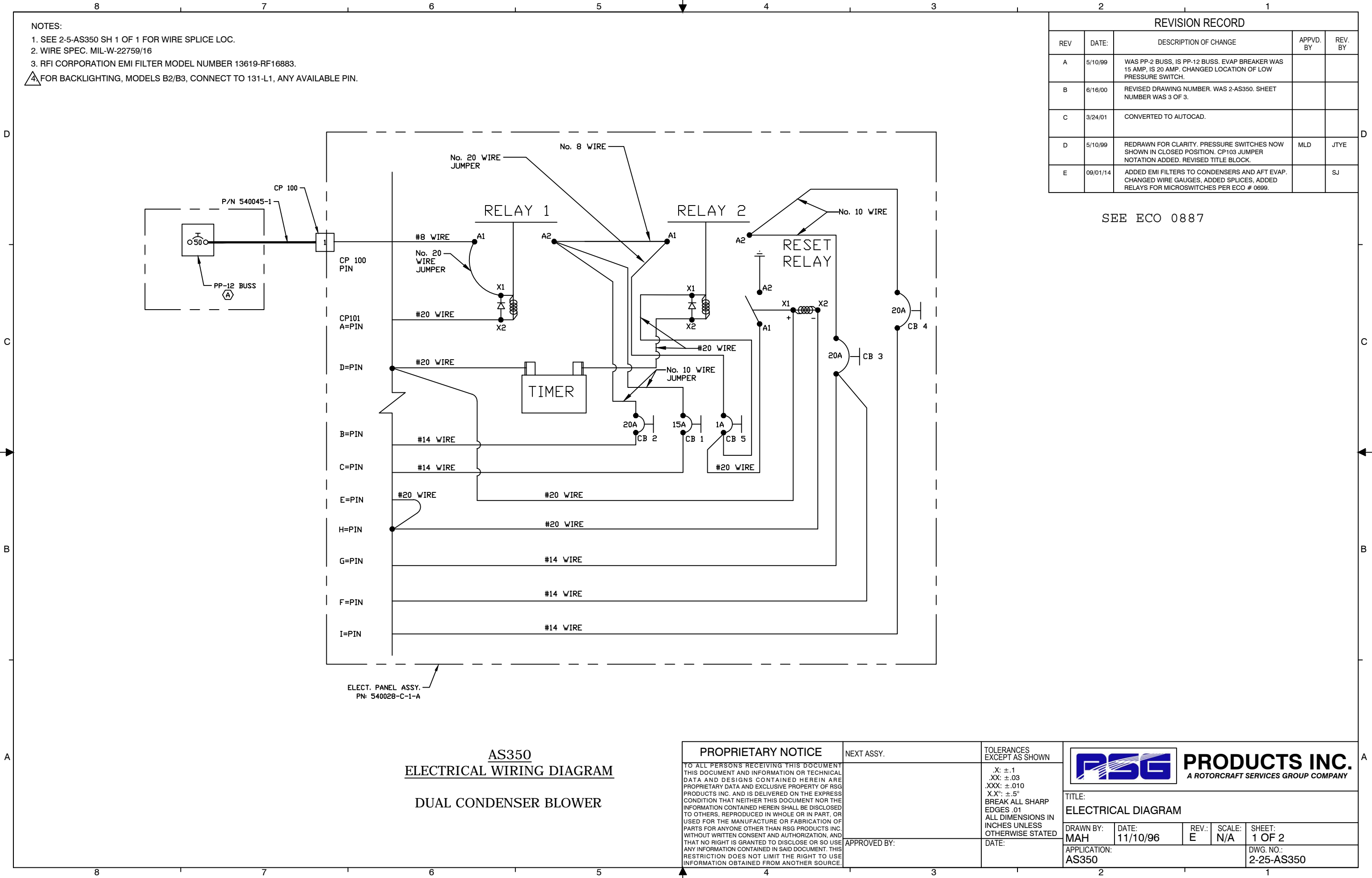


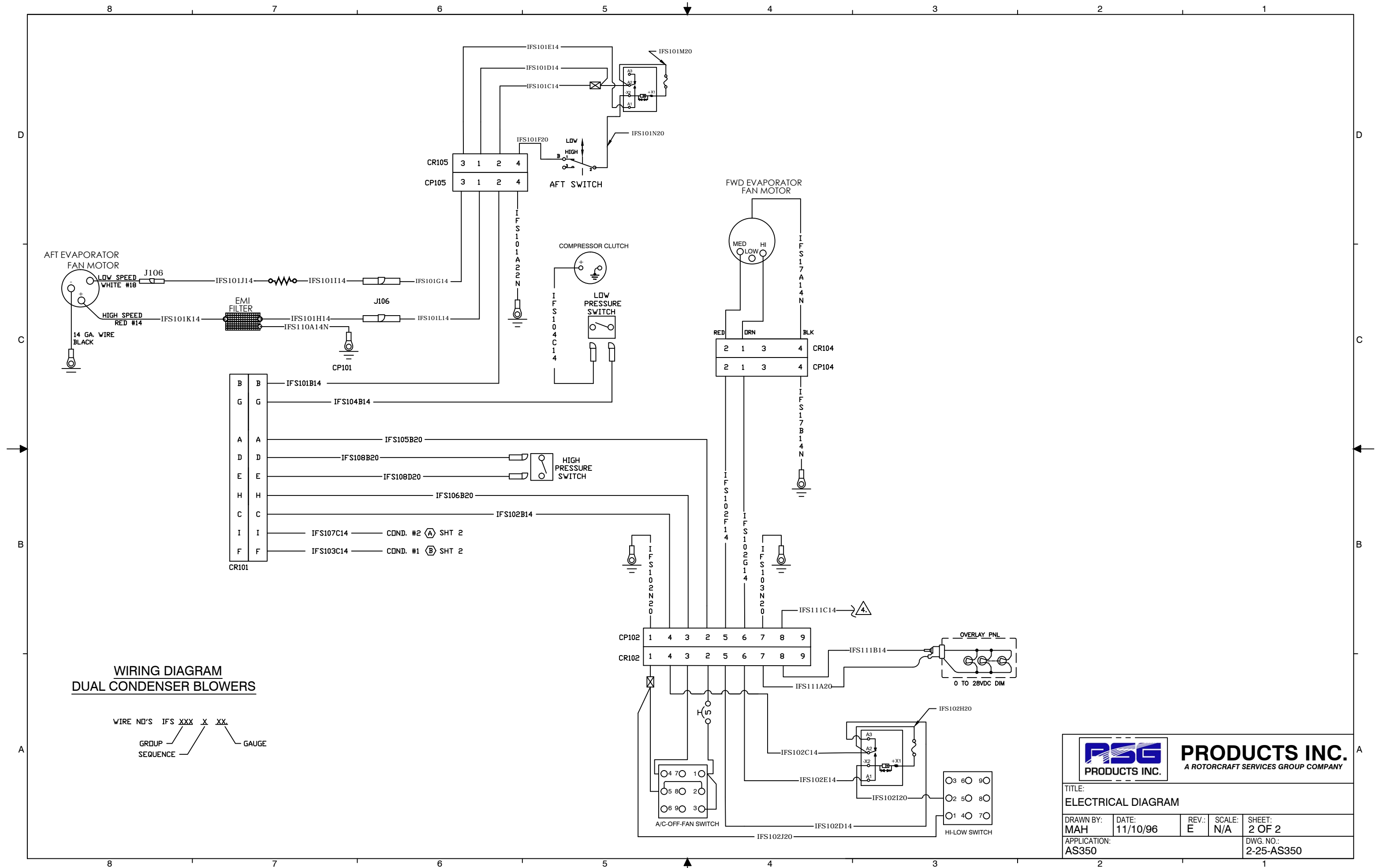
ENGINEERING  
CHANGE  
ORDER

ECO No.	0770	SHT	2 OF 2
DWG No.	2-16-AS350	REV	F
DWG No.		REV	
DWG No.		REV	
REF. STC No.	SH3509SW		



AS350  
ELECTRICAL WIRING DIAGRAM  
DUAL CONDENSER BLOWERS  
AFT MOUNTED







# ENGINEERING CHANGE ORDER

ECO No. 0887	SHT 1 OF 3
DWG No. 2-25-AS350	REV E
DWG No.	REV
DWG No.	REV
REF. STC No. SH3509SW	

CHANGE CLASS:  
☒ RECORD CHG. PARTS NOT AFFECTED ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS ☐ OTHER \_\_\_\_\_

EXISTING/IN-WORK STOCK DISPOSITION:  
☐ RECORD CHG. PARTS NOT AFFECTED ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK ☒ OTHER BREAK IN AT NEXT BUILD

EFFECTIVITY:  
☐ ALL UNITS THIS CUSTOMER ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE ☐ OTHER \_\_\_\_\_

## DESCRIPTION OF CHANGE:

SHEET 1 OF 2: ADDED NOTES 5-11 TO MEET WITH AC 43-13-1B.

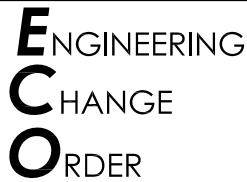
### NOTES:

5. ROUTE AND SUPPORT WIRING HARNESSSES IAW AC43.13-1B, CHAPTER 11 SECTION 8, PARAGRAPH 11-96.
6. CLAMP WIRING HARNESS IAW AC43.13-1B, CHAPTER 11, SECTION 11, PARAGRAPH 11-146.
7. CLAMP AND ROUTE WIRES AROUND MOVABLE CONTROLS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-125.
8. WIRING AND HARNESS TO BE SEPARATED IAW AC43.13-1B, CHAPTER 11, SECTION 8, PARAGRAPH 11-105 AND 11-106.
9. INSTALL SERVICE LOOPS AT HARNESS TERMINATIONS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-139.
10. INSTALL GROUNDING CONNECTION AND BONDING IAW AC43.13-1B, CHAPTER 11, SECTION 15, PARAGRAPH 11-186 AND 11-189.
11. COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.

## REMARKS:

MINOR CHANGE FOR PRODUCT IMPROVEMENT.  
THIS ECO CANCELS ECO 0766

ENGINEERING REVIEW BOARD		
SIGNATURE	STAMP	DATE
	ERB04	7/13/2016
	QA11	7/13/2016
	P02	7/13/16
INCORPORATION STATUS		
<input type="checkbox"/> IMMEDIATE <input checked="" type="checkbox"/> OUTSTANDING		



SHT 2 OF 3

REV	E
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REV
-----

REV

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SHEET 2 OF 2: REMOVE RESISTOR AND COMPONENTS ASSOCIATED WITH IT. REVISE CALL OUT NOTES BY ADDING, REMOVING OR UPDATE PART NUMBERS. UPDATE L.H. FORWARD AIR OUTLETS. WIRES "IFS111C14" AND "IFS111B14" WILL NOW BE "IFS111C20" AND "IFS111B20"

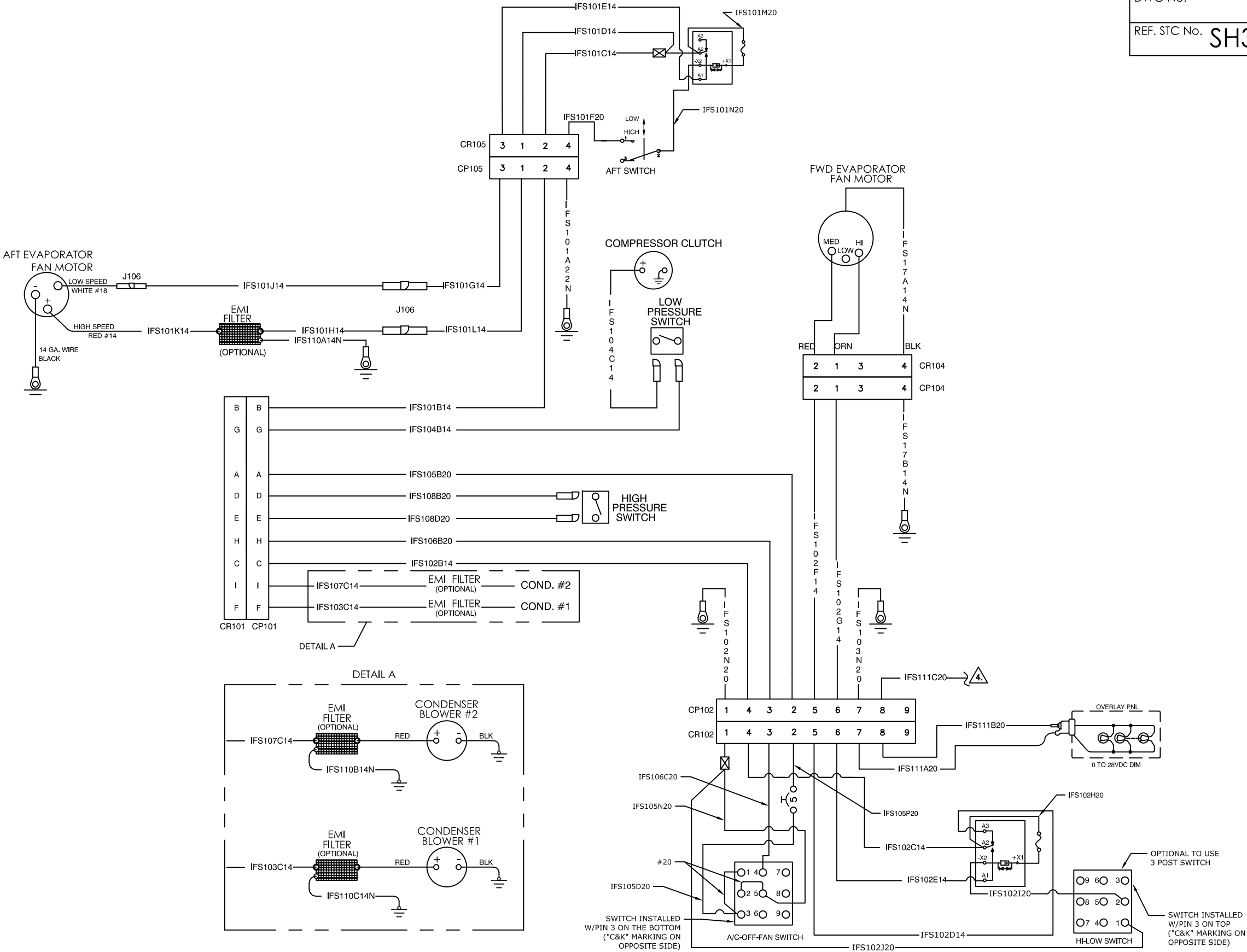
[illegible]



ENGINEERING  
CHANGE  
ORDER

ECO No.	0887	SHT	3 OF 3
DWG No.	2-25-AS350	REV	E
DWG No.		REV	
DWG No.		REV	
REF. STC No.	SH3509SW		

IS:



## **Step 10**

# **Installation of Hoses**

RSG Products Inc.  
INSTALLATION OF HOSES – AS350 Air Conditioning

**Installation of hoses**

STEP	PROCEDURE	MECH	INSP
10.1	Review Install Drawings 3-5-AS350 and 3-15-AS350.		
10.2	<b><u>WARNING: Before connecting hoses, be sure all fittings have R134 approved “O” Rings installed.</u></b>		
10.3	Route evaporator return line hose assembly #10 suction hose (tee fitting above deck), P/N 570087-O-A from the upper transmission deck down through the right side baggage compartment, through the existing opening in the baggage compartment floor, under the floor forward to the forward evaporator. The short length of hose connects to the Aft evaporator return fitting above the transmission deck. The longer length above the transmission deck is routed against the cabin back wall to the compressor suction fitting located on the left side of the transmission.		
10.4	Route the evaporator expansion valve supply line high pressure hose assembly #6, P/N 570072-O-A from the baggage department down through the existing opening in the baggage compartment floor, under the floor forward to the forward evaporator. The tee fitting connects to the “out” or supply fitting on the dryer bottle. The short length to the evaporator.		
10.5	Clamp the sensing bulb, (coil on the end of the expansion valve) to the return hose fitting (#10 large line) with a 1-inch band clamp. Assure the fitting is clean where the coil is clamped. Insulate the sensing bulb completely with cork tape, P/N 070078-0, PER DRAWING NO. 4-21-AS350		
10.6	Route THE CONDENSER SUPPLY LINE HOSE ASSEMBLY #8, P/N 570070-O-A from the compressor discharge fitting against the cabin back wall to the right side of the transmission deck. Route down the same opening in the transmission deck as the return hose was routed. Connect to cone condenser. Route hose assembly #6, P/N 570067-O-A, along beside #8 line as shown in Drawing No. 3-5-AS350.		



RSG Products Inc.  
INSTALLATION OF HOSES – AS350 Air Conditioning

### Installation of Hoses

STEP	PROCEDURE	MECH	INSP
10.7	Install drier mount bracket, P/N 260123-2 per Drawing No. 3-5-AS350 and drier bottle, P/N 090016-5.		
10.8	Do not connect drier bottle up until all lines are connected and you are ready to vacuum down system.		
10.9	Connect high and low pressure switches. Be sure to connect the correct wire to each switch. Low pressure switch P/N 050107, High pressure switch, P/N 90004.		

# Step 11

## Paperwork

RSG Products Inc.  
PAPERWORK – AS350 Air Conditioning  
DETAILED WEIGHT AND BALANCE DATA  
FOR

**RSG PRODUCTS INC.**

FREON AIR CONDITIONING

UNIT INSTALLED IN A

TYPICAL HELICOPTER, MODEL AS350 B, BA, B1, B2, B3, C, D OR D1

**PERTAINS TO KIT #350-00-031**

ITEM	WEIGHT	ARM	MOMENT
Forward Evaporator Assembly	10.00	19.00	190.00
Forward Air Outlets	4.00	31.32	125.28
Aft Evaporator and Return Air	9.00	120.00	1080.90
Aft Evaporator Blower	6.00	120.85	725.10
Condenser Assy. & Mount w/ Dual condenser blowers	28.20	201.80	5690.76
Compressor and Mount	15.00	147.80	2217.00
Electrical Relay Panes	4.0	153.70	614.80
Refrigerant, Hoses and Fittings	9.00	76.90	692.10
Sub Total: (Air Conditioner)	85.20	133.05	11,335.94



United States of America  
Department of Transportation  
Federal Aviation Administration  
**Supplemental Type Certificate**

Number: SH3509SW

This certificate issued to: RSG Products Inc.  
3900 Falcon Way West, Hangar 16S  
Fort Worth, TX 76106

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 27 of the Federal Aviation Regulations

Original Product – Type Certificate Number:

H9EU

Make: Airbus Helicopters

Model:

AS350 B, B1, B2, B3, BA, C, D, D1; EC130B4

Description of Type Design Change:

Installation of a Single and Dual Condenser Blower Air Conditioning System in accordance with Integrated Flight Systems (IFS) Master Drawing List (MDL), Document No. DL-9 (Vapor Cycle Air Conditioning System with Belt Driven Compressor Utilizing Refrigerant R134a), Rev. T, dated 10/1/2014, or later FAA approved revision.

(See Continuation Sheet 3 of 3)

Limitations and Conditions:

The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, and revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

Date of Application: September 10, 1984

Date Reissued: April 30, 1991; August 22, 2001;  
October 23, 2008; August 26, 2011

Date of Issuance: September 20, 1985

Date Amended: February 11, 1999; February 9, 2009; February 23,  
2009; November 5, 2010; October 14, 2015

By Direction of the Administrator

Signature

Title

Scott A. Horn  
Manager, Fort Worth Aircraft Certification Office  
Southwest Region

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America  
Department of Transportation  
Federal Aviation Administration  
*Supplemental Type Certificate*  
(Continuation Sheet)  
Number: SH3509SW

Date of Issuance: September 20, 1985  
Date Amended: September 14, 2015

Description of Type Design Change (Continued):

For Single Condenser Configurations the following FAA Approved Flight Manual Supplements (FMSs) and revisions, or later FAA approved revisions, are required accordingly:

AS350B, C, D, D1: FMS 19-350-21-002-011, Rev. D, dated 11/17/2014.  
AS350B1: FMS 19-350-21-004-011, Rev. C, dated 11/17/2014.  
AS350B2: FMS 19-350-21-006-011, Rev. B, dated 11/17/2014.  
AS350B3: FMS 19-350-21-008-011, Rev. B, dated 11/17/2014.  
AS350BA: FMS 19-350-21-010-011, Rev. B, dated 11/17/2014.  
EC130B4: FMS dated 2/6/04.

For Dual Condenser Configurations the following FAA approved FMSs and revisions, or later FAA approved revisions, are required accordingly:

AS350B, C, D, D1: FMS 19-350-21-001-031, Rev. D, dated 11/17/2014.  
AS350B1: FMS 19-350-21-003-031, Rev. C, dated 11/17/2014.  
AS350B2: FMS 19-350-21-005-031, Rev. B, dated 11/17/2014.  
AS350B3: FMS 19-350-21-007-031, Rev. B, dated 11/17/2014.  
AS350BA: FMS 19-350-21-009-011, Rev. B, dated 11/17/2014.

Instructions for Continued Airworthiness, IFS Document No. IFSE-0007, Rev. C, dated 8/12/2010, or later revision is required.

(END)

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Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).

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Transport  
Canada  
Civil Aviation

Transports  
Canada  
Aviation Civile

Suite 620  
800 Burrard Street  
Vancouver, B.C.  
V6Z 2J8

Your file      Votre référence

Our file      Notre référence  
P-03-0350

July 8, 2003

Integrated Flight Systems, subsidiary  
of Platinum Aviation Group, Inc.  
4655 Aircenter Circle  
Reno, Nevada 89502

**Attn:** Mr. Leroy Aday, President

**Subject:** Acceptance of FAA STCs SH3509SW and SH5947SW

Dear Mr. Aday:

This letter is in response to your application for Canadian acceptance of FAA STCs SH3509SW and SH5947SW, submitted to our office June 13, 2003, by the FAA Los Angeles Aircraft Certification Office.

In accordance with current Transport Canada policy concerning review of FAA-issued STCs for non-US state-of-design Normal Category rotorcraft, both STCs have been accepted in Canada without having to issue corresponding Canadian certificates.

Both FAA STC's will be entered into the national index of STCs that have been reviewed and accepted by Transport Canada for installation on Canadian-registered aeronautical products.

This letter confirms formal acceptance of the referenced STC by Transport Canada.

If you have any questions concerning this matter, I can be contacted by telephone at (604) 666-5269.

Yours truly,

David Bafia

For Regional Manager,  
Aircraft Certification

Canada 



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

## CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO

(Supplemental Type Certificate)

**NÚMERO** 2006S12-08  
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,  
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Integrated Flight Systems Corp.  
is granted to:)

4607 B. Aircenter Circle  
Reno, Nevada 89502  
USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições  
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)  
especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.  
(specified hereon, met the applicable airworthiness requirements.)

**Produto Original - Número do Certificado de Tipo:** 84 (FN 157).  
(Original Product - Type Certificate No:)

**Fabricante:** Eurocopter France.  
(Manufacturer:)

**Modelo(s):** AS 350 B.  
(Model(s):)

### DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO: (Description of Type Design Change:)

Installation of a Belt-Driven Freon Air Conditioning System in accordance with Integrated Flight Systems Drawing List No. DL-9 (single Condenser blower), Rev. J, dated 5 Dec. 2003, or later approved revision or Drawing List No. DL-9-1 (Dual Condenser blower), Rev. NC, dated 1 Jan. 1992, or later approved revision.

This CHST validates in Brazil the STC # SH3509SW, issued by FAA (USA).

### LIMITAÇÕES E CONDIÇÕES: (Limitations and Conditions:)

See continuation sheet for applicable data.

### DATAS: (Dates of:)

**Do Requerimento:** 28 Aug. 2006  
(Application:)

**Da emissão:** 13 Dec. 2006  
(Issue:)

**Da reemissão:**  
(Reissue:)

  
**CLÁUDIO PASSOS SIMÃO**

Gerente Geral, Certificação de Produtos Aeronáuticos  
(Manager, Aeronautical Products Certification)

  
**MILTON ZUANAZZI**  
Diretor-Presidente  
(Director President)



**AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL**

Folha de Continuação ao  
(Continuation Sheet to)

**CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO**  
(Supplemental Type Certificate)

**NÚMERO 2006S12-08**  
(Number)

**LIMITAÇÕES E CONDIÇÕES:**  
(Limitations and Conditions:)

- I. The approval of this type design change should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in Type Design, will introduce no adverse effect upon the airworthiness of that aircraft.
- II. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
- III. This installation is approved only for VFR operations.
- IV. Operation must be performed in accordance with the FAA approved Helicopter Flight Manual Supplement (FMS), Rev. B, dated 30 Apr. 1991, or later approved revision.
- V. For the Instructions for Continued Airworthiness, see the Operators Manual supplied with the Air Conditioning Kits.
- VI. A copy of this Certificate and the Supplement referred on item IV above shall be maintained as part of the permanent records of the modified aircraft.

----- END -----

*Paulo SP*





AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

**CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO**  
(Supplemental Type Certificate)

**NÚMERO** 2006S12-09  
(Number)

**Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,**  
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

**é conferido ao (à): Integrated Flight Systems Corp.**  
is granted to:)

4607 B. Aircenter Circle  
Reno, Nevada 89502  
USA

**por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições**  
(for having the change to the type design of the product mentioned below, with the limitations and conditions thereof as)

**especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.**  
(specified hereon, met the applicable airworthiness requirements.)

**Produto Original - Número do Certificado de Tipo: 8812 (ANAC).**  
(Original Product - Type Certificate No:)

**Fabricante: Eurocopter France.**  
(Manufacturer:)

**Modelo(s): AS 350 B1, AS 350 B2, AS 350 B3, AS 350 BA and.**  
(Model(s):) EC 130 B4.

**DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO:**  
(Description of Type Design Change:)

Installation of a Belt-Driven Freon Air Conditioning System in accordance with Integrated Flight Systems Drawing List No. DL-9 (single Condenser blower), Rev. J, dated 5 Dec. 2003, or later approved revision or Drawing List No. DL-9-1 (Dual Condenser blower), Rev. NC, dated 1 Jan. 1992, or later approved revision.

This CHST validates in Brazil the STC # SH3509SW, issued by FAA (USA).

**LIMITAÇÕES E CONDIÇÕES:**  
(Limitations and Conditions:)

See continuation sheet for applicable data.

**DATAS:**  
(Dates of:)

**Do Requerimento: 28 Aug. 2006**  
(Application:)

**Da emissão: 13 Dec. 2006**  
(Issue:)

**Da reemissão:**  
(Reissue:)



**CLÁUDIO PASSOS SIMÃO**  
Gerente Geral, Certificação de Produtos Aeronáuticos  
(Manager, Aeronautical Products Certification)



**MILTON ZUANAZZI**  
Diretor-Presidente  
(Director President)



## AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL

Folha de Continuação ao  
(Continuation Sheet to)

### CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO (Supplemental Type Certificate)

**NÚMERO 2006S12-09**  
(Number)

**LIMITAÇÕES E CONDIÇÕES:**  
(Limitations and Conditions:)

- I. The approval of this type design change should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in Type Design, will introduce no adverse effect upon the airworthiness of that aircraft.
- II. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
- III. This installation is approved only for VFR operations.
- IV. Operation must be performed in accordance with the FAA approved Helicopter Flight Manual Supplement (FMS), as applicable:
  - Model AS 350 B1, requires FMS, Rev. A, dated 30 Apr. 1991 or later FAA approved revision;
  - Model AS 350 B2, requires FMS, Rev. NC, dated 30 Apr. 1991 or later FAA approved revision;
  - Model AS 350 B3, requires FMS, Rev. NC, dated 8 Feb. 1999 or later FAA approved revision;
  - Model AS 350 BA, requires FMS, Rev. NC, dated 15 May 1992 or later FAA approved revision;
  - Model EC 130 B4, requires FMS, Rev. NC, dated 6 Feb. 2004 or later FAA approved revision.
- V. For the Instructions for Continued Airworthiness, see the Operators Manual supplied with the Air Conditioning Kits.
- VI. A copy of this Certificate and the Supplement referred on item IV above shall be maintained as part of the permanent records of the modified aircraft.

-----END-----

*Paulo* *[Signature]*



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

## CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO

(Supplemental Type Certificate)

**NÚMERO** 2006S12-10  
(Number)

Este certificado, emitido com base na Lei nº 7565 "Código Brasileiro de Aeronáutica", de 19 de dezembro de 1986,  
(This certificate, issued in the basis of the Law No. 7565 "Código Brasileiro de Aeronáutica", dated 19 December 1986,

é conferido ao (à): Integrated Flight Systems Corp.  
is granted to:)

4607 B. Aircenter Circle  
Reno, Nevada 89502  
USA

por ter a modificação ao projeto de tipo do produto abaixo citado, observadas as limitações e condições  
(for having the change to the type design of the product mentioned below, with the limitations and conditions therefor as)

especificadas, satisfeito aos requisitos de aeronavegabilidade aplicáveis.  
(specified hereon, met the applicable airworthiness requirements.)

**Produto Original - Número do Certificado de Tipo:** 8001 (ANAC).  
(Original Product - Type Certificate No:)

**Fabricante:** Helicópteros do Brasil S/A.  
(Manufacturer:)

**Modelo(s):** HB-350B.  
(Model(s):)

### DESCRIÇÃO DA MODIFICAÇÃO AO PROJETO DE TIPO: (Description of Type Design Change:)

Installation of a Belt-Driven Freon Air Conditioning System in accordance with Integrated Flight Systems Drawing List No. DL-9 (single Condenser blower), Rev. J, dated 5 Dec. 2003, or later approved revision or Drawing List No. DL-9-1 (Dual Condenser blower), Rev. NC, dated 1 Jan. 1992, or later approved revision.

This CHST validates in Brazil the STC # SH3509SW, issued by FAA (USA).

### LIMITAÇÕES E CONDIÇÕES: (Limitations and Conditions:)

See continuation sheet for applicable data.

### DATAS: (Dates of:)

**Do Requerimento:** 28 Aug. 2006  
(Application:)

**Da emissão:** 13 Dec. 2006  
(Issue:)

**Da reemissão:**  
(Reissue:)

**CLÁUDIO PASSOS SIMÃO**  
Gerente Geral, Certificação de Produtos Aeronáuticos  
(Manager, Aeronautical Products Certification)

**MILTON ZUANAZZI**  
Diretor-Presidente  
(Director President)





**AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL**

Folha de Continuação ao  
(Continuation Sheet to)

**CERTIFICADO DE HOMOLOGAÇÃO SUPLEMENTAR DE TIPO**  
(Supplemental Type Certificate)

**NÚMERO 2006S12-10**  
(Number)

**LIMITAÇÕES E CONDIÇÕES:**  
(Limitations and Conditions:)

- I. The approval of this type design change should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in Type Design, will introduce no adverse effect upon the airworthiness of that aircraft.
- II. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
- III. This installation is approved only for VFR operations.
- IV. Operation must be performed in accordance with the FAA approved Helicopter Flight Manual Supplement (FMS), Rev. B, dated 30 Apr. 1991, or later approved revision.
- V. For the Instructions for Continued Airworthiness, see the Operators Manual supplied with the Air Conditioning Kits.
- VI. A copy of this Certificate and the Supplement referred on item IV above shall be maintained as part of the permanent records of the modified aircraft.

-----END-----

*Paulo* *P*



European Aviation Safety Agency

## SUPPLEMENTAL TYPE CERTIFICATE

**EASA.IM.R.S.01243**

This certificate, established in accordance with Regulations (EC) No 1592/2002 and (EC) No 1702/2003 and issued to:

**Integrated Flight Systems Corp.**

4607 B Aircentre Circle

Reno

Nevada 89502

USA

certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable type certification basis and environmental protection requirements when operated within the conditions and limitations specified below:

**Original Product Type Certificate number:** *EASA TCDS EASA.R.008*

**Manufacturer:** *Eurocopter*

**Model:** *AS 350 B, B1, B2, B3, BA, D, EC130B4*

**Original STC Number:** *SH3509SW*

**Description of Design Change:**

Installation of a Belt Driven Freon Air Conditioning System (FAA STC SH3509SW).



## European Aviation Safety Agency

### Associated Technical Documentation:

- DL-9 rev A dated 12 Sept 1985 – Drawing List, Single Condenser Blower
- DL-9-1 rev N/C dated 10 Jan 1992 – Drawing List, Dual Condenser Blowers
- Models AS350B & D, FMS dated 26 June 1985 or later approved revision
- Model AS 350B1, FMS dated 27 October 1988 or later approved revision
- Model AS350B2, FMS dated 30 April 1991 or later approved revision
- Model AS350BA, FMS dated 15 May 1992 or later approved revision
- Model AS350B3, FMS dated 8 February 1999 or later approved revision
- Model EC130B4, RFM-130-00-031HP rev Original dated 6 February 2004 or later approved revision

### Limitations and Conditions:

1. VFR Operations only
2. This STC is approved only for the product configuration as defined in the approved design data referred to in the paragraphs "Description" and "Associated Technical Documentation". Compatibility with other aircraft/engine configurations shall be determined by the installer.

This certificate shall remain valid unless otherwise surrendered or revoked.

For the European Aviation Safety Agency,  
Date of Issue: 26 April 2007

Massimo Mazzoletti  
Certification Manager  
Rotorcraft, Balloons & Airships



DRAWING NUMBER	DRAWING TITLE	# OF PAGES	DRAWING DATE	REVISION	DESCRIPTION	AS 350	EC130B4	SIZE	NEW/RVSD
1-0-AS350	AIR CONDITIONING CONFIGURATION CONTROL	2	09/01/14	C	AS 350	X		B	TO REV. C
1-0-EC130	AIRCONDITIONING CONFIGURATION CONTROL	1	09/01/14	B	EC 130 B4		X	B	TO REV. B
1-00-EC130	CONFIGURATION AND ADD OPTIONS	1	09/01/14	B	EC 130 B4		X	B	TO REV. B
1-1-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	G	CORPORATE VERSION	X		B	TO REV. G
1-2-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	D	EMS-2 VERSION	X		B	TO REV. D
1-3-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	E	ECL TOUR-2 VERSION	X		B	TO REV. E
1-4-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	D	ECL TOUR-1 VERSION	X		B	TO REV. D
1-5-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	D	AFT MOUNTED CONDENSER	X		B	TO REV. D
1-6-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	B	LAW ENFORCEMENT	X		B	TO REV. B
1-7-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	B	ECL TOUR 1	X		B	TO REV. B
1-8-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	B	EMS 1	X		B	TO REV. B
1-1-EC130	AIR CONDITIONING OVERVIEW	1	09/01/14	B	EC130		X	B	TO REV. B
2-00-AS350	ELECTRICAL ROUTING	1	09/01/14	B	AS350	X		B	TO REV. B
2-1-AS350	ELECTRICAL ROUTING	1	09/01/14	F	SINGLE CONDENSER BLOWER	X		B	TO REV. F
2-2-AS350	ELECTRICAL ROUTING	1	09/01/14	D	EMS-2 VERSION	X		B	TO REV. D
2-3-AS350	ELECTRICAL ROUTING	1	09/01/14	D	SINGLE COND/ECL TOUR	X		B	TO REV. D
2-4-AS350	ELECTRICAL ROUTING	1	09/01/14	D	DUAL AFT/ECL TOUR	X		B	TO REV. D
2-5-AS350	ELECTRICAL ROUTING	1	09/01/14	D	DUAL COND. BLOWER/AFT MOUNT	X		B	TO REV. C
2-6-AS350	ELECTRICAL ROUTING	1	09/01/14	C	DUAL COND/SIDE MOUNT	X		B	TO REV. C
2-8-AS350	ELECTRICAL ROUTING	1	09/01/14	C	CORP. TOUR 2, EMS AND LAW ENF.	X		B	TO REV. C
2-9-AS350	ELECTRICAL ROUTING	1	09/01/14	B	EMS/ LAW ENFORCEMENT	X		B	TO REV. B
2-10-AS350	ELECTRICAL ROUTING	1	09/01/14	B	EMS-1	X		B	TO REV. B
2-11-AS350	ELECTRICAL DIAGRAM	1	09/01/14	K	ADDED EMI-RFI FILTERS	X		B	TO REV. K
2-13-AS350	ELECTRICAL DIAGRAM	1	09/01/14	H	ADDED EMI-RFI FILTER	X		B	TO REV. H
2-14-AS350	ELECTRICAL DIAGRAM	1	09/01/14	D	AFT MOUNTED/ECL TOUR	X		B	TO REV. D
2-16-AS350	ELECTRICAL DIAGRAM	1	09/01/14	F	DUAL COND. BLOWER/AFT MOUNT	X		B	TO REV. F
2-19-AS350	ELECTRICAL ROUTING	1	09/01/14	C	ECL TOUR 2	X		B	TO REV. C
2-21-AS350	ELECTRICAL DIAGRAM	1	09/01/14	F	SINGLE COND BLOWER	X		B	TO REV. F
2-23-AS350	ELECTRICAL DIAGRAM	1	09/01/14	E	SINGLE COND/ECL TOUR 1	X		B	TO REV. E
2-24-AS350	ELECTRICAL DIAGRAM	1	09/01/14	D	DUAL AFT/ECL TOUR 1	X		B	TO REV. D
2-25-AS350	ELECTRICAL DIAGRAM	1	09/01/14	E	DUAL COND BLOWER	X		B	TO REV. E
2-29-AS350	ELECTRICAL ROUTING	1	09/01/14	B	ECL TOUR 2	X		B	TO REV. B
2-1-EC130	ELECTRICAL ROUTING	1	09/01/14	B	EC130		X	B	TO REV. B
2-3-EC130	ELECTRICAL DIAGRAM	1	09/01/14	B	EC130		X	B	TO REV. B
3-4-AS350	PLUMBING DIAGRAM	1	09/01/14	C	AFT EVAP/SIDE MOUNT	X		B	TO REV. C
3-5-AS350	PLUMBING DIAGRAM	1	09/01/14	C	ALT AFT EVAP/AFT MOUNT	X		B	TO REV. C
3-14-AS350	PLUMBING ROUTING	1	09/01/14	C	AFT EVAP/SIDE MOUNT	X		B	TO REV. C
3-15-AS350	PLUMBING DIAGRAM	1	09/01/14	C	ALT AFT EVAP/AFT MOUNT	X		B	TO REV. C
3-1-EC130	PLUMBING DIAGRAM	1	09/01/14	B	PLUMBING DIAGRAM		X	B	TO REV. B
3-2-EC130	PLUMBING ROUTING	1	09/01/14	B	PLUMBING DIAGRAM		X	B	TO REV. B
4-3-AS350	AFT EVAP INSTALL	2	09/01/14	D	AFT EVAPORATOR	X		B	TO REV. D
4-13-AS350	AFT EVAP INSTALL	1	09/01/14	C	AFT EVAPORATOR INSTALL	X		B	TO REV. C
4-21-AS350	FWD EVAP INSTALL	1	09/01/14	G	FWD EVAPORATOR INSTALL	X		B	TO REV. G
4-1-EC130	AFT EVAP INSTALL	2	09/01/14	C	AFT EVAPORATOR INSTALL		X	B	TO REV. C
4-2-EC130	AFT EVAP INSTALL	1	09/01/14	B	AFT EVAPORATOR INSTALL		X	B	TO REV. B
4-3-EC130	FWD EVAP INSTALL	2	09/01/14	B	FWD EVAPORATOR INSTALL		X	B	TO REV. B
4-4-EC130	FWD DRAIN HOSE INSTALL	1	09/01/14	A	FWD DRAIN HOSE INSTALL		X	B	TO REV. A
5-1-AS350	AIR DISTRIBUTION	1	09/01/14	E	CORPORATE	X		B	TO REV. E
5-2-AS350	AIR DISTRIBUTION	1	09/01/14	E	EMS 2	X		B	TO REV. E
5-4-AS350	AIR DISTRIBUTION	1	09/01/14	E	ECL TOUR VERSION	X		B	TO REV. E
5-5-AS350	AIR DISTRIBUTION	1	09/01/14	D	ECL TOUR 2	X		B	TO REV. D
5-6-AS350	AIR DISTRIBUTION	1	09/01/14	B	EMS-1	X		B	TO REV. B
5-9-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	E	LAW ENFORCEMENT	X		B	TO REV. E
5-10-AS350	AIR CONDITIONING OVERVIEW	1	09/01/14	F	EMS-1	X		B	TO REV. F
5-11-AS350	AIR DISTRIBUTION	1	09/01/14	E	EMS-2/LAW ENFORCEMENT	X		B	TO REV. E



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5-12-AS350	AIR DISTRIBUTION	1	09/01/14	E	MULTIPLE	X		B	TO REV. E
5-21-AS350	AIR DISTRIBUTION	1	09/01/14	G	EMS/ LAW ENFORCEMENT	X		B	TO REV. G
5-22-AS350	AIR DISTRIBUTION	1	09/01/14	C	ECL TOUR	X		B	TO REV. C
5-24-AS350	AIR DISTRIBUTION	1	09/01/14	B	LAW ENFORCEMENT	X		B	TO REV. B
5-25-AS350	AIR DISTRIBUTION	1	09/01/14	B	ECL TOUR 1	X		B	TO REV. B
5-26-AS350	AIR DISTRIBUTION	1	09/01/14	A	AEC BASIC CONFIGURATION	X		B	TO REV. A
5-1-EC130	AIR DISTRIBUTION	1	09/01/14	C	EC130		X	B	TO REV. C
5-2-EC130	AIR DISTRIBUTION	1	09/01/14	B	EC130		X	B	TO REV. B
5-3-EC130	AIR DISTRIBUTION	1	09/01/14	C	EC130		X	B	TO REV. C
5-4-EC130	A/C INSTURMENTATION CONFIGURATIONS	1	09/01/14	B	EC 130 B4		X	B	TO REV. B
6-2-AS350	COMPRESSOR INSTALL	1	09/01/14	F	HP COMPRESSOR	X		B	TO REV. F
6-3-AS350	COMPRESSOR INSTALL	1	09/01/14	D	HP COMPRESSOR NEWER B3,B4	X		B	TO REV. D
6-12-AS350	COMPRESSOR INSTALL	1	09/01/14	E	HP COMPRESSOR	X		B	TO REV. E
6-13-AS350	COMPRESSOR INSTALL	1	09/01/14	C	HP COMPRESSOR NEWER B3,B4	X	X	B	TO REV. C
6-21-AS350	COMPRESSOR INSTALL	1	09/01/14	E	BRACKET INSTALLATION	X		B	TO REV. E
6-22-AS350	COMPRESSOR INSTALL	1	09/01/14	C	HP COMPRESSOR NEWER B3,B4	X	X	B	TO REV. C
6-1-EC130	COMPRESSOR INSTALLATION	1	09/01/14	C	COMPRESSOR INSTALLATION		X	B	TO REV. C
6-2-EC130	COMPRESSOR INSTALLATION	1	09/01/14	B	COMPRESSOR INSTALLATION		X	B	TO REV. B
6-3-EC130	COMPRESSOR INSTALLATION	1	09/01/14	B	COMPRESSOR INSTALLATION		X	B	TO REV. B
6-5-EC130	BELT TENSION	1	09/01/14	B	EC 130 B4		X	B	TO REV. B
7-2-AS350	CONDENSER INSTALL	2	09/01/14	H	ADDED BLOWERS	X		B	TO REV. H
7-11-AS350	CONDENSER INSTALL	1	09/01/14	D	RIGHT SIDE BAGGAGE	X		B	TO REV. D
7-22-AS350	CONDENSER INSTALL	1	09/01/14	D	AFT CONDENSER INSTALL	X		B	TO REV. D
7-23-AS350	LH AIR EXIT DOUBLER INSTALL	1	09/01/14	E	AFT MOUNTED CONDENSER	X		B	TO REV. E
7-24-AS350	RH AIR EXIT DOUBLER INSTALL	1	09/01/14	E	AFT MOUNTED CONDENSER	X		B	TO REV. E
7-25-AS350	INSTALL AIR INLET DOUBLER LH	1	09/01/14	D	AFT MOUNTED CONDENSER	X		B	TO REV. D
7-26-AS350	INSTALL AIR INLET DOUBLER RH	1	09/01/14	D	AFT MOUNTED CONDENSER	X		B	TO REV. D
7-28-AS350	R.H. AIR EXIT DOUBLER INSTALL	1	09/01/14	A	AFT MOUNTED CONDENSER	X		B	TO REV. A
7-29-AS350	L.H. AIR EXIT DOUBLER INSTALL	1	09/01/14	A	AFT MOUNTED CONDENSER	X		B	TO REV. A
7-1-EC130	AFT CONDENSER INSTALLATION	1	09/01/14	B	AFT CONDENSER INSTALL		X	B	TO REV. B
7-2-EC130	AFT CONDENSER EXHAUST INSTALLATION	1	09/01/14	B	AFT CONDENSER INSTALL		X	B	TO REV. B
7-3-EC130	INSTALLATION AIR INLET DOUBLER	1	09/01/14	B	AIR INLET DOUBLER		X	B	TO REV. B
8-2-AS350	BAGGAGE COMPARTMENT MOD.	1 OF 2	09/01/14	F	AIR INTAKE	X		B	TO REV. F
8-2-AS350	BAGGAGE COMPARTMENT MOD.	2 OF 2	09/01/14	E	AIR INTAKE	X		B	TO REV. E
8-11-AS350	BAGGAGE COMPARTMENT MOD.	1	09/01/14	E	EMS/ LAW ENFORCEMENT	X		B	TO REV. E
8-1-EC130	ELECTRIC BOX SHELF	1	09/01/14	C	EC130		X	B	TO REV. C
8-2-EC130	ELECT. BOX VERTICAL INSTALLATION	1	09/01/14	B	AS 350, EC 130 B4	X	X	B	TO REV. B
<b>MANUFACTURE DRAWINGS</b>									
020011-"O"	CONDENSOR COIL	1	09/01/14	D			X	B	TO REV. D
020024-"O"-1	CONDENSOR COIL	1	09/01/14	E		X		B	TO REV. E
020027-"O"-4	EVAPORATOR COIL	1	09/01/14	E		X	X	B	TO REV. E
020031-"O"-1	EVAPORATOR COIL	1	09/01/14	C		X	X	B	TO REV. C
020044-"O"	CONDENSOR COIL	1	09/01/14	C		X		B	TO REV. C
030011	LOUVER (MOD)	1	09/01/14	B		X		B	TO REV. B
030021-1	PLASTIC WEMAC, BLACK	1	09/01/14	B		X		B	TO REV. B
030021-2	WEMAC MODIFIED	1	09/01/14	C		X		B	TO REV. C
040001-1	BLOWER HOUSING	1	09/01/14	D		X		B	TO REV. D
040002-1	MOTOR COVER PLATE	1	09/01/14	D		X		B	TO REV. D
040002-4	BLOWER COVER MODIFICATION	1	09/01/14	C		X		B	TO REV. C
040003	VENTURI RING	1	09/01/14	D		X		B	TO REV. D
040003-1	VENTURI RING	1	09/01/14	D		X		B	TO REV. D
050007-1	SWITCH BUTTON "A/C-OFF-FAN"	1	09/01/14	C		X	X	B	TO REV. C
050007-3	SWITCH BUTTON	1	09/01/14	C		X	X	B	TO REV. C





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050007-4	SWITCH BUTTON	1	09/01/14	C		X	X	B	TO REV. C
050052-1	BLOWER MOTOR MODIFIED, RH	1	09/01/14	C		X		B	TO REV. C
050084-6	7" VANE AXIAL BLOWER ASSEMBLY	3	09/01/14	E		X	X	B	TO REV. E
050143	5" VANE AXIAL BLOWER ASSEMBLY	1	09/01/14	C		X	X	B	TO REV. C
050145	MOTOR 28 VDC	1	09/01/14	B		X	X	B	TO REV. B
070069	STANDOFF	1	09/01/14	B		X	X	B	TO REV. B
080007	EVAPORATOR COVER SCREEN	1	09/01/14	C			X	B	TO REV. C
080008	FRESH AIR SCREEN	1	09/01/14	A			X	B	TO REV. A
080010	AFT RETURN AIR SCREEN	1	09/01/14	D			X	B	TO REV. D
080011	CONDENSER EXHAUST SCREEN	1	09/01/14	B			X	B	TO REV. B
080012	CONDENSER COVER SCREEN	1	09/01/14	B			X	B	TO REV. B
080020	SCREEN, CONDENSER INLET	1	09/01/14	D		X		B	TO REV. D
080021	SCREEN, CONDENSER EXHAUST	1	09/01/14	E		X		B	TO REV. E
080022	RETURN AIR SCREEN	1	09/01/14	E		X		B	TO REV. E
080022-1	RETURN AIR SCREEN	1	09/01/14	E		X		B	TO REV. E
080024	RETURN AIR SCREEN FWD. EVAP	1	09/01/14	E		X		B	TO REV. E
080035	SCREEN, CONDENSER INLET	1	09/01/14	D		X		B	TO REV. D
080039	AIR OUTLET SCREEN	1	09/01/14	D		X		B	TO REV. D
080040	AIR INLET SCREEN	1	09/01/14	E		X		B	TO REV. E
100137-"O"	#6 X 3/8" TEE FITTING	1	09/01/14	D		X	X	B	TO REV. D
110008	AFT RETURN AIR SCREEN DOUBLER	1	09/01/14	A			X	B	TO REV. A
110009	SERVO COVER (FRESH AIR)	1	09/01/14	B			X	B	TO REV. B
110010	CONDENSER COVER	1	09/01/14	A			X	B	TO REV. A
110011	INNER EXHAUST RING CONDENSER	1	09/01/14	B			X	B	TO REV. B
110012	OUTER EXHAUST RING CONDENSER	1	09/01/14	B			X	B	TO REV. B
110013	NIPPLE (FRESH AIR)	1	09/01/14	A			X	B	TO REV. A
110015	RETURN AIR DUCT	1	09/01/14	C			X	B	TO REV. C
110016	AIR OUTLET ADAPTER LOWER	1	09/01/14	A			X	B	TO REV. A
110017	AIR OUTLET ADAPTER UPPER	1	09/01/14	A			X	B	TO REV. A
110018	INNER CLOSEOUT SKIRT	1	09/01/14	A			X	B	TO REV. A
110019	OUTER CLOSEOUT SKIRT	1	09/01/14	A			X	B	TO REV. A
120019	PLACARD, SWITCH	2	09/01/14	F		X		B	TO REV. F
120019-1	PLACARD AFT CABIN	1	09/01/14	F		X		B	TO REV. F
120020	PLACARD DUAL ROCKER SWITCH	1	09/01/14	B		X		B	TO REV. B
120021	PLACARD	1	09/01/14	E		X		B	TO REV. E
120024	PLACARD, AC MASTER	1	09/01/14	F		X		B	TO REV. F
120025	CIRCUIT BREAKER PLACARD	1	09/01/14	C		X		B	TO REV. C
120085-1	A/C MASTER PLACARD	1	09/01/14	A		X		B	TO REV. A
120087	BATTERY COVER DECAL	1	09/01/14	C		X		B	TO REV. C
120104	AIR DUCT CLOSURE DECAL	1	09/01/14	C		X		B	TO REV. C
120105	SWITCH PLACARD	1	09/01/14	C		X		B	TO REV. C
120105-1	SWITCH PLACARD	1	09/01/14	B		X	X	B	TO REV. B
120106	PLACARD, CIRCUIT BREAKER	1	09/01/14	C		X	X	B	TO REV. C
120106-1	PLACARD, CIRCUIT BREAKER	1	09/01/14	A			X	B	TO REV. A
120107	PLACARD, CIRCUIT BREAKER	1	09/01/14	E		X		B	TO REV. E
120117	REFRIGERANT LABEL	1	09/01/14	C		X	X	B	TO REV. C
120152	A/C MASTER PLACARD	1	09/01/14	A			X	B	TO REV. A
120214	FREON SERVICING STICKER	1	09/01/14	A		X	X	B	TO REV. A
250022	FWD. LOUVER HOUSING R.H. OUTER	1	09/01/14	E		X		B	TO REV. E
250022-1	FWD. LOUVER HOUSING R.H. INNER	1	09/01/14	E		X		B	TO REV. E
250022-2	FWD. LOUVER HOUSING R.H. INNER	1	09/01/14	D		X		B	TO REV. D
250036	FWD. LOUVER HOUSING L.H. OUTER	1	09/01/14	D		X		B	TO REV. D
250037	FWD. LOUVER HOUSING L.H. INNER	1	09/01/14	D		X		B	TO REV. D
250148	SPACER, AIR DUCT CLOSURE CHANNEL	1	09/01/14	D		X		B	TO REV. D
250148-1	SPACER AIR DUCT CLOSURE CHANNEL	1	09/01/14	D		X		B	TO REV. D



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250149	RETURN AIR DUCT	1	09/01/14	E		X		B	TO REV. E
250157	FWD. EVAPORATOR WYE INNER	1	09/01/14	E		X		B	TO REV. E
250158	FWD. EVAPORATOR WYE OUTER	1	09/01/14	D		X		B	TO REV. D
250160	AFT EVAPORATOR FAN ELBOW, INNER	1	09/01/14	B		X		B	TO REV. B
250161	AFT EVAPORATOR FAN ELBOW, OUTER	1	09/01/14	B		X		B	TO REV. B
250164	ELECTRICAL BOX COVER	1	09/01/14	G		X	X	B	TO REV. G
250165	AFT EVAP. HOUSING	1	09/01/14	C		X		B	TO REV. C
250165-1	AFT EVAP. HOUSING	1	09/01/14	C		X	X	B	TO REV. C
250166	RETURN AIR CONNECTOR	1	09/01/14	G		X		B	TO REV. G
250168	MOTOR SHROUD	1	09/01/14	F		X		B	TO REV. F
250168-1	MOTOR SHROUD	1	09/01/14	E		X		B	TO REV. E
250174	FWD. EVAP. ENCLOSURE	1	09/01/14	F		X		B	TO REV. F
250175	AFT EVAP HOUSING DRAIN	1	09/01/14	G		X	X	B	TO REV. G
250176-1	FWD. EVAP. FWD. ENCLOSURE	1	09/01/14	E		X		B	TO REV. E
250176-2	FEW. EVAP. REMOVABLE COVER	1	09/01/14	C		X		B	TO REV. C
250188	CONDENSER COVER, FORWARD	1	09/01/14	C		X		B	TO REV. C
250188-1	CONDENSER HOUSING CLOSEOUT	1	09/01/14	A		X		B	TO REV. A
250239-1	SCREEN RETAINER COND. EXHAUST	1	09/01/14	B		X		B	TO REV. B
250239-2	SCREEN RETAINER COND. EXHAUST	1	09/01/14	C		X		B	TO REV. C
250254	AIR TUBE	1	09/01/14	C		X		B	TO REV. C
250254-1	AIR TUBE	1	09/01/14	C		X		B	TO REV. C
250269	COND. HOUSING	1	09/01/14	E		X		B	TO REV. E
250272	AFT EVAP. ELBOW / INNER	1	09/01/14	E		X		B	TO REV. E
250273	AFT EVAP. ELBOW / OUTER	1	09/01/14	E		X		B	TO REV. E
250292	CONDENSER AIR INTAKE	1	09/01/14	C		X		B	TO REV. C
250299	VENT ADAPTER	1	09/01/14	E		X		B	TO REV. E
250301	AFT BAGGAGE CLOSEOUT PANEL	1	09/01/14	B		X		B	TO REV. B
250311	EVAP. MOTOR SHIM PLATE	1	09/01/14	B		X		B	TO REV. B
250314	INNER COVER	1	09/01/14	B		X		B	TO REV. B
250316-1	AIR OUTLET HOUSING, R.H.	1	09/01/14	C		X		B	TO REV. C
250319-1	AIR TUBE	1	09/01/14	C		X	X	B	TO REV. C
250324	AIR EXIT COLLAR	1	09/01/14	B		X		B	TO REV. B
250355	AFT EVAP HOUSING	1	09/01/14	E			X	B	TO REV. E
250370	FILLER	1	09/01/14	D		X	X	B	TO REV. D
250393	FWD EVAPORATOR ENCLOSURE	1	09/01/14	A			X	B	TO REV. A
250394	REMOVABLE COVER	1	09/01/14	A			X	B	TO REV. A
250402	AFT TRANSITION ELBOW	1	09/01/14	F		X		B	TO REV. F
250408	RIGHT HAND AIR TUBE	1	09/01/14	C		X		B	TO REV. C
250409	LEFT HAND AIR TUBE	1	09/01/14	B		X		B	TO REV. B
250431	AIR TUBE	1	09/01/14	B		X		B	TO REV. B
250440	AIR DISTRIBUTION MANIFOLD NOZZLE FWD	1	09/01/14	B			X	B	TO REV. B
250441	AIR DISTRIBUTION MANIFOLD LOWER	1	09/01/14	A			X	B	TO REV. A
250442	AIR DISTRIBUTION MANIFOLD UPPER	1	09/01/14	A			X	B	TO REV. A
250443	AIR DISTRIBUTION MANIFOLD NOZZLE, REAR	1	09/01/14	B			X	B	TO REV. B
250444	CONDENSER EXHAUST TUBE	1	09/01/14	A			X	B	TO REV. A
250445	AIR OUTLET LEFT SIDE	1	09/01/14	B			X	B	TO REV. B
250446	AIR OULET RIGHT SIDE	1	09/01/14	B			X	B	TO REV. B
250447	AIR OUTLET LEFT SIDE	1	09/01/14	A			X	B	TO REV. A
250448	AIR OUTLET MOUNT RIGHT SIDE	1	09/01/14	A			X	B	TO REV. A
250449	FWD EVAPORATOR HOUSING ASSY	1	09/01/14	B			X	B	TO REV. B
250450	EVAP COVER ASSEMBLY ENCLOSURE	1	09/01/14	A			X	B	TO REV. A
250458	AIR DISTRIBUTION BAFFLE	1	09/01/14	A			X	B	TO REV. A
260002	COND. MTG. ANGLE	1	09/01/14	D		X		B	TO REV. D
260004	COND. MTG. SUPPORT FWD	1	09/01/14	D		X		B	TO REV. D
260005	COND. MTG. SUPPORT SPACER	1	09/01/14	D		X		B	TO REV. D



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260006	COND. MTG. SUPPORT SPACER	1	09/01/14	D		X		B	TO REV. D
260007	COND. MOUNTING SUPPORT AFT	1	09/01/14	F		X		B	TO REV. F
260008	COND. MTG. SUPPORT SPACER	1	09/01/14	D		X		B	TO REV. D
260009	COND. MTG. SUPPORT SPACER	1	09/01/14	E		X		B	TO REV. E
260020	FAN CHANNEL BASE ANGLE	1	09/01/14	D		X		B	TO REV. D
260123-2	MOUNT RECEIVER / DRIER	2	09/01/14	C		X	X	B	TO REV. C
260148	CONDENSER FAN MOUNT	1	09/01/14	D		X		B	TO REV. D
260148-3	CONDENSER FAN MOUNT	1	09/01/14	C		X		B	TO REV. C
260216	AIR DUCT CLOSURE CHANNEL	1	09/01/14	F		X		B	TO REV. F
260234	AIR DUCT CLOSURE INSERT	1	09/01/14	E		X		B	TO REV. E
260321	CONDENSER FAN MOUNT RING	1	09/01/14	E		X		B	TO REV. E
260322	DOUBLER, RETURN AIR	1	09/01/14	C		X		B	TO REV. C
260322-1	DOUBLER, RETURN AIR	1	09/01/14	D		X		B	TO REV. D
260322-2	ANGLE	1	09/01/14	D		X		B	TO REV. D
260325	AFT. EVAP. CLOSEOUT, FWD.	1	09/01/14	E		X	X	B	TO REV. E
260325-1	AFT. EVAP. CLOSEOUT, FWD.	1	09/01/14	A		X	X	B	TO REV. A
260326	EVAP. CLOSEOUT, AFT.	1	09/01/14	E		X	X	B	TO REV. E
260327	AFT EVAP. CLOSEOUT INBOARD	1	09/01/14	E		X	X	B	TO REV. E
260327-1	AFT EVAP. CLOSEOUT OUTBOARD	1	09/01/14	E		X	X	B	TO REV. E
260328-1	AFT EVAP. FAN DOUBLER	1	09/01/14	D		X		B	TO REV. D
260333	BATTERY COMP. SHELF	1	09/01/14	F		X		B	TO REV. F
260335	BATTERY COMPARTMENT SHELF ANGLE FWD	1	09/01/14	E		X		B	TO REV. E
260339	ANGLE BATTERY COVER	1	09/01/14	D		X		B	TO REV. D
260343	ELECTRICAL BOX BODY	1	09/01/14	D		X		B	TO REV. D
260343-1	ELECTRICAL BOX BODY	1	09/01/14	D		X	X	B	TO REV. D
260344	ELECTRICAL BOX SHIM	1	09/01/14	D		X	X	B	TO REV. D
260344-1	ELEC. BOX ANGLE	1	09/01/14	D		X	X	B	TO REV. D
260350	UPPER CLOSEOUT, AFT EVAPORATOR	1	09/01/14	E		X	X	B	TO REV. E
260351	AFT SWITCH BACKING PLATE	1	09/01/14	E		X		B	TO REV. E
260354	ANGLE, RETURN AIR CONNECTOR	1	09/01/14	E		X		B	TO REV. E
260369	HOSE DOUBLER, BAG COMP.	1	09/01/14	G		X		B	TO REV. G
260372	FWD. EVAP. ANGLE	1	09/01/14	D		X		B	TO REV. D
260373	DOUBLER	1	09/01/14	D		X		B	TO REV. D
260373-1	DOUBLER	1	09/01/14	F		X	X	B	TO REV. F
260486-1	FWD EVAP SUPPORT VERTICAL	1	09/01/14	C			X	B	TO REV. C
260862	FILLER	1	09/01/14	C		X		B	TO REV. C
260863	FWD. EVAP. MOUNT	1	09/01/14	D		X		B	TO REV. D
260863-1	FWD. EVAP. MOUNT	1	09/01/14	B		X		B	TO REV. B
260915	RING	1	09/01/14	C			X	B	TO REV. C
260947	TURNING VANE	1	09/01/14	C		X		B	TO REV. C
260951	ANGLE	1	09/01/14	C		X		B	TO REV. C
260951-1	ANGLE	1	09/01/14	C		X		B	TO REV. C
260952	CLIP	1	09/01/14	C		X		B	TO REV. C
260953	CLIP	1	09/01/14	C		X		B	TO REV. C
261006	ANGLE	1	09/01/14	C		X		B	TO REV. C
261006-1	ANGLE R.H. LOWER WEMAC MOUNT	1	09/01/14	B		X		B	TO REV. B
261006-2	ANGLE	1	09/01/14	B		X		B	TO REV. B
261006-3	ANGLE	1	09/01/14	A		X		B	TO REV. A
261007	BUSHING, SD-507	1	09/01/14	D		X	X	B	TO REV. D
261008	BUSHING, SD-507	1	09/01/14	D		X	X	B	TO REV. D
261012	STRINGER, OUTBOARD	1	09/01/14	B		X		B	TO REV. B
261013	L/H AIR INLET DOUBLER	1	09/01/14	C		X		B	TO REV. C
261013-2	R/H AIR INLET DOUBLER	1	09/01/14	A		X		B	TO REV. A
261014	STRAP	1	09/01/14	B		X		B	TO REV. B
261071	CLOSEOUT PANEL	1	09/01/14	D		X	X	B	TO REV. D



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261072	CLOSEOUT PANEL DOUBLER	1	09/01/14	D		X	X	B	TO REV. D
261074	PLATE, BACK	1	09/01/14	C		X		B	TO REV. C
261075	CLOSEOUT, TOP/BOTTOM	1	09/01/14	B		X		B	TO REV. B
261076	FILLER	1	09/01/14	C		X		B	TO REV. C
261077	ANGLE CLOSEOUT	1	09/01/14	C		X		B	TO REV. C
261078	CLOSEOUT, SIDE	1	09/01/14	B		X		B	TO REV. B
261079	MOTOR MOUNT	1	09/01/14	D		X		B	TO REV. D
261080	CHANNEL, SUPPORT, FORWARD	1	09/01/14	B		X		B	TO REV. B
261081	CHANNEL, SUPPORT, AFT	1	09/01/14	B		X		B	TO REV. B
261082	ANGLE	1	09/01/14	B		X		B	TO REV. B
261083	BAFFLE	1	09/01/14	B		X		B	TO REV. B
261086-1	SWITCH PLATE	1	09/01/14	B		X	X	B	TO REV. B
261086-2	SWITCH PLATE	1	09/01/14	D		X		B	TO REV. D
261087	ANGLE	1	09/01/14	B		X		B	TO REV. B
261089-1	WEMAC MOUNT	1	09/01/14	C		X		B	TO REV. C
261094	FILLER STRIP UPPER	1	09/01/14	B		X		B	TO REV. B
261095	FILLER STRIP LOWER	1	09/01/14	B		X		B	TO REV. B
261096	ANGLE UPPER RH	1	09/01/14	C		X		B	TO REV. C
261097	ANGLE UPPER LH	1	09/01/14	C		X		B	TO REV. C
261098	ANGLE LOWER RH	1	09/01/14	C		X		B	TO REV. C
261099	ANGLE LOWER LH	1	09/01/14	C		X		B	TO REV. C
261100	RH AIR EXIT DOUBLER	1	09/01/14	C		X		B	TO REV. C
261100-1	RH AIR EXIT DOUBLER	2	09/01/14	A		X		B	TO REV. A
261101	LH AIR EXIT DOUBLER	1	09/01/14	C		X		B	TO REV. C
261101-1	LH AIR EXIT DOUBLER	2	09/01/14	A		X		B	TO REV. A
261107	RELAY STRAP	1	09/01/14	C		X	X	B	TO REV. C
261107-2	RELAY STRAP	1	09/01/14	A			X	B	TO REV. A
261176	FAN BLADE HUB	1	09/01/14	C		X	X	B	TO REV. C
261299	TRANSITION ELBOW STRAP	1	09/01/14	C		X		B	TO REV. C
261333HP	VENT HOUSING	2	09/01/14	NC		X			TO REV. NC
261335HP	VENT MOUNT	1	09/01/14	NC		X			TO REV. NC
261336HP	BACK PLATE	1	09/01/14	NC		X			TO REV. NC
261346HP	MOUNTING PLATE	1	09/01/14	NC		X			TO REV. NC
261347HP	RELAY BRACKET	1	09/01/14	NC		X			TO REV. NC
261348HP	DZUS RAIL, SWITCH ASSEMBLY	1	09/01/14	NC		X			TO REV. NC
261351	CLIP (FRESH AIR DOOR)	1	09/01/14	B			X	B	TO REV. B
261352	HINGE DOOR	1	09/01/14	C			X	B	TO REV. C
261353	SERVO MOUNT	1	09/01/14	B			X	B	TO REV. B
261354	DOOR	1	09/01/14	B			X	B	TO REV. B
261355	FWD EVAP SUPPORT LOWER	1	09/01/14	A			X	B	TO REV. A
261356	FWD EVAP SUPPORT UPPER	1	09/01/14	A			X	B	TO REV. A
261357	FWD EVAP MOUNT SHIM	1	09/01/14	B			X	B	TO REV. B
261358	NUT PLATE STRIP FORWARD EVAPORATOR	1	09/01/14	A			X	B	TO REV. A
261359	DOOR HANDLE	1	09/01/14	B			X	B	TO REV. B
261360	FWD BRACE CONDENSER	1	09/01/14	A			X	B	TO REV. A
261361	AFT BRACE CONDENSER	1	09/01/14	B			X	B	TO REV. B
261362	MOUNT PLATE	1	09/01/14	A			X	B	TO REV. A
261363	FWD EVAP MOUNT PLATE	1	09/01/14	A			X	B	TO REV. A
261364	CONDENSER MOUNT LEFT & RIGHT	1	09/01/14	A			X	B	TO REV. A
261365	SERVO MOUNT PLATE	1	09/01/14	B			X	B	TO REV. B
261366	CONDENSER BODY	1	09/01/14	A			X	B	TO REV. A
261367	CONDENSER ANGLE LEFT	1	09/01/14	B			X	B	TO REV. B
261367-1	CONDENSER ANGLE RIGHT	1	09/01/14	A			X	B	TO REV. A
261368	AFT MANIFOLD BRACKET	1	09/01/14	B			X	B	TO REV. B
261369	AIR VALVE BODY	1	09/01/14	B			X	B	TO REV. B



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261370	R.H. FAN DOUBLER	1	09/01/14	B			X	B	TO REV. B
261371	R.H. FAN DOUBLER SHIM	1	09/01/14	B			X	B	TO REV. B
261374	AFT MANIFOLD BRACKET BASE	1	09/01/14	A			X	B	TO REV. A
261375	ELECTRICAL BOX SHELF	1	09/01/14	B			X	B	TO REV. B
261377	AC MASTER PLATE	1	09/01/14	A			X	B	TO REV. A
261511	L.H. STRAP	1	09/01/14	A		X		B	TO REV. A
261512	R.H. STRAP	1	09/01/14	A		X		B	TO REV. A
261513	FILLER	1	09/01/14	A		X		B	TO REV. A
261585	RESISTOR MOUNT	1	09/01/14	A		X	X	B	TO REV. A
300066	PULLEY MODIFIED	1	09/01/14	C		X		B	TO REV. C
300066-1	PULLEY MODIFIED	1	09/01/14	A		X		B	TO REV. A
300067	COMPRESSOR STAND OFF	1	09/01/14	F		X		B	TO REV. F
300067-1	COMPRESSOR STAND OFF	1	09/01/14	A		X	X	B	TO REV. A
300068-1	COMPRESSOR MOUNT, ARM	1	09/01/14	C		X		B	TO REV. C
300068-2	ARM, COMPRESSOR MOUNT	1	09/01/14	B		X	X	B	TO REV. B
300068-3	ARM COMPRESSOR MOUNT	1	09/01/14	D		X	X	B	TO REV. D
300069-1	ARM, COMP. MT.	1	09/01/14	C		X	X	B	TO REV. C
300069-2	ARM COMPRESSOR MOUNT	1	09/01/14	D		X	X	B	TO REV. D
300070-1	GUSSET	1	09/01/14	D		X	X	B	TO REV. D
300095	COMPRESSOR PIN	1	09/01/14	D		X	X	B	TO REV. D
300329	SPACER TUBE	1	09/01/14	E		X	X	B	TO REV. E
300355	PULLEY MODIFIED	1	09/01/14	D		X		B	TO REV. D
300355-2	PULLEY MODIFIED	1	09/01/14	D		X		B	TO REV. D
300363	COMPRESSOR HOUSING SUPPORT	1	09/01/14	D		X		B	TO REV. D
300363-1	COMP. HOUSING SUPPORT LOWER	1	09/01/14	A		X	X	B	TO REV. A
300363-2	COMPRESSOR SHIM UPPER	1	09/01/14	A		X	X	B	TO REV. A
300364	COMPRESSOR HOUSING BUSHING	1	09/01/14	C		X	X	B	TO REV. C
300396	5 GROOVE PULLEY	1	09/01/14	B			X	B	TO REV. B
490015	BLOWER HOUSING ASSY	1	09/01/14	C		X		B	TO REV. C
490015-1	BLOWER HOUSING ASSY	1	09/01/14	D		X		B	TO REV. D
490016-1	FWD. BLOWER ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
490017-1	AFT EVAPORATOR FAN	1	09/01/14	F		X		B	TO REV. F
500001	LEFT SIDE AIR OUTLET ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
500002	RIGHT SIDE AIR OUTLET ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
500008-1	LOUVER ASSEMBLY, RH	1	09/01/14	E		X		B	TO REV. E
500010-1	LOUVER HOUSING ASSY. R.H.	1	09/01/14	F		X		B	TO REV. F
500011-1	LOUVER HOUSING ASSY. L.H.	1	09/01/14	F		X		B	TO REV. F
500018	AIR OUTLET ASSY, RH	1	09/01/14	D		X		B	TO REV. D
500018-1	AIR OUTLET ASSY, RH	1	09/01/14	C		X		B	TO REV. C
500018-2	AIR OUTLET ASSY, L/H	1	09/01/14	D		X		B	TO REV. D
500033	INNER COVER ASSEMBLY	1	09/01/14	B		X		B	TO REV. B
510007	AFT. CHANNEL COND. SUPPORT ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
510008	FWD COND. CHANNEL ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
510091	COND. FAN MOUNT RING ASSEMBLY	1	09/01/14	E		X		B	TO REV. E
510091-2	COND. FAN MOUNT RING ASSY	1	09/01/14	C		X	X	B	TO REV. C
510092	AIR DUCT CLOSURE ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
510099	UPPER CLOSEOUT, AFT EVAPORATOR ASSY	1	09/01/14	D		X	X	B	TO REV. D
510200	BOX ASSY	1	09/01/14	D		X		B	TO REV. D
510200-1	BOX ASSY	1	09/01/14	C		X	X	B	TO REV. C
510233	RING ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
510259	AIR OUTLET ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
510259-1	AIR OUTLET ASSEMBLY, LOWER	1	09/01/14	C		X		B	TO REV. C
510259-2	AIR OUTLET ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
510259-3	AIR OUTLET ASSEMBLY	1	09/01/14	A		X		B	TO REV. A
510261	ANGLE RETURN AIR CONECTOR ASSY	1	09/01/14	C		X		B	TO REV. C



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510265	BATTERY COMP. SHELF ANGLE FWD ASSY.	1	09/01/14	C		X		B	TO REV. C
510266	RETURN AIR DOUBLER ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
510283	CLOSEOUT, BOTTOM ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
510284	CLOSEOUT, SIDE ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
510372	CLIP ASSEMBLY (FRESH AIR)	1	09/01/14	A			X	B	TO REV. A
510373	NUT PLATE STRIP ASSY FWD EVAP	1	09/01/14	A			X	B	TO REV. A
510374	SERVO MOUNT SHELF ASSY	1	09/01/14	B			X	B	TO REV. B
510375	SERVO MOUNT FRAME ASSEMBLY	1	09/01/14	A			X	B	TO REV. A
510376	ASSEMBLY (FRESH AIR DOOR)	1	09/01/14	B			X	B	TO REV. B
510377	FRESH AIR ASSY (METAL)	1	09/01/14	B			X	B	TO REV. B
510378HP	OVERLAY ASSEMBLY	1	09/01/14	NC		X			TO REV. NC
510379	FWD EVAP SUPPORT ASSY UPPER	1	09/01/14	A			X	B	TO REV. A
510380	FWD EVAP SUPPORT ASSY LOWER	1	09/01/14	A			X	B	TO REV. A
510381	MOUNT PLATE ASSEMBLY	1	09/01/14	A			X	B	TO REV. A
510384	ELECT BOX MOUNT ASSEMBLY	1	09/01/14	A		X	X	B	TO REV. A
510463	RESISTOR MOUNT ASSEMBLY	1	09/01/14	A		X	X	B	TO REV. A
520001	CONDENSER EXHAUST ASSEMBLY	1	09/01/14	A			X	B	TO REV. A
520002	AIR DISTRIBUTION MANIFOLD ASSY	1	09/01/14	B			X	B	TO REV. B
520003-130	AIR DIST. MANIFOLD ASSY COMP	1	09/01/14	C			X	B	TO REV. C
520004-130	CONDENSER ASSY	1	09/01/14	B			X	B	TO REV. B
520005	MANIFOLD NOZZLE ASSEMBLY	1	09/01/14	D			X	B	TO REV. D
520032-1	CONDENSER EXHAUST ELBOW	1	09/01/14	B		X		B	TO REV. B
520033	EVAPORATOR WYE ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
520033-1	FWD EVAP WYE ASSY	1	09/01/14	C		X		B	TO REV. C
520034	AFT EVAPORATOR FAN ELBOW ASSY.	1	09/01/14	B		X		B	TO REV. B
520036-3	AFT TRANSITION ELBOW ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
520052-1	SCREEN ASSEMBLY COND. EXHAUST	1	09/01/14	C		X		B	TO REV. C
520052-2	SCREEN ASSY- COND. EXHAUST	1	09/01/14	C		X		B	TO REV. C
520061	AFT EVAPORATOR FAN ELBOW ASSY.	1	09/01/14	D		X		B	TO REV. D
520071	CONDENSER AIR INTAKE ASSY	1	09/01/14	B		X		B	TO REV. B
520071-1	CONDENSER AIR INTAKE ASSY	1	09/01/14	B		X		B	TO REV. B
520073	FWD. EVAP. REMOVABLE COVER ASSY.	1	09/01/14	B		X		B	TO REV. B
520120	AIR OUTLET ADAPTER ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
520156HP	AIR VENT ASSEMBLY L.H.	1	09/01/14	NC		X			TO REV. NC
520157HP	AIR VENT ASSEMBLY R.H.	1	09/01/14	NC		X			TO REV. NC
530027-1	SD-505 COMPRESSOR MOUNT ASSY	1	09/01/14	D		X		B	TO REV. D
530027-2	SD-505 COMPRESSOR MOUNT ASSY	1	09/01/14	B		X		B	TO REV. B
530027-3	COMPRESSOR MOUNT ASSY	1	09/01/14	F		X	X	B	TO REV. F
530084	VENTURI RING ASSY.	1	09/01/14	B		X		B	TO REV. B
530100	STRAP, HOUSING MOD ASSY	1	09/01/14	D		X		B	TO REV. D
530100-1	STRAP, HOUSING MOD ASSY	1	09/01/14	B		X	X	B	TO REV. B
540007	FRESH AIR INTAKE ASSEMBLY	2	09/01/14	C			X	B	TO REV. C
540008	FRESH AIR SERVO WIRING DIAGRAM	1	09/01/14	B			X	B	TO REV. B
540008-1	FRESH AIR SERVO CIRCUIT BOARD ASSY/DIAG	1	09/01/14	B			X	B	TO REV. B
540009	ELECTRICAL BOX ASSY	1	09/01/14	D			X	B	TO REV. D
540010	HARNESS ASSEMBLY	1	09/01/14	A			X	B	TO REV. A
540011	SWITCH ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
540012	PANEL MOUNT SWITCH ASSEMBLY	1	09/01/14	A			X	B	TO REV. A
540020	RESISTOR ASSEMBLY	1	09/01/14	A		X	X	B	TO REV. A
540028-C	ELECTRICAL BOX ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
540028-"C"-1	ELECTRICAL BOX ASSEMBLY	1	09/01/14	B		X		B	TO REV. B
540028-"C"-1-A	ELECTRICAL BOX ASSEMBLY	1	09/01/14	E		X		B	TO REV. E
540028-"C"-2	ELECTRICAL BOX ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
540028-"C"-2-A	ELECTRICAL BOX ASSEMBLY	2	09/01/14	E		X		B	TO REV. E
540044	HARNESS ASSEMBLY	1	09/01/14	C		X		B	TO REV. C



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540044-2	HARNESS ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
540044-3	HARNESS ASSEMBLY	1	09/01/14	G		X		B	TO REV. G
540044-4	HARNESS ASSEMBLY	1	09/01/14	F		X		B	TO REV. F
540044-5	HARNESS ASSEMBLY	2	09/01/14	E		X		B	TO REV. E
540044-6	HARNESS ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
540044-7	HARNESS ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
540044-8	INSTRUMENT PANEL SWITCH	1	09/01/14	C		X		B	TO REV. C
540044-9	5 AMP CIRCUIT BREAKER ASSY	1	09/01/14	B		X		B	TO REV. B
540045-1	HARNESS ASSEMBLY	1	09/01/14	C		X	X	B	TO REV. C
540056	ELECT. BOX VERTICAL MOUNTING ASSY	1	09/01/14	A		X	X	B	TO REV. A
540089	AFT EVAPORATOR SWITCH ASSY	1	09/01/14	D		X		B	TO REV. D
550002-"O"	COND. COIL ASSY	1	09/01/14	E		X		B	TO REV. E
550002-"O"-1	COND. COIL ASSY	1	09/01/14	C		X		B	TO REV. C
550003-"O"	AFT CONDENSER ASSY	3	09/01/14	B			X	B	TO REV. B
550004-"O"	CONDENSER COIL ASSY	1	09/01/14	A			X	B	TO REV. A
550007-1	COND. ASSEMBLY	1	09/01/14	E		X		B	TO REV. E
550022	COND. ASSEMBLY	1	09/01/14	G		X		B	TO REV. G
560004	FORWARD EVAPORATOR ASSEMBLY	2	09/01/14	B			X	B	TO REV. B
560005	FWD EVAPORATOR COIL ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
560006	FWD EVAP COIL HOUSING ASSY	1	09/01/14	B			X	B	TO REV. B
560010-"O"-5	AFT EVAPORATOR ASSEMBLY	1	09/01/14	D		X		B	TO REV. D
560012-"O"-3	AFT EVAPORATOR COIL ASSEMBLY	1	09/01/14	D		X	X	B	TO REV. D
560016-"O"	COIL ASSEMBLY FWD	1	09/01/14	B		X		B	TO REV. B
560016-"O"-1	AFT EVAPORATOR ASSEMBLY	1	09/01/14	C			X	B	TO REV. C
560025-"O"	FWD. EVAP. ASSY.	1	09/01/14	E		X		B	TO REV. E
560052-"O"	COIL ASSY FORWARD	1	09/01/14	D		X		B	TO REV. D
570020-"O"-A	HOSE ASSEMBLY, COND. TO REC/ DRIER	1	09/01/14	C		X		B	TO REV. C
570021-"O"-A	HOSE ASSY. FWD. EVAP. TO AFT EVAP	1	09/01/14	C		X		B	TO REV. C
570022-"O"-A	HOSE ASSY. EVAP. TO EVAP.	1	09/01/14	C		X		B	TO REV. C
570023-"O"-A	HOSE ASSEMBLY, COMP. SUCTION	1	09/01/14	C		X		B	TO REV. C
570024-"O"-A	HOSE ASSY, COMPRESSOR DISCHARGE	1	09/01/14	E		X		B	TO REV. E
570067-"O"-A	HOSE ASSY, COND TO REC/DRIER	1	09/01/14	D		X		B	TO REV. D
570070-"O"-A	HOSE ASSY, COMPRESSOR TO COND	1	09/01/14	D		X	X	B	TO REV. D
570071-"O"-A	HOSE ASSY, FWD EVAP. TO AFT EVAP.	1	09/01/14	B		X		B	TO REV. B
570072-"O"-A	HOSE ASSY, EVAP TO EVAP	1	09/01/14	D		X		B	TO REV. D
570087-"O"-A	HOSE ASS, FWD EVAP. TO AFT EVAP	1	09/01/14	E		X		B	TO REV. E
570103	HIGH PRESSURE HOSE, #6 ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
570104	CONDENSER TO REC DRYER #6 ASSY	1	09/01/14	B			X	B	TO REV. B
570105	RETURN HOSE #10 ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
580000	5" HUB & PROPELLER ASSY	1	09/01/14	C		X		B	TO REV. C
590001-1-"O"	SD-505 COMPRESSOR ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
590008	COMPRESSOR ASSEMBLY	1	09/01/14	C		X		B	TO REV. C
590008-1	COMPRESSOR ASSEMBLY	1	09/01/14	B			X	B	TO REV. B
590010	MOTOR 28 VDC MODIFIED	1	09/01/14	D		X		B	TO REV. D
600002	FRESH AIR ASSMBLY	1	09/01/14	B			X	B	TO REV. B
04-130-21-101	COMPRESSOR MOUNT BRACKET	1	05/18/12	A		X	X	B	TO REV. A
04-130-21-102	COMPRESSOR MOUNT TENSION BOLT	1	04/30/12	NC		X	X	B	TO REV. NC
04-130-21-104	JAM NUT, DRILLED	1	04/30/12	NC		X	X	B	TO REV. NC
04-130-21-105	COMPRESSOR CLAMP	1	04/30/12	NC		X	X	B	TO REV. NC
IFSS 050084-7-2	7" DC BRUSHLESS BLOWER ASSEMBLY	1	09/01/14	D		X	X	B	TO REV. D
IFSS 050084-7-3	7" DC BRUSHLESS BLOWER ASSEMBLY	1	09/01/14	D		X	X	B	TO REV. D
IFSS 261323	3-PIN CONNECTOR W/COLLAR ASSY	1	09/01/14	B		X	X	B	REV. B
IFSS 540126-1	CONTROLLER ASSEMBLY	1	09/01/14	B		X	X	B	REV. B
IFSS 261319	CURVED BASE MOUNT	1	09/01/14	A		X	X	B	REV. A
IFSS 261314-1	CURVED BASE MOUNT ASSY	1	09/01/14	A		X	X	B	REV. A



DRAWING NUMBER	DRAWING TITLE	# OF PAGES	DRAWING DATE	REVISION	DESCRIPTION	AS 350	EC130B4	SIZE	NEW/RVSD
IFSS 040021	7" BLOWER HOUSING, STEEL	1	09/01/14	B		X	X	B	REV. B
IFSS 050193	MOOG DC BRUSHLESS MOTOR	3	09/01/14	A		X	X	B	REV. A
IFSS 040020	7" HOUSING, SINGLE FLANGE WITH BEAD, STEEL	1	09/01/14	B		X	X	B	REV. B
IFSS 040019	7" PROPELLER - MOOG	1	09/01/14	A		X	X	B	REV. A
IFSS 050176-1	7" PROPELLER HUB	1	09/01/14	A		X	X	B	REV. A
IFSS 540131	CONTROLLER	1	09/01/14	A		X	X	B	REV. A
IFSS 510362	MOUNTING PLATE ASSEMBLY	1	09/01/14	A		X	X	B	REV. A
IFSS 261322	FLAT CONTROLLER MOUNTING PLATE	1	09/01/14	A		X	X	B	REV. A
IFSS 110008	CONTROLLER COVER	1	09/01/14	A		X	X	B	REV. A
IFSS 300398	PROP ADAPTER	1	09/01/14	A		X	X	B	REV. A
IFSS 300396	KEY	1	09/01/14	A		X	X	B	REV. A
IFSS 261318	STANDOFF	1	09/01/14	A		X	X	B	REV. A
IFSS 120128	FAA/PMA PLACARD	1	09/01/14	A		X	X	B	REV. A
IFSS 120123	MANUFACTURERS PLACARD	1	09/01/14	A		X	X	B	REV. A
IFSS 120124	MANUFACTURERS PLACARD	1	09/01/14	A		X	X	B	REV. A
<b>PURCHASE PARTS DRAWINGS</b>									
010001-1	COMPRESSOR SD-505	1	09/01/14	C		X		B	TO REV. C
010001-1-O	COMPRESSOR SD-505	1	09/01/14	C		X		B	TO REV. C
010001-2-O	COMPRESSOR SD-505	1	09/01/14	B		X		B	TO REV. B
010001-3-O	COMPRESSOR SD-505	1	09/01/14	C		X		B	TO REV. C
010004	COMPRESSOR SD-507 (SE-507)	1	09/01/14	B		X	X	B	TO REV. B
010004-1	COMPRESSOR ASSY SD-507	1	09/01/14	B		X	X	B	TO REV. B
010004-3	COMPRESSOR	1	09/01/14	A		X		B	TO REV. A
010011	BEARING	1	09/01/14	B		X	X	B	TO REV. B
010012	CLUTCH PLATE SD-505	1	09/01/14	B		X	X	B	TO REV. B
010013	CLUTCH PLATE, SD-505	1	09/01/14	B		X	X	B	TO REV. B
010014	CLUTCH PLATE, SD-507	1	09/01/14	B		X	X	B	TO REV. B
010015	CLUTCH PLATE, SD-507	1	09/01/14	C		X	X	B	TO REV. C
030010	LOUVER	1	09/01/14	B		X		B	TO REV. B
030010-1	LOUVER	1	09/01/14	B		X		B	TO REV. B
030012-1	WEMAC-BLACK	1	09/01/14	B		X	X	B	TO REV. B
030012-3	WEMAC, BLACK WITH ADAPTER	1	09/01/14	A		X		B	TO REV. A
030021	PLASTIC WEMAC, BLACK	1	09/01/14	B		X	X	B	TO REV. B
040001	BLOWER HOUSING	1	09/01/14	C		X		B	TO REV. C
040002	COVER PLATE	1	09/01/14	C		X		B	TO REV. C
040003	VENTURI RING	1	09/01/14	D		X		B	TO REV. D
040004-8	FAN WHEEL CW	1	09/01/14	B		X		B	TO REV. B
040004-9	FAN WHEEL CW	1	09/01/14	B		X		B	TO REV. B
050000	SWITCH W/BUTTON	1	09/01/14	D		X	X	B	TO REV. D
050001	SWITCH W/O BUTTON	1	09/01/14	C		X	X	B	TO REV. C
050002	SWITCH	1	09/01/14	C		X	X	B	TO REV. C
050006	SWITCH W/O BUTTON	1	09/01/14	D		X	X	B	TO REV. D
050006-2	SWITCH W/BUTTON	1	09/01/14	D		X	X	B	TO REV. D
050007	SWITCH BUTTON	1	09/01/14	C		X	X	B	TO REV. C
050008	RELAY 24VDC SPST	1	09/01/14	C		X	X	B	TO REV. C
050019-7	RELAY 24VDC SPST	1	09/01/14	B		X	X	B	TO REV. B
050024-2	RESISTOR 100W 2 OHM	1	09/01/14	F		X	X	B	TO REV. F
050026	TIMER	1	09/01/14	C		X	X	B	TO REV. C
050031	BRUSH	1	09/01/14	B		X	X	B	TO REV. B
050032	BRUSH CAP	1	09/01/14	B		X	X	B	TO REV. B
050033	COIL, 24 VDC	1	09/01/14	B		X	X	B	TO REV. B
050034	COIL, 24 VDC	1	09/01/14	B		X	X	B	TO REV. B





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050035	BRUSH	1	09/01/14	B		X	X	B	TO REV. B
050038	BRUSH	1	09/01/14	B		X	X	B	TO REV. B
050043	BRUSH	1	09/01/14	B		X	X	B	TO REV. B
050044	CIRCUIT BOARD FRESH AIR	3	09/01/14	B			X	B	TO REV. B
050052	MOTOR 24VDC DBL. SHAFT	1	09/01/14	D		X		B	TO REV. D
050068	12V REGULATOR	1	09/01/14	C		X	X	B	TO REV. C
050084	FAN, VANE AXIAL, 24 VDC, 7"	3	09/01/14	B		X	X	B	TO REV. B
050107	SWITCH, LOW PRESSURE	1	09/01/14	E		X	X	B	TO REV. E
050108	PLUG, 4 PIN	1	09/01/14	B		X	X	B	TO REV. B
050109	4 PIN RECPTACLE	1	09/01/14	B		X	X	B	TO REV. B
050110	CABLE CLAMP KIT SHELL SIZE = 11	1	09/01/14	D		X	X	B	TO REV. D
050111	PLUG, 9 PIN	1	09/01/14	C		X		B	TO REV. C
050112	RECEPTACLE, 9 PIN	1	09/01/14	C		X		B	TO REV. C
050113	CABLE CLAMP KIT SHELL SIZE = 13	1	09/01/14	B		X		B	TO REV. B
050114	RECEPTACLE IN LINE	1	09/01/14	C		X		B	TO REV. C
050115	PLUG, CANNON	1	09/01/14	C		X	X	B	TO REV. C
050116	RECEPTACLE SINGLE PIN	1	09/01/14	B		X	X	B	TO REV. B
050117	CABLE CLAMP	1	09/01/14	C		X	X	B	TO REV. C
050118	PLUG	1	09/01/14	C		X	X	B	TO REV. C
050119	RECEPTACLE	1	09/01/14	C		X	X	B	TO REV. C
050131	RESET RELAY	1	09/01/14	C		X	X	B	TO REV. C
050132	SERVO	1	09/01/14	D		X	X	B	TO REV. D
050134	CLEVIS ROD ASSY	1	09/01/14	B		X	X	B	TO REV. B
050137	RESET RELAY	1	09/01/14	B		X	X	B	TO REV. B
050144	BRUSH	1	09/01/14	B		X	X	B	TO REV. B
060005	4 GROOVE BELT	1	09/01/14	C		X	X	B	TO REV. C
060006	5 GROOVE BELT	1	09/01/14	B		X	X	B	TO REV. B
060018	FLAT BELT	1	09/01/14	C		X		B	TO REV. C
060018-1	FLAT BELT	1	09/01/14	A		X		B	TO REV. A
060025	2 1/2" DUCT	1	09/01/14	B		X	X	B	TO REV. B
060036	3" BAND CLAMP	1	09/01/14	B		X	X	B	TO REV. B
060037	1" BAND CLAMP	1	09/01/14	B		X	X	B	TO REV. B
070005	DRAIN TUBING	1	09/01/14	B		X	X	B	TO REV. B
070076	ALUMINUM FOIL TAPE	1	09/01/14	B		X	X	B	TO REV. B
070077	.25 HEATSHRINK	1	09/01/14	B		X	X	B	TO REV. B
070077-1	.125 HEATSHRINK	1	09/01/14	B		X	X	B	TO REV. B
070077-2	.375 HEATSHRINK	1	09/01/14	B		X	X	B	TO REV. B
070077-3	.50 HEATSHRINK	1	09/01/14	B		X	X	B	TO REV. B
070078	FOAM INSULATION TAPE	1	09/01/14	B		X	X	B	TO REV. B
070078-O	PT-1 CORK INSULATION TAPE	1	09/01/14	A		X	X	B	TO REV. A
070087	LINKAGE	1	09/01/14	B		X	X	B	TO REV. B
080005	SCREEN EM-3	1	09/01/14	C		X	X	B	TO REV. C
080006	1/2 X 1/2 .047 SCREEN	1	09/01/14	B		X	X	B	TO REV. B
080048	SCREEN	1	09/01/14	C		X	X	B	TO REV. C
090002	EXPANSION VALVE	1	09/01/14	B		X		B	TO REV. B
090002-"O"	EXPANSION VALVE	1	09/01/14	C		X	X	B	TO REV. C
090002-2	EXPANSION VALVE	1	09/01/14	B		X		B	TO REV. B
090004	HIGH PRESSURE SWITCH	1	09/01/14	D		X	X	B	TO REV. D
090004-1	HIGH PRESSURE SWITCH	1	09/01/14	B		X	X	B	TO REV. B
090016-2	RECIEVER/DRIER	1	09/01/14	C		X		B	TO REV. C
090016-5	RECIEVER / DRIER	1	09/01/14	C		X	X	B	TO REV. C
090018	DRAIN TUBE 3/8" I.D.	1	09/01/14	C		X	X	B	TO REV. C
090018-1	DRAIN TUBE 1/2" I.D.	1	09/01/14	C		X	X	B	TO REV. C
090089	#6 NYLON BARRIER HOSE	1	09/01/14	B		X	X	B	TO REV. B
090090	#8 NYLON BARRIER HOSE	1	09/01/14	B		X	X	B	TO REV. B



DRAWING NUMBER	DRAWING TITLE	# OF PAGES	DRAWING DATE	REVISION	DESCRIPTION	AS 350	EC130B4	SIZE	NEW/RVSD
090091	#10 NYLON BARRIER HOSE	1	09/01/14	B		X	X	B	TO REV. B
090092	6# R134A O-RING	1	09/01/14	C		X	X	B	TO REV. C
090093	8# R134A O-RING	1	09/01/14	C		X	X	B	TO REV. C
090094	10# R134A O-RING	1	09/01/14	C		X	X	B	TO REV. C
100100	DRAIN NIPPLE 3/8"	1	09/01/14	B		X	X	B	TO REV. B
100100-1	DRAIN NIPPLE 1/2"	1	09/01/14	C		X	X	B	TO REV. C
100126-"O"	5/8" X #10 X 90 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100127-"O"	5/8" X #10 X 45 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100128-"O"	5/8" X #10 X STRIGHT FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100129-"O"	1/2" X #8 X 90 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100130-"O"	1/2" X #8 X 45 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100131-"O"	1/2" X #8 X STRAIGHT FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100132-"O"	3/8" X #6 X 90 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100133-"O"	3/8" X #6 X 45 FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100134-"O"	3/8" X #6 STRAIGHT FEMALE O-RING	1	09/01/14	B		X	X	B	TO REV. B
100135	#6 X #6 SPLICE W/R134A SERVICE PORT	1	09/01/14	B		X	X	B	TO REV. B
100136	#10 X #10 X INLINE W/R134A SERVICE PORT	1	09/01/14	B		X	X	B	TO REV. B
100137-"O"	3/8" #6 TEE FITTING	1	09/01/14	D		X	X	B	TO REV. D
100140	5/8" X #10 X 90 FEMALE FLARE	1	09/01/14	B		X		B	TO REV. B
100141	#10 X #10 X #10 TEE SPLICER	1	09/01/14	B		X	X	B	TO REV. B
100143	#6 X #6 X #6 T SPLICER	1	09/01/14	B		X	X	B	TO REV. B
100144	3/8" X #6 SPLICE W.SIGHT GLASS	1	09/01/14	B		X		B	TO REV. B
100147-"O"	1/2" X #6 X STRIAGHT FEMALE O-RING	1	09/01/14	B		X		B	TO REV. B
100148	10 X 10 INLINE W/SCHRADER	1	09/01/14	B		X	X	B	TO REV. B
100149	#6 X #6 SPLICE SCHRADER	1	09/01/14	B		X	X	B	TO REV. B
100162	#10 TEE FITTING	1	09/01/14	C		X		B	TO REV. C
120117	REFRIGERANT LABEL	1	09/01/14	C		X	X	B	TO REV. C
120203	MOTOR AIR FLOW STICKER	1	09/01/14	A		X	X	B	TO REV. A
120204	RSG PRODUCTS INC. ID TAG	1	09/01/14	A		X	X	B	TO REV. A
250371	PROPELLER	1	09/01/14	B		X	X	B	TO REV. B

FLIGHT MANUAL  
SUPPLEMENT  
FOR  
AS350B, C, D AND D1



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**FAA Approved**

**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B, C, D, D1**

**Document Number: 19-350-21-001**

**-031 Dual Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated June 7, 1978, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: \_\_\_\_\_

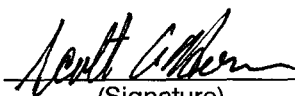
DATE: \_\_\_\_\_

August 18, 2015

Scott A. Horn, Manager  
Fort Worth Aircraft  
Certification Office, ASW-140  
Federal Aviation Administration  
Fort Worth, Texas 76177

**LOG OF REVISIONS**

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		6/26/1985	Denver ACO
A	1-2	Company name was Consolidated Aire Systems, is Av-Aire Corporation	4/30/1991	Denver ACO
B	1-2	Company name was Av-Aire Corporation, is Integrated Flight Systems, Inc.		Denver ACO
C	6-7	Page 6: Section 4: Replaced existing data with performance degradation information.  Page 7: System change. Was: "2 each 15 amp and 2 each 20 amp circuit breakers", Is: "1 each 15 amp and 3 each 20 amp circuit breakers."	7/12/2013	Scott Horn Mgr. ASW170 Fort Worth, TX

D	1-9	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><u>AUG 18 2015</u> (Date)</p>
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NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.

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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.
- The air conditioning system must be turned "OFF" during takeoff, approach, and landing above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.



#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. at all altitudes.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant .

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches, the "MASTER" control selector consists of a toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit. Another toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

### **For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

### **Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser, disengages the compressor and stops operation of the system in the event of excessive Freon pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp and 3 each 20 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FAN", in the air conditioning electrical control panel. The panel is located in the right side baggage compartment above the battery.

MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	2 each @ 13 amps = 26 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>48 amps</b>



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**FAA Approved**

**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B, C, D, D1**

**Document Number: 19-350-21-002**

**-011 Single Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated June 7, 1978, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: \_\_\_\_\_

A handwritten signature in black ink, appearing to read "Scott A. Horn", written over a horizontal line.


DATE: \_\_\_\_\_

A handwritten date "August 18, 2015" in black ink, written over a horizontal line.

Scott A. Horn, Manager  
Fort Worth Aircraft  
Certification Office, ASW-140  
Federal Aviation Administration  
Fort Worth, Texas 76177

### LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-8		6/26/1985	Denver ACO
A	1-2	Company name was Consolidated Aire Systems, is Av-Aire Corporation	4/30/1991	Denver ACO
B	1-2	Company name was Av-Aire Corporation, is Integrated Flight Systems, Inc.		Denver ACO
C	6-8	<p>Page 6: Section 4: Replaced existing data with performance degradation information.</p> <p>Page 7: System change.            Was: "either"            Is: "high pressure"</p> <p>Page 8: Changed component electrical requirement.            Was: "14 amps"            Is: "20 amps"</p> <p>Page 8: Changed total electrical requirement.            Was: "37 amps"            Is: "43 amps"</p>	7/12/2013	Scott Horn Mgr. ASW170 Fort Worth, TX

D	1-10	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><b>AUG 18 2015</b> (Date)</p>
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NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.



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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.
- The air conditioning system must be turned "OFF" during takeoff, approach, and landing above 7000 feet density altitude.
- The air conditioning system must be turned "OFF" to obtain the FAA approved Rotorcraft Flight Manual performance above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. at all altitudes.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches (rocker or toggle depending on configuration selected), the "MASTER" control selector consists of a rocker/toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker/toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit ("MED" speed option is available with rocker switch configuration). Another rocker/toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

### **For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

### **Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the compressor (or under the cabin floor, outboard of the right side keel beam on later kits), disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself.

A low pressure safety switch is located on the compressor (or under the cabin floor, outboard of the right side keel beam). It opens and stops operation of the compressor clutch in the event refrigerant loss occurs. The switch will automatically reset.

Although both safety switches will reset, the occurrence of high pressure fault causes a 1 amp circuit breaker in the "Master A/C Electrical Panel" to trip. The compressor clutch and condenser blower are electrically dis-engaged when this occurs. Maintenance personnel MUST correct the fault once the aircraft is on the ground.

Air circulation is still available, even if a fault occurs.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.



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## MANUFACTURER'S DATA (continued)

### APPENDIX

#### **A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	1 each @ 20 amps = 20 amps
Compressor	1 each @ 3 amps = 3 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>43 amps</b>

FLIGHT MANUAL  
SUPPLEMENT  
FOR  
AS350BA



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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 BA**

**Document Number: 19-350-21-009**

**-031 Dual Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**


This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated March 11, 1992, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: Scott A. Horn DATE: August 18, 2015

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Fort Worth Aircraft  
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# LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-8		5/15/1992	ASW170
A	6-7	<p>Page 6: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 7: System change. Was: "2 each 15 amp and 2 each 20 amp circuit breakers" Is: "1 each 15 amp and 3 each 20 amp circuit breakers"</p>	7/12/2013	<p>Scott Horn Mgr. ASW170 Fort Worth, TX</p>
B	1-9	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 4/5: Added switch names to normal and emergency procedure instructions.</p> <p>Page 6/7: Added instructions based on A/C configuration descriptions.</p> <p>Page 7: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 7: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><b>AUG 18 2015</b> (Date)</p>

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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be “OFF” during engine start.
- Operation of the air conditioning system is if the generator is inoperative.
- “MAG” compass deviation may be excessive with air conditioner, “A/C”, or fan, “FAN”, “ON”. Turn air conditioner “OFF” to read “MAG” compass.
- The air conditioning system must be turned “OFF” during takeoff, approach, and landing above 7000 feet density altitude.
- The air conditioning system must be turned “OFF” to obtain the FAA approved Rotorcraft Flight Manual performance above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner “MASTER” switch to “OFF”.
- In the event of electrical power failure, turn air conditioner “MASTER” switch to “OFF”.

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner “MASTER” switch to “OFF”.

1. Cabin or other fire.
2. Presence of smoke.

#### 4.0 NORMAL PROCEDURES

##### 4.1 GROUND OPERATIONS

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### 4.2 NORMAL PROCEDURES

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs.

Reduce OGE maximum weight by 25 lbs.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches, the "MASTER" control selector consists of a toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit. Another toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

**MANUFACTURER'S DATA (continued)****For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

**Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser or compressor, disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp and 3 each 20 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FAN" in the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.



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MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	2 each @ 13 amps = 26 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>48 amps</b>



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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 BA**

**Document Number: 19-350-21-010**

**-011 Single Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated March 11, 1992, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.


APPROVED: Scott A. Horn DATE: August 18, 2015

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**LOG OF REVISIONS**

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-8		5/15/1992	ASW170
A	6-8	<p>Page 6: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 7: System change. Was: "either" Is: "high pressure"</p> <p>Page 8: Changed component electrical requirement Was: "14 amps" Is: "20 amps"</p> <p>Page 8: Changed total electrical requirement Was: "37 amps" Is: "43 amps"</p>	7/12/2013	Scott Horn Mgr. ASW170 Fort Worth, TX



B	1-9	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><b>AUG 18 2015</b> (Date)</p>
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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

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- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.
- The air conditioning system must be turned "OFF" during takeoff, approach, and landing above 7000 feet density altitude.
- The air conditioning system must be turned "OFF" to obtain the FAA approved Rotorcraft Flight Manual performance above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" – Move "MASTER" switch to "OFF".
- For air circulation without cooling – Move "MASTER" switch to "FAN".
- For high speed air circulation – Move "FWD FAN" switch to "HI".
- For low speed air circulation – Move "FWD FAN" switch to "LOW".
- For medium speed air circulation – Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control – As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch – As desired.
- Air conditioning "FWD FAN" speed control switch – As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch – As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs.

Reduce OGE maximum weight by 25 lbs.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches (rocker or toggle depending on configuration selected), the "MASTER" control selector consists of a rocker/toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker/toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit ("MED" speed option is available with rocker switch configuration). Another rocker/toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

**For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

**Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the compressor (or under the cabin floor, outboard of the right side keel beam on later kits) disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself.

A low pressure safety switch is located on the compressor (or under the cabin floor, outboard of the right side keel beam). It opens and stops operation of the compressor clutch in the event refrigerant loss occurs. The switch will automatically reset.

Although both safety switches will reset, the occurrence of high pressure fault causes a 1 amp circuit breaker in the "Master A/C Electrical Panel" to trip. The compressor clutch and condenser blower are electrically dis-engaged when this occurs. Maintenance personnel MUST correct the fault once the aircraft is on the ground.

Air circulation is still available, even if a fault occurs.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.



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MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	1 each @ 20 amps = 20 amps
Compressor	1 each @ 3 amps = 3 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>43 amps</b>

FLIGHT MANUAL  
SUPPLEMENT  
FOR  
AS350B1





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**FAA Approved**

**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B1**

**Document Number: 19-350-21-003**

**-031 Dual Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated February 13, 1987, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: \_\_\_\_\_

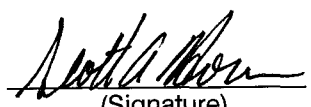
A handwritten signature in black ink, appearing to read "Scott A. Horn", written over a horizontal line.

DATE: \_\_\_\_\_

August 18, 2015

Scott A. Horn, Manager  
Fort Worth Aircraft  
Certification Office, ASW-140  
Federal Aviation Administration  
Fort Worth, Texas 76177

### LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		10/27/1988	Denver ACO
A	1-2	Company name was Av-Aire Corporation, is Integrated Flight Systems, Inc.	4/30/1991	Denver ACO
B	5-6	Page 5: Section 5: Replaced existing data with performance degradation information.  Page 6: System change. Was: "2 each 15 amp and 2 each 20 amp circuit breakers" Is: "1 each 15 amp and 3 each 20 amp circuit breakers"	7/12/2013	ASW170 Fort Worth, TX
C	1-9	Reformatted document to RSG Products Template.  Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."  Page 5/6: Added switch names to normal and emergency procedure instructions.  Page 7/8: Added instructions based on A/C configuration descriptions.  Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."  Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."	11/17/2014	 (Signature)  Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177 <b>AUG 18 2015</b> (Date)

NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.

FAA APPROVED

ISSUE DATE :

**AUG 18 2015**

Page 2 of 8

19-350-21-003  
REVISION C



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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.
- The air conditioning system must be turned "OFF" during takeoff, approach, and landing above 7000 feet density altitude.
- The air conditioning system must be turned "OFF" to obtain the FAA approved Rotorcraft Flight Manual performance above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 3000 ft. altitude.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches, the "MASTER" control selector consists of a toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit. Another toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

**MANUFACTURER'S DATA (continued)****For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

**Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser or compressor, disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp and 3 each 20 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FAN" in the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.



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MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	2 each @ 13 amps = 26 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>48 amps</b>





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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B1**

**Document Number: 19-350-21-004**

**-011 Single Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated February 13, 1987, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.


The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: Scott A. Horn DATE: August 18, 2015

Scott A. Horn, Manager  
Fort Worth Aircraft  
Certification Office, ASW-140  
Federal Aviation Administration  
Fort Worth, Texas 76177

### LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		10/27/1988	Denver ACO
A	1-2	Company name was Av-Aire Corporation, is Integrated Flight Systems, Inc.	4/30/1991	Denver ACO
B	5-7	<p>Page 5: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 6: System change.            Was: "2 each 15 amp and 2 each 20 amp circuit breakers"            Is: "1 each 15 amp and 3 each 20 amp circuit breakers"</p> <p>Page 7: Changed component electrical requirement            Was: "14 amps"            Is: "20 amps"</p> <p>Page 7: Changed total electrical requirement            Was: "37 amps"            Is: "43 amps"</p>	7/12/2013	Scott Horn Mgr. ASW170 Fort Worth, TX

C	1-10	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><u>AUG 18 2015</u> (Date)</p>
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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.
- The air conditioning system must be turned "OFF" during takeoff, approach, and landing above 7000 feet density altitude.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" – Move "MASTER" switch to "OFF".
- For air circulation without cooling – Move "MASTER" switch to "FAN".
- For high speed air circulation – Move "FWD FAN" switch to "HI".
- For low speed air circulation – Move "FWD FAN" switch to "LOW".
- For medium speed air circulation – Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control – As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch – As desired.
- Air conditioning "FWD FAN" speed control switch – As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch – As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 3000 ft. altitude.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches (rocker or toggle depending on configuration selected), the "MASTER" control selector consists of a rocker/toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker/toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit ("MED" speed option is available with rocker switch configuration). Another rocker/toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

### **For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

### **Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser, disengages the compressor and stops operation of the system in the event of excessive Freon pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp, 1 each 20 amp, and 1 each 25 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FANS", in the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.





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## MANUFACTURER'S DATA (continued)

### APPENDIX

#### **A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	1 each @ 20 amps = 20 amps
Compressor	1 each @ 3 amps = 3 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>43 amps</b>

FLIGHT MANUAL  
SUPPLEMENT  
FOR  
AS350B2



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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B2**

**Document Number: 19-350-21-005**


**-031 Dual Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

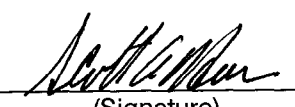
This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated June 8, 1990, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED:  DATE: August 18, 2015

Scott A. Horn, Manager  
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Federal Aviation Administration  
Fort Worth, Texas 76177

# LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		4/30/1991	Denver ACO
A	5-6	<p>Page 5: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 6: System change. Was: "2 each 15 amp and 2 each 20 amp circuit breakers" Is: "1 each 15 amp and 3 each 20 amp circuit breakers"</p>	7/12/2013	<p>Scott Horn Mgr. ASW170 Fort Worth, TX</p>
B	1-9	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 4/5: Added switch names to normal and emergency procedure instructions.</p> <p>Page 6/7: Added instructions based on A/C configuration descriptions.</p> <p>Page 7: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 7: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><b>AUG 18 2015</b> (Date)</p>

NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.



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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the if generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

## **4.0 NORMAL PROCEDURES**

### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 2500 ft. altitude.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches, the "MASTER" control selector consists of a toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit. Another toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.



## MANUFACTURER'S DATA (continued)

### **For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

### **Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser or compressor, disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp and 3 each 20 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FAN" in the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.



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## MANUFACTURER'S DATA (continued)

### APPENDIX

#### A.0 ELECTRICAL LOADING

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	2 each @ 13 amps = 26 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>48 amps</b>



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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B2**

**Document Number: 19-350-21-006**

**-011 Single Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated June 8, 1990, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.


The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: Scott A. Horn DATE: August 18, 2015

Scott A. Horn, Manager  
Fort Worth Aircraft  
Certification Office, ASW-140  
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# LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		4/30/1991	Denver ACO
A	5-7	<p>Page 5: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 6: System change. Was: "either" Is: "high pressure"</p> <p>Page 7: System change. Was: "2 each 15 amp circuit breakers" Is: "1 each 15 amp and 1 each 20 amp circuit breakers"</p> <p>Page 7: System change. Was: "4 seconds" Is: "15 seconds"</p> <p>Page 7: System change. Was: "21 amps" Is: "22 amps"</p> <p>Page 7: Removed callout for (7" Enviro System, Inc. blower)</p> <p>Page 7: Changed component electrical requirement. Was: "19 amps" Is: "20 amps"</p> <p>Page 7: Changed total electrical requirement. Was: "41 amps" Is: "42 amps"</p>	7/12/2013	Scott Horn Mgr. ASW170 Fort Worth, TX

B	1-10	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177 <b>AUG 18 2015</b> (Date)</p>
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NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.



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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" – Move "MASTER" switch to "OFF".
- For air circulation without cooling – Move "MASTER" switch to "FAN".
- For high speed air circulation – Move "FWD FAN" switch to "HI".
- For low speed air circulation – Move "FWD FAN" switch to "LOW".
- For medium speed air circulation – Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control – As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch – As desired.
- Air conditioning "FWD FAN" speed control switch – As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch – As desired.



## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 2500 ft. altitude.

Reduce OGE maximum weight by 25 lbs. at all altitudes.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 79 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches (rocker or toggle depending on configuration selected), the "MASTER" control selector consists of a rocker/toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker/toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit ("MED" speed option is available with rocker switch configuration). Another rocker/toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

**For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

**Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the compressor (or under the cabin floor, outboard of the right side keel beam on later kits) disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself.

A low pressure safety switch is located on the compressor (or under the cabin floor, outboard of the right side keel beam). It opens and stops operation of the compressor clutch in the event refrigerant loss occurs. The switch will automatically reset.

Although both safety switches will reset, the occurrence of high pressure fault causes a 1 amp circuit breaker in the "Master A/C Electrical Panel" to trip. The compressor clutch and condenser blower are electrically dis-engaged when this occurs. Maintenance personnel MUST correct the fault once the aircraft is on the ground.

Air circulation is still available, even if a fault occurs.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

MANUFACTURER'S DATA (continued)

**Single 7" Vane Axial Condenser Blower (1):**

System electrical protection is provided by 1 each 15 amp, 1 each 20 amp, 1 each 25 amp, and 1 each 1 amp circuit breakers. Labeled "EVAP", "EVAP", "COND", and "RESET" on the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.

Electrical "soft start" is provided. When the "A/C" switch is positioned to "ON", both evaporator fan/blowers immediately start causing a 20 amp draw. A timer delays the condenser blower and clutch operation for about 15 seconds, when an additional 22 amps are added to the system load.

MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	1 each @ 20 amps = 20 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>

**TOTAL            42 amps**

Automatic electrical load shedding will not occur if a D.C. generator failure occurs.

Note: \*\*During conditions of high D.C. current use, such as battery recharging after engine start, use of landing lights, etc., it is possible that the electrical power requirements with the air conditioning "ON" may exceed rated output of the generator (150 amps, max.).

FLIGHT MANUAL  
SUPPLEMENT  
FOR  
AS350B3



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**FAA Approved**

**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B3**

**Document Number: 19-350-21-007**

**-031 Dual Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**


This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated May 7, 1998, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.

The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: Scott A. Horn DATE: August 18, 2015

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# LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		2/8/1999	ASW170
A	5-6	<p>Page 5: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 6: System change. Was: "2 each 15 amp and 2 each 20 amp circuit breakers" Is: "1 each 15 amp and 3 each 20 amp circuit breakers"</p>	7/12/2013	<p>Scott Horn Mgr. ASW170 Fort Worth, TX</p>
B	1-9	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation."</p> <p>Page 4/5: Added switch names to normal and emergency procedure instructions.</p> <p>Page 6/7: Added instructions based on A/C configuration descriptions.</p> <p>Page 7: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 7: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><b>AUG 18 2015</b> (Date)</p>

NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.



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## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the total electrical load will exceed 150 amps, continuous or if generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" - Move "MASTER" switch to "OFF".
- For air circulation without cooling - Move "MASTER" switch to "FAN".
- For high speed air circulation - Move "FWD FAN" switch to "HI".
- For low speed air circulation - Move "FWD FAN" switch to "LOW".
- For medium speed air circulation - Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation - Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control - As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch - As desired.
- Air conditioning "FWD FAN" speed control switch - As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch - As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 7500 ft. altitude.

Reduce OGE maximum weight by 25 lbs. above 6000 ft. altitude.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 80 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches, the "MASTER" control selector consists of a toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit. Another toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

## MANUFACTURER'S DATA (continued)

### **For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, dual condenser blowers, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

### **Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the condenser or compressor, disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself and the system will cycle on again when the pressures are reduced below a predetermined point.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

System electrical protection is provided by 1 each 15 amp and 3 each 20 amp circuit breakers labeled "CONDENSER FAN" and "EVAPORATOR FAN" in the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.



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MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	2 each @ 13 amps = 26 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>
<b>TOTAL</b>	<b>48 amps</b>



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**Rotorcraft Flight Manual Supplement**  
**For**  
**Airbus Helicopters**

**Model: AS350 B3**

**Document Number: 19-350-21-008**

**-011 Single Condenser**

**Registration Number: \_\_\_\_\_**

**Serial Number: \_\_\_\_\_**

This supplement must be attached to the FAA approved Rotorcraft Flight Manual, dated May 7, 1998, or later approved revision, when an RSG Products Inc. air conditioning system is installed in accordance with STC No. SH3509SW.


The Information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, procedures, and performance information not contained in this document, consult the basic Rotorcraft Flight Manual.

APPROVED: Scott A. Horn DATE: August 18, 2015

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### LOG OF REVISIONS

<u>REV</u>	<u>Affected Pages</u>	<u>Reason for Change</u>	<u>Date</u>	<u>FAA APPROVED</u>
Original	1-7		2/8/1999	ASW170
A	5-7	<p>Page 5: Section 5: Replaced existing data with performance degradation information.</p> <p>Page 6: System change.            Was: "either"            Is: "high pressure"</p> <p>Page 7: System change.            Was: "2 each 15 amp circuit breakers"            Is: "1 each 15 amp and 1 each 20 amp circuit breakers"</p> <p>Page 7: System change.            Was: "4 seconds"            Is: "15 seconds"</p> <p>Page 7: System change.            Was: "21 amps"            Is: "22 amps"</p> <p>Page 7: Removed callout for (7" Enviro System, Inc. blower)</p> <p>Page 7: Changed component electrical requirement.            Was: "19 amps"            Is: "20 amps"</p> <p>Page 7: Changed total electrical requirement.            Was: "41 amps"            Is: "42 amps"</p>	7/12/2013	<p>Scott Horn            Mgr. ASW170            Fort Worth, TX</p>

B	1-10	<p>Reformatted document to RSG Products Template.</p> <p>Page 1: Changed aircraft manufacturer. Was: "Aerospatiale Helicopter Corporation." Is: "Airbus Helicopters."</p> <p>Page 5/6: Added switch names to normal and emergency procedure instructions.</p> <p>Page 7/8: Added instructions based on A/C configuration descriptions.</p> <p>Page 8: Location of FWD Switch Panel Was: "to the right of the instrument panel." Is: "on the instrument panel."</p> <p>Page 8: 5 amp circuit breaker location Was: "below the left air outlet." Is: "in the instrument panel on the right of the switch assembly."</p>	11/17/2014	<p> (Signature)</p> <p>Scott A. Horn, Manager Fort Worth Aircraft Certification Office, ASW-140 Federal Aviation Administration Fort Worth, TX 76177</p> <p><u>AUG 18 2015</u> (Date)</p>
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NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.





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FAA APPROVED

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REVISION B

## **1.0 GENERAL**

The installation consist of a belt drive vapor-cycle air conditioning system.

## **2.0 OPERATING LIMITATIONS**

- The air conditioning system must be "OFF" during engine start.
- Operation of the air conditioning system is prohibited if the total electrical load will exceed 150 amps, continuous or if generator is inoperative.
- "MAG" compass deviation may be excessive with air conditioner, "A/C", or fan, "FAN", "ON". Turn air conditioner "OFF" to read "MAG" compass.

## **3.0 EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

- In the event of an engine failure, turn air conditioner "MASTER" switch to "OFF".
- In the event of electrical power failure, turn air conditioner "MASTER" switch to "OFF".

### **3.2 EXCESSIVE TEMPERATURE, FIRE, SMOKE**

In the event of any of the following, turn air conditioner "MASTER" switch to "OFF".

1. Cabin or other fire.
2. Presence of smoke.

#### **4.0 NORMAL PROCEDURES**

##### **4.1 GROUND OPERATIONS**

- Air conditioning system operation: The forward air conditioning control switches are located on the instrument panel.
- To turn the air conditioner "ON" - Move "MASTER" switch to "A/C".
- To turn the air conditioner "OFF" – Move "MASTER" switch to "OFF".
- For air circulation without cooling – Move "MASTER" switch to "FAN".
- For high speed air circulation – Move "FWD FAN" switch to "HI".
- For low speed air circulation – Move "FWD FAN" switch to "LOW".
- For medium speed air circulation – Move "FWD FAN" switch to "MED" (when option is present).

The aft air conditioning control switch is located on the overhead aft cabin (Basic) or on the instrument panel (Tour 1).

- For high speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "HI".
- For low speed air circulation – Move "AIR CONDITIONER" or "AFT FAN" switch to "LOW".

##### **4.2 NORMAL PROCEDURES**

Ground and flight operations:

- Ventilation control – As desired (Close for cockpit/cabin cooling).
- Air conditioning "MASTER" control switch – As desired.
- Air conditioning "FWD FAN" speed control switch – As desired.
- "AIR CONDITIONER" or "AFT FAN" speed control switch – As desired.

## **5.0 PERFORMANCE DATA**

Reduce IGE maximum weight by 25 lbs. above 7500 ft. altitude.

Reduce OGE maximum weight by 25 lbs. above 6000 ft. altitude.

Reduce RFM Rate of Climb by 70 fpm.

## **MANUFACTURER'S DATA**

### **6.0 WEIGHT AND BALANCE**

Weight and Balance must be computed with the air conditioning system installed. Approximate air conditioning weight is 79 lbs. See installation instructions supplied with kit for actual weight.

### **7.0 SYSTEMS DESCRIPTION**

The air conditioning installation consists of a belt driven vapor cycle (Freon) air conditioning system using R-134a refrigerant.

The air conditioning system provides for cabin comfort during all operations both on the ground and in flight. During ground operations when the engine is running, cooling may be provided. Controls for the air conditioning system are located based on the configuration selected.

#### **For Basic Configuration:**

(Control switches located on instrument panel & overhead aft cabin)

The control switches are located on the instrument panel and overhead in the aft cabin. The switch panel on the instrument panel contains two (2) switches (rocker or toggle depending on configuration selected), the "MASTER" control selector consists of a rocker/toggle type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker/toggle switch, "FWD FAN", provides "HI" and "LOW" forward evaporator fan speed selection for the cockpit ("MED" speed option is available with rocker switch configuration). Another rocker/toggle switch, "AIR CONDITIONER", is located overhead in the aft cabin and provides "HI" and "LOW" aft evaporator fan speed selection.

MANUFACTURER'S DATA (continued)

**For Tour 1 Configuration:**

(Control switches located on instrument panel)

The control switches are located on the instrument panel. The switch panel on the instrument panel contains three (3) switches, the "MASTER" control selector consists of a rocker type switch, labeled "A/C", "OFF", and "FAN". Selecting the "A/C" position turns on the system's dual evaporator fans, single condenser blower, and belt driven compressor. The second rocker switch, "FWD FAN", provides "HI", "LOW", and "MED" forward evaporator fan speed selection for the cockpit. The third rocker switch, "AFT FAN", provides "HI" and "LOW" aft evaporator fan speed selection for the cabin.

**Applies to Both Configurations:**

Thermostatic temperature control is not provided. A 5 amp circuit breaker located in the instrument panel on the right of the switch assembly disconnects power to all relays.

A high pressure safety switch, located on the compressor (or under the cabin floor, outboard of the right side keel beam on later kits), disengages the compressor and stops operation of the system in the event of excessive refrigerant pressure. This can occur due to failure of the condenser blower or restricted air intake. The switch will automatically reset itself.

A low pressure safety switch is located on the compressor (or under the cabin floor, outboard of the right side keel beam). It opens and stops operation of the compressor clutch in the event refrigerant loss occurs. The switch will automatically reset.

Although both safety switches will reset, the occurrence of high pressure fault causes a 1 amp circuit breaker in the "Master A/C Electrical Panel" to trip. The compressor clutch and condenser blower are electrically dis-engaged when this occurs. Maintenance personnel MUST correct the fault once the aircraft is on the ground.

Air circulation is still available, even if a fault occurs.

The evaporator fan system may be used anytime air circulation is desired. This is accomplished by placing the "MASTER" rocker/toggle switch in the "FAN" position.

MANUFACTURER'S DATA (continued)

**Single 7" Vane Axial Condenser Blower (1):**

System electrical protection is provided by 1 each 15 amp, 1 each 20 amp, 1 each 25 amp, and 1 each 1 amp circuit breakers. Labeled "EVAP", "EVAP", "COND", and "RESET" on the Air Conditioning Electrical Control Panel. This panel is located in the right side baggage compartment above the battery.

Electrical "soft start" is provided. When the "A/C" switch is positioned to "ON", both evaporator fan/blowers immediately start causing a 20 amp draw. A timer delays the condenser blower and clutch operation for about 15 seconds, when an additional 22 amps are added to the system load.

MANUFACTURER'S DATA (continued)

**APPENDIX**

**A.0 ELECTRICAL LOADING**

The maximum electrical requirements of the air conditioning system are as follows:

Condenser Blower	1 each @ 20 amps = 20 amps
Compressor	1 each @ 2 amps = 2 amps
Evaporator Fan (FWD)	1 each @ 7 amps = 7 amps
Evaporator Fan (AFT)	1 each @ 13 amps = <u>13 amps</u>

**TOTAL          42 amps**

Automatic electrical load shedding will not occur if a D.C. generator failure occurs.

Note: \*\*During conditions of high D.C. current use, such as battery recharging after engine start, use of landing lights, etc., it is possible that the electrical power requirements with the air conditioning "ON" may exceed rated output of the generator (150 amps, max.).

## **Step 12**

# **Continued Airworthiness**

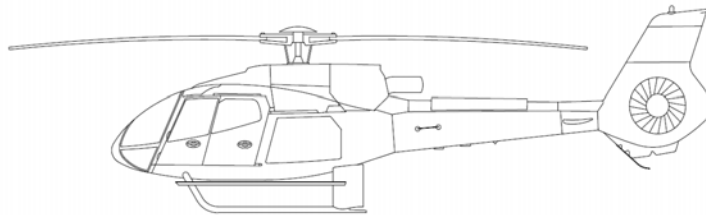
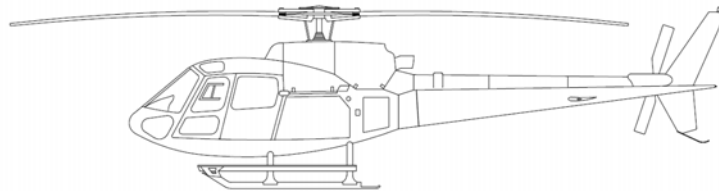


# **ASG**

## **PRODUCTS INC.**

Air Conditioning System Installation

Instructions for Continued Airworthiness  
for  
Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4



**FAA Project Number: SA3109RC-R**  
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## LOG OF REVISIONS

Instructions for Continued Airworthiness for the Airbus Helicopters AS-350 B, C, D, D1, B, B1, B2, B3, BA and EC-130 B4 Air Conditioning System Installation have been reviewed and found to be acceptable to the Administrator. For the purpose of these Instructions for Continued Airworthiness (ICA), acceptable to the Administrator means the ICA contains the applicable requirements specified in Appendix A to Federal Aviation Regulations Part 27, as appropriate, do not contain any incorrect terminology or incorrect references, and contain a Cover Page, Log of Accepted Revisions, Revision Control Procedure and Record of Temporary Revisions, a list of Effective Pages, and a Table of Contents. Changes to this document will be distributed to owners of the kits within 10 days after the revision is approved. Changes to this document will be indicated by a revision letter in the header, in the Record of Revisions, and on the List of Effective Pages. Contact RSG Products by mail at 3900 Falcon Way West Hangar 16S, Fort Worth, TX, 76106. Or by phone at 817-624-6600.

REV	Date	Description	Written By	Checked By	FAA Approval	Approval Date
-	05/03/10	Original Issue	E. Sherrill	P. Ban		
A	06/11/10	Incorporated FAA redlines	E. Sherrill	K. Sheridan		
B	08/08/10	Revised to add Brushless Motor part information, page 87	E. Sherrill	P. Ban		
C	08/12/10	Incorporated FAA redlines	E. Sherrill	P. Ban		
C-1	12/11/13	Revised Chapter 5, 100 hour inspection to change belt on condition. Changed Name.	A. Weidler	S. Weidler		
C-2	09/17/14	Revised Chapter 12 and 21. Removed paragraphs 7 - 9 of Section 12-10-02.d. Removed sight glass troubleshooting information Section 21-00-06 under symptoms.	A. Cuellar	S. Weidler		
C-3	09/30/14	Revised chapter 5 to increase inspection interval to 150 Hours +/- 15	S. Weidler	S. Weidler		
D	11/19/14	Changed Template. Changed Mfr. Name. Was: Eurocopter, Is: Airbus Helicopters. Updated parts list with newer configurations. Parts list is now	S. Johnson	S. Thornton		



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		under Chapter 31. Updated electrical and plumbing diagrams and install drawings. Updated annual/150-hour inspection program in sections 05-00-00 and 05-10-00.				
E	01/12/17	Remove 50 hour inspection table and added Component Overhaul/Replacement schedule for blower motors. Remove, add and update images for Sections 11-00-00, 21-00-00, & 21-10-00	A. Cuellar			
E-1	05/05/17	Change amount of refrigerant to paragraph 1 and 5 on page 18 of 118	A. Cuellar			

Typed signatures indicate approval. Handwritten signature approvals of this document are on file at RSG Products Inc.





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## LIST OF EFFECTIVE PAGES

### LIST OF REVISIONS

Revision A	December 06, 2012
Revision B	February 27, 2013
Revision C	May 14, 2013
Revision D	November 19, 2014
Revision E	January 12, 2017

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Chapter 6 Dimensions and Access	10 - 12	D
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Chapter 98 Wiring Diagrams and Plumbing Schematics	89 - 101	D
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## Chapter 1

### Section 01-00-00 Introduction

These are accepted Instructions for Continued Airworthiness for modifications performed in accordance with the Airbus Helicopters AS-350 B, C, D, D1, B, B1, B3, BA and EC-130 B4 Belt-Driven Vapor Cycle Air Conditioning System Installation. All references to the Air Conditioning System in this document will refer to the Belt-Driven Air Conditioning System Installation and other related components specified in STC – SH3509SW. Whether modified by Rotorcraft Services Group or by another Agency with expressed permission from RSG these Instructions for Continued Airworthiness (ICA) should be supplied to the owner/operator of the STC at the time of completion. Subsequent accepted changes to the ICA will be submitted by Rotorcraft Services Group for distribution to owners and operators of the STC.

This, Instructions for Continued Airworthiness, is intended to supplement the AS-350 B, C, D, D1, B, B1, B2, B3, BA, and EC-130 B4 rotorcraft maintenance manuals provided by Airbus Helicopters. The information, procedures, requirements, and limitations contained in this, Instructions for Continued Airworthiness, for this type design change supersede the information, procedures, requirements, and limitations contained in the rotorcraft's maintenance manual when the type design change is installed on the Type Certificate Holder's rotorcraft.





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## Chapter 4

### Section 04-00-00 Airworthiness Limitations

“The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulation unless an alternative program has been FAA approved.”

There are no additional airworthiness limitations associated with the Air Conditioning System Installation.

There are no life limited components associated with the Air Conditioning System Installation.

## Chapter 5

### Section 05-00-00 Continued Airworthiness Inspection and Overhaul

#### 1. General

This chapter contains time limit intervals for the Component Overhaul Schedule and Scheduled Inspection for the Air Conditioning System. This chapter is to be added to the approved scheduled inspection for the rotorcraft.

#### 2. Component Overhaul Schedule & Scheduled Maintenance Practices

This chapter describes the inspection that must be accomplished on the Air Conditioning System Installation at Scheduled Inspection intervals. Scheduled Inspection requirements must be complied with at the hourly and/or calendar time intervals specified. Refer to Tables 5-01 and 5-02, in Section 05-10-00 for hourly and/or calendar inspection schedules.

#### 3. Conditional Inspection

After any operational incident involving hard landings, sudden stoppage of the drive train or water immersions the system must not be operated and an Annual or 150 flight hour inspection is required.

#### 4. Documentation

Aircraft mechanics, owners, or operators are required to keep records of the aircraft systems inspections and repairs. This includes, but is not limited to, airworthiness directives, service notices, scheduled inspections, records and life limited components.

#### 5. Definitions

The following is short descriptions of words and terms used in the procedures for the required scheduled inspections.

- **Ambient air temperature:** The temperature of the air surrounding a person.
- **Charging station:** An air conditioning system service.
- **Cold:** The absence of heat.
- **Condensation:** The process of changing a vapor into a liquid.
- **Condition:** The state of an item or component compared to a known standard.

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- **Damage:** Physical deterioration of a component.
- **Desiccant:** A material used in the receiver/dryer bottle, to absorb moisture from the refrigerant.
- **Evaporate:** To change from a liquid into a vapor.
- **Examine:** Look carefully to find the condition of the component. Find how that condition is related to a specific standard.
- **Heat load:** The amount of heat which the air conditioner is required to remove from the aircraft cabin.
- **Inches of Mercury:** A measurement of pressure normally used for pressures below atmospheric, one i-h of mercury is equal to approximately one half pound per square i-h.
- **Inspection:** A procedure that includes checking, inspecting and examining a system or component.
- **Maintenance:** The servicing and/or repair of a rotorcraft, a system or a component that keeps it serviceable.
- **Pressure, ambient:** The pressure of the air surrounding a body, normally measured in Pounds per Square i-h, or PSIG.
- **Refrigerant:** A fluid which is used in an air conditioning system to absorb heat from the cabin and carry it outside the helicopter where it can be transferred to the outside air.
- **Relative Humidity:** The ratio of the amount of water vapor in the air to the amount of water vapor required to saturate the air at the existing temperature.
- **Scheduled Inspection:** An inspection procedure that must occur at a specified calendar interval or at specific operational time intervals. Scheduled Inspections are required to help ensure the rotorcraft stays airworthy.
- **Security:** Term used for inspection of hardware and components to make sure they are properly attached and tightened.
- **Temperature Differential:** Difference in temperature.
- **Thermostat:** An air condition control which senses the temperature of the evaporator coil and causes the system to cycle or by-pass to maintain the proper temperature of cooling air.
- **Vacuum:** A negative pressure, or pressure below atmospheric; it is usually expressed in inches of mercury.
- **Vapor:** The gaseous state of a material.

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## 6. Abbreviations:

- **ICA:** Instructions for Continued Airworthiness
- **TD:** Temperature differential
- **In:** Inches
- **InHg:** Inches of Mercury
- **lbs:** Pounds
- **oz:** Ounces
- **Psig:** Pounds per Square I-h (gauge)
- **gr:** Grams
- **kg:** Kilograms
- **kgcm:** Kilograms Per Centimeter
- **ml:** Milliliters
- **mm:** Millimeters
- **N-m:** Newton-meters

## Section 05-10-00 Continued Airworthiness Scheduled Inspection

### 1. General

This section contains requirements for scheduled inspection.

### 2. Scheduled Inspection Program

The Air Conditioning System Installation requires one scheduled inspection in order to maintain continued airworthiness. Every effort should be made to perform the inspection with the aircraft placed in a clean well lit environment.

#### a) Annual or 150-Hour Inspection

The inspection is required to be performed annually or every 150 hours of rotorcraft time-in-service, whichever comes first, +15 hours not to exceed 165 hours. If inspection is overflowed beyond 165 hours then overflowed time must be deducted from the next inspection due. Inspection Table 5-01 specifies the requirements of the annual inspection.

#### b) Component Overhaul/Replacement Schedule

The blower manufacturer recommends TBO at 1000 hours.

A blower failure will result in a reduction in cooling, but no safety-of-flight issues are involved. Component Overhaul/Replacement Schedule Table 5-02 specifies the requirements of overhaul/replacement hours.

### 3. Tools and Special Tools for Scheduled Inspection

Although not necessarily considered special tools, the adjustable ball swivel mirror and bright flashlight and / or drop light are standard requirements for doing inspections. These items should be used freely and frequently to enhance inspection quality and help ensure discrepancies are not missed. It is important to have adequate lighting for all phases of the inspection.

The special tools necessary for the Air Conditioning System Installation inspection are listed as follows:

- a) Vacuum Pump
- b) Gauge Manifold
- c) Vacuum Cleaner
- d) Pull Scale

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**Table 5-01 Annual or 150 – Hour Inspection**

Registration No.	Serial No.	Helicopter Total Hours
<ul style="list-style-type: none"> <li>The inspection shall be accomplished annually or every 150 hours of rotorcraft time-in-service, whichever comes first, + 15 hours not to exceed 165 hours.</li> <li>If inspection is overflowed beyond 165 hours then overflowed time must be deducted from the next inspection due.</li> <li>Initial each item after accomplishing the inspection.</li> <li>Record all findings and attach a copy of findings to this inspection form.</li> <li>After correction of all findings, make maintenance record entry.</li> </ul>		
<b>PRE-INSPECTION</b>		<b>Initial</b>
1. Review Airworthiness Directives.		
2. Review records for the Air Conditioning System.		
3. Review log books for discrepancies.		
<b>INSPECTION</b>		<b>Initial</b>
1. Perform an operational test of the system in accordance with Section 12-50-00		
2. Inspect the condition of the belt for cracks, deterioration, separation and worn or flat spots. Change belt if necessary. Check belt for proper tension (Ref. 12-60-00 Belt Tension).		
3. Inspect the compressor for a true turning and free clutch. One mechanic should turn the main rotor blade while another observes the belt and clutch faceplate. Turn system to "A/C" and check magnetic operation of clutch faceplate. An independent #14 wire may be necessary from the compressor to an airframe ground in order to endure that the clutch engages in a positive manner. If clutch plate and pulley show signs of excessive heat, replace clutch pulley assembly, bearing and coil (Ref. Section 12-20-00 Clutch Servicing Procedures)		
4. Inspect the compressor clutch bearing. It is <b>not mandatory</b> to grease the bearing. If the bearing is greased use a hypodermic needle, without removing the bearing using 3 to 5cc of Mobil 25 grease. This has proven to be satisfactory when performed at regularly scheduled inspections of 500 hours. Some operators flying as much as 200 hours per month have found that re-greasing can occur at more than 500 hour intervals, provided they <b>DO NOT OVER PACK THE BEARING.</b>		
<b>100% capacity packing of the bearing can cause a failure to occur in 1 to 1 ½ hours.</b>		
5. Inspect hoses for general condition, cuts or swelling. Replace as required.		
6. Check for security of all plumbing fittings (Ref. Section 12-40-00 Fitting Torque Procedures). Replace fittings as needed. Check security of clamps and anti-chaff material. Perform system leak check (Ref. 12-30-00 System leak check).		



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7. For brushed motors only, access the Aft Evaporator (Ref. Section 6-00-00 Dimensions and Access). Aft evaporator motor has two (2) removable brushes. Detach elbow from top of blower assembly. Remove brushes one (1) at a time. Note position relative to curvature of armature. Inspect brush for wear. Replace if brush is 5/16" or less. Install new brushes and run at 12 VDC (utilizing an independent power source).

Until seating occurs on 70% of the surface (this should be accomplished with motor assembly removed from aircraft). This action will greatly enhance brush life. Reconnect wires to aircraft system and reinstall insulated duct. Run both of the blower/fans in the "FAN" position and perform visual inspection of the assemblies to see that foreign materials have not been ingested into the blower/fan, which might cause blade damage. The blower/fan should also be run at the various speeds available to check the motor operation.

8. Access the condenser (Ref. Section 6-00-00 Dimensions and Access). Check the fins of the condenser coil for cleanliness and ensure that they are straight. If damage has occurred to the fins, a fin comb should be utilized to put them in like new condition.

9. If the kit installed has a condenser motor with brushes: Two (2) brushes are located under caps on each side of the motor. Inspect brushes every 300 hours. Replace brushes with 5/16" or less.

**NOTE: TAKE CARE WHEN INSTALLING BRUSHES THAT BRAIDED  
POSITIVE LEAD DOES NOT CONTACT HOUSING, CAUSING A SHORT**



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**Table 5-02 Component Overhaul/ Replacement Schedule**

Description	Part Number	Overhaul/Replacement Hours
Aft Evaporator Blower Motor	490017-1-01 (IFSS 050143-3 DCB) 490017-1-02 (IFSS 050143-2 DCB)	The blower manufacturer recommends TBO at 1000 hrs. At the discretion of the operator, it is acceptable to operate the blower until failure. A blower failure will result in a reduction in cooling, but no safety-of-flight issues are involved.
Condenser Blower Motors	IFSS 050143-3 DCB or IFSS 050084-7-2 & IFSS 050084-7-3	Same as above



## Chapter 6

### Section 06-00-00 Dimensions and Access

#### 1. Access Methods

##### a) Access Item Identification (Ref. figures 6-01 & 6-02)

- **Condenser-** The condenser is located in one of two positions depending on kit part number (Ref. Section 21.00.00 System Description). The aft mounted condenser (Kit numbers 350-00-031HP and 130-00-031HP) (Ref. figure 6-02) is mounted in the tail boom mounted 5 in. above the baggage floor and is accessed by removing the tail boom closeout panel. The side mounted condenser is located in the right baggage compartment (Ref. figure 6-01) and is accessed by removing to baggage compartment close out panel.
- **Compressor-** The compressor is located aft and to the left side on main transmission deck. It is accessed by opening the upper transmission cowling.
- **Aft Evaporator-** The aft evaporator is located on the right hand upper transmission deck in all configurations. It is accessed by opening the right hand transmission cowling forward latch.
- **Forward Evaporator-** In the AS-350 series, the forward evaporator is located on the cockpit floor forward of the pilots' controls. In the EC-130, it is located on the cockpit floor forward of the pedestal and mounted to the pedestal. No additional access method is required.

##### b) Removal and Installation Methods

**Caution:** Use of power tools during removal or installation of panels and attaching hardware may damage nut plates or deform holes in composite doors, covers, panels, and fairings.

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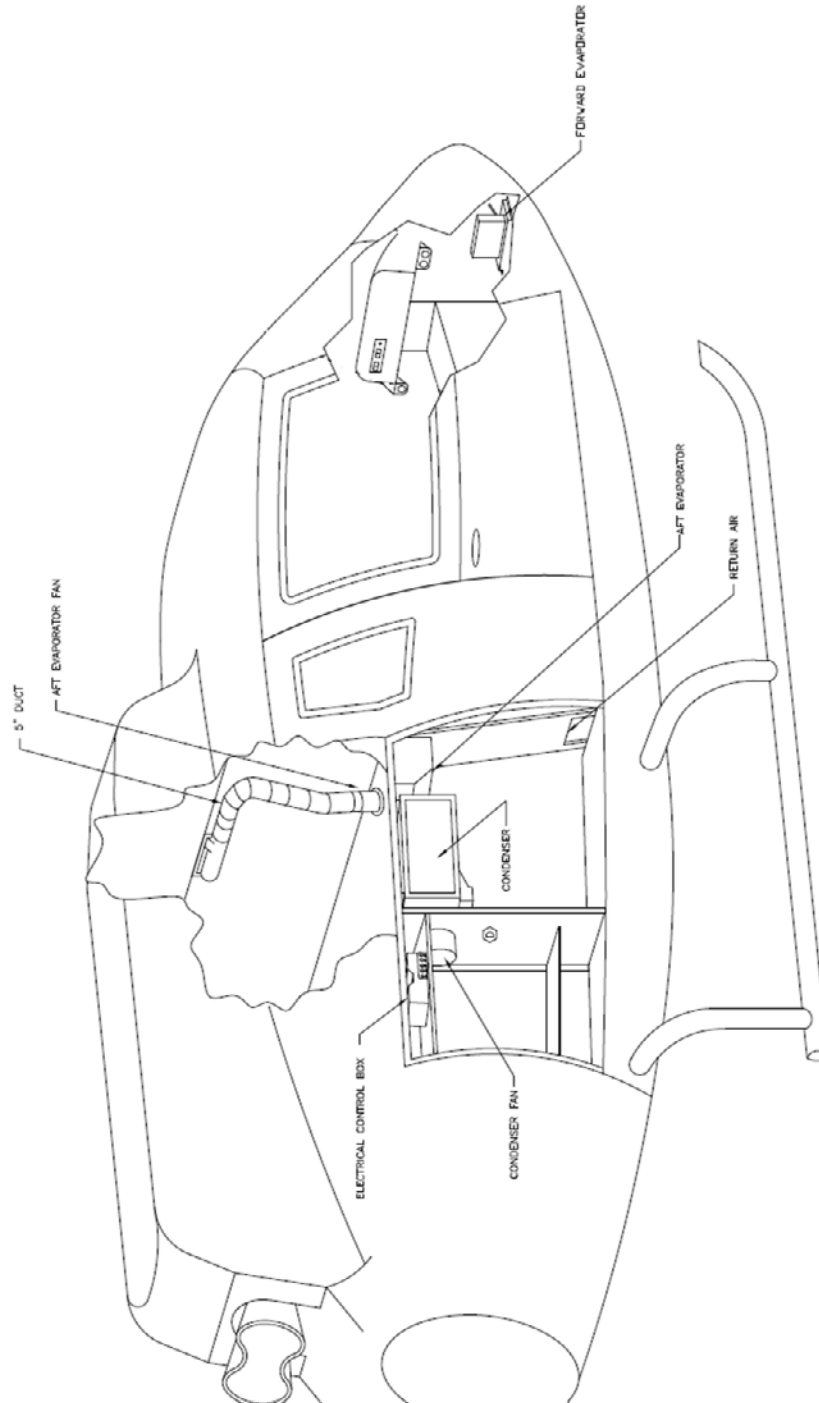


Figure 6-01: Side Mounted Condenser Configuration

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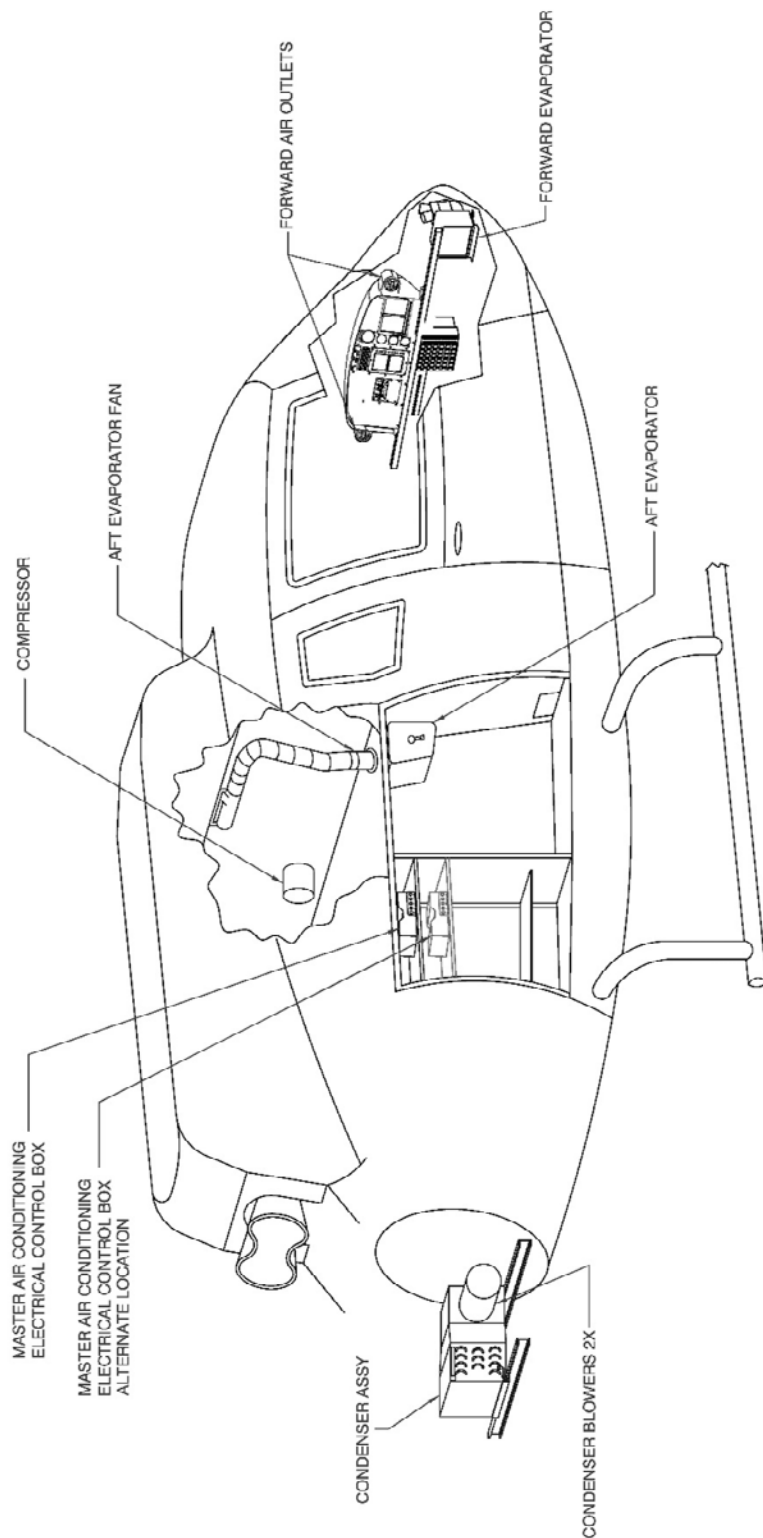
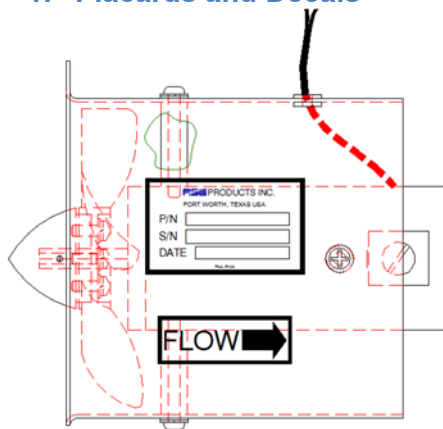


Figure 6-02: Aft Mounted Condenser Configuration

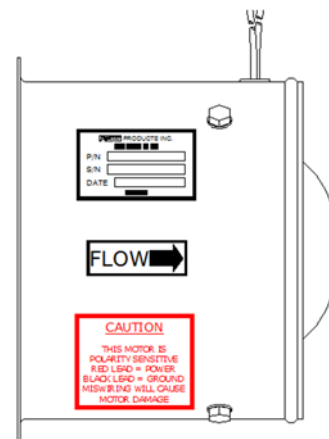
## Chapter 11

### Section 11-00-00 Placards and Markings

#### 1. Placards and Decals



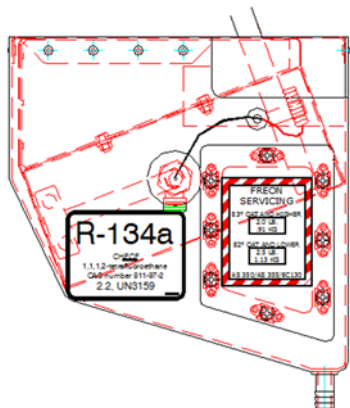
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For PN: 560010-O-5 & 560016-O-1



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## Chapter 12

### Section 12-00-00 Servicing Maintenance Practices

#### 1. General

It is assumed in the following practices that the personnel engaged in Charging, Servicing, or Maintenance of the system will be either an experienced air conditioning mechanic under the supervision of a qualified A & P mechanic or an A & P mechanic possessing good air conditioning skills.

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## Section 12-10-00 Charging Practices

### 1. Reclaiming

- a) Connect the EPA approved recovery unit services hoses, which shall have shut-off valves to the aircraft air conditioning system service ports.
- b) Operate the recovery equipment as covered by the equipment manufacturers recommended procedure.
- c) Start the recovery process and remove the refrigerant from the aircraft air conditioning system. Operate the recovery unit until the aircraft system has been reduced from a pressure to a vacuum. With the recovery unit shut off for at least 5 minutes, determine that there is not refrigerant remaining in the aircraft air conditioning system. If the aircraft system has pressure, additional recover operation is required to remove the remaining refrigerant. Repeat the operation until the aircraft air conditioning system vacuum level remains stable for two minutes.
- d) Close the valves in the service lines and then remove the service lines from the aircraft system. Proceed with the repair/service. If the recovery equipment has automatic closing valves, be sure they are properly operating.

### 2. Charging

#### a) Prior to Charging the System

Prior to charging the system with R-134a, the evaporator fan/blower and condenser blower should be checked for operation and direction of airflow. This is most easily done by utilizing a GPU unit for electrical power. Since the compressor is belt driven only those maintenance and operational functions that are electrically powered may be checked either in the hanger or on the ramp without running the engine.

After the GPU is connected to the aircraft and the Aircraft Master Switch is "On", the air conditioning system may be turned "On". Place the rocker switch on the Master Air Conditioning Control Panel to "A/C". It does not cause the compressor to run or refrigerant to be pumped. All evaporator blowers and the forward evaporator fan should start immediately. The 7" condenser blower and clutch will not engage until after approximately 4 seconds after evaporator fan start.

**NOTE: SYSTEM MUST HAVE MINIMUM 30 PSI CHARGE**

Check airflow of each evaporator fan/blower. Determine that air is coming out of the cockpit and the cabin air outlets.

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Check airflow into and out of condenser air openings.

b) **Charging the System**

\*NOTE: All evaporators' fan/blower, condenser blowers, and controls are 28 volt DC.

**DANGER: R-134a, particularly liquid R-134a, should never be allowed to come in contact with the eyes or skin. Under normal conditions, R-134a as a gas or vapor is an inert substance and non-poisonous. A flame-type leak detector should never be used because of the danger of fire or explosion around an aircraft. Several electronic leak detectors are available on the market.**

Never heat a cylinder of R-134a to produce additional pressure or to squeeze that last bit of refrigerant from the cylinder. If the cylinder has become cooled to the point where additional refrigerant cannot be obtained from it, the only approved method is to place the entire cylinder in a container of warm water. **Do Not Exceed 120 Degrees Fahrenheit.**

Never attempt to repair a leak requiring brazing or soldering within the aircraft structure as fire or explosion can result. Remove the entire assembly from the aircraft to a safe location before attempting such a procedure.

**CAUTION: Should R-134a come in contact with the eyes or skin, Do Not attempt first aid beyond the immediate washing of the eye or skin with clear water. A doctor should be contacted immediately for diagnosis and treatment even though the injury may be considered slight.**

**The refrigerant used in this system R-134a, and no other refrigerant is to be considered.** Normal safety practices, such as wearing of gloves and the use of goggles, should be utilized as R-134a could freeze the eyeball instantly were it to come in contact with the eye. Also, frostbite could occur to areas of the skin if R-134a were allowed to come in contact.

Charging of the system is a simple procedure whether on initial or recharging after leakage repair. A set of refrigerant gauges with a minimum of three hoses should be connected to the high side and low side service ports provided.

Prior to charging each newly installed system with R-134a, **you will not need to charge compressor with oil since 7.5 ounces of ESTER oil has already been**

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**added. Do not add additional oil if replacing a compressor in an existing system.**

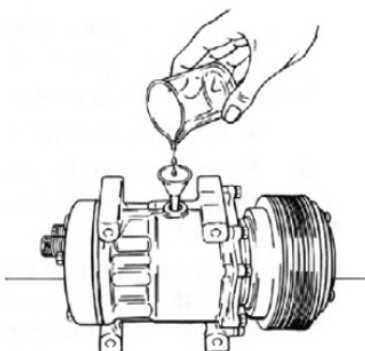


Figure 12 - 01: Adding Oil to the Compressor

**c) Initial Charging**

Tighten any leaking connections or make repairs as necessary to eliminate leaks. Shut off and disconnect hose from the refrigerant cylinder. Connect the hose to a regulator mounted on a cylinder of dry nitrogen. Purge the regulator to center manifold hose. **Close low side valve (left) at manifold. Failure to do so can cause pressure to flow to the low side (left) gauge. Failure of gauge can result.**

**Pressurize system to 250-PSI minimum, 300-PSI maximum.**

After the system has been rechecked with the leak detector and it is determined that no leaks exist, disconnect the charging hose from the manifold set to the cylinder of nitrogen. Open the valves allowing the R-134a and nitrogen within the system to be collected into an EPA approved recycling until (expelling of refrigerant is not allowed).

Connect a vacuum pump to the center manifold hose. Open both valves and evacuate the system for a minimum of twenty minutes. **(NOTE: For each 1,000 foot rise in altitude above sea level, a decrease below 30" of vacuum of 1" per one thousand feet rise in altitude will occur).**

**d) Adding R134-a Refrigerant**

Close both the manifold valves and connect the center charging hoses to a cylinder of R-134a. Open the valves of the cylinder. Purge the charging hose by loosening it at the charging manifold's center hose. **ONLY THE HIGH SIDE VALVE OF THE CHARGING MANIFOLD MAY NOW BE OPENED**





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The combination of the vacuum still existing and the pressure in the R-134a cylinder transfers the R-134a from the cylinder into the system, **on the high side only**, without the compressor running. If a scale is available, the cylinder may be pre-weighted and **2.5 pounds of refrigerant R-134a added to the system**. No additional refrigerant should be added after the system is in operation. Close manifold.

The system is now ready for operation. **This must be performed on the flight line with the engine at 100%**. As soon as the "A/C" Master Control Switch is turned to "A/C" all 28 VDC evaporator fans will immediately begin operations.

If, after the system has been in the "A/C" mode for at least 2 minutes and cooling is not being accomplished, then check all circuit breakers.

Determine that 28 VDC power is available for control circuitry. Check operations of the relays and contacts

After the compressor has come on line, the entire system is operational with the manifold valve closed on the high side. The R-134a cylinder valve should be closed initially in order to get an accurate reading on the low side gauge of the "system pressure". The reading on the gauge should not be allowed to go below 10 PSI, as this will indicate that the low-pressure safety switch is possibly set too low. It will disconnect the electrical power to the compressor clutch if allowed to open. Open or close the cylinder valve as required to monitor the flow of R-134a from the cylinder into the low side of the system, if additional R-134a is needed. **Smoke test is no longer required for R-134a receiver/drier (without sight glass) like it was for R-12 receiver/drier (with sight glass).**

Charge system to 2.5 lbs.

The optimum method of determining the correct charge using at least two digital thermometers and place them near the return air and the discharge air of each evaporator. R-134a can then be added or deleted, as required, until the highest T.D. is noted, per the paragraph below. At that time, the correct amount of refrigerant is installed.

A test sheet should be completed noting the average cabin temperature, the temperature on the return or entering air to all evaporators and the discharge air from the evaporators, at the nearest point. If a Temperature Differential (T.D.) of less than 20 degrees Fahrenheit with a humidity of 30% or less is recorded through the evaporators at sea level, the system should be considered as having possible defects, which will need investigation. At altitudes above sea level, less than 20 degrees Fahrenheit temperature difference may be recorded at humidity of 30% or less. This is due to less dense air moving more rapidly through the evaporators.

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e) **Effect of Humidity on TD**

It should be noted that in measurements taken and entered on a test sheet that similar measurements made at a later date, when the humidity is considerably higher, would dramatically change the T.D.

The higher the humidity, as compared to a previous T.D. reading taken with a low humidity, will result in a lower T.D. The reason for this lower T.D. measurement is that when a test is performed at lower humidity, only "SENSIBLE HEAT" is being removed. With higher humidity, a different condition exists. It requires that "LATENT HEAT" containing moisture borne heat must first be removed prior to the removal of the sensible heat

If the system is found to be completely empty of R-134a, a set of charging gauges should be connected to both high and low side service ports and to a cylinder of R-134a. Purge the charging hoses from the cylinder to the service ports with R-134a vapor. Open both the low and high side charging valves and allow pressure from the cylinder to equalize through the system until at least 50 PSI is noted. Utilizing an electronic leak detector, check all fittings on the system to determine the point of leakage. Any fitting indicating an oily or dirty condition is a prime suspect.

f) **Recharging the System**

After the leaks have been found and corrected, pressurize the system with dry nitrogen. Re-check for leaks. Connect a vacuum pump to the system and evacuate the system for a minimum of 20 minutes from both the high and low sides. If the system has been allowed to become contaminated, then the receiver/drier is to be replaced.

It is always good air conditioning practice to replace the receiver/drier whenever it is suspected that moisture has contaminated the system.

The balance of the recharging procedure is exactly the same as pointed out previously under the **Charging Operation**. A judgment must be made as to the amount of oil, if any, lost at the point of leakage. Additional oil may be required to be added to the system. If the refrigerant has been expelled rapidly by the rupture of a line or similar situation, then two (2) ounces of refrigerant oil of the type previously specified should be applied to the system at this time and immediately prior to charging of the system with R-134a.

## Section 12-20-00 Clutch Servicing Practices

### 1. General

These clutch servicing practices are applicable to all compressors that can be installed with the Air Conditioning System Installation.

#### a) Clutch Armature Assembly Removal

- (1) If armature dust cover is present, remove the 3 or 6 bolts holding it in place and remove cover. If auxiliary sheet metal pulley is present, remove the screws holding it in place. Then remove pulley.
- (2) Insert pins of armature plate spanner into threaded holes of armature assembly.
- (3) Hold armature assembly stationary while removing retaining nut with 3/4 in, 19 mm or 14 mm socket wrench as appropriate. (Ref. Figure 12-02)



Figure 12 - 02

- (4) Remove armature assembly using puller. Thread 3 puller bolts into the threaded holes in the armature assembly. Turn center screw clockwise until armature assembly comes loose. (Ref. Figure 12-03)



Figure 12 - 03

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- (5) If shims are above shaft key, the key and bearing dust cover (if present) must be removed before the shims can be removed.
- (6) Remove bearing dust cover (if present). Use caution to prevent distorting cover when removing it.
- (7) Remove shaft key by tapping loose with a flat blade screwdriver and hammer.
- (8) Remove shims. Use a pointed tool and a small screwdriver to prevent the shims from binding on the shaft.

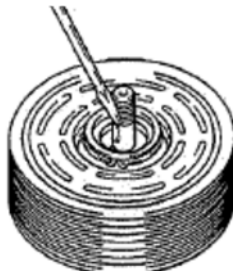


Figure 12 - 04

**b) Rotor Assembly Removal**

- (1) If bearing dust cover has not been removed, remove it now.
- (2) If internal snap ring for bearing is visible above the bearing, remove it with internal snap ring pliers.
- (3) Remove rotor snap ring.
- (4) Remove shaft key.
- (5) Remove rotor assembly: insert the lip of the jaws into the snap ring groove, place rotor puller shaft protector (puller set) over the exposed shaft, align thumb screws to puller jaws and finger tighten and turn puller center bolt clockwise using a socket wrench until rotor pulley is free. (Ref. Figure 12-05)

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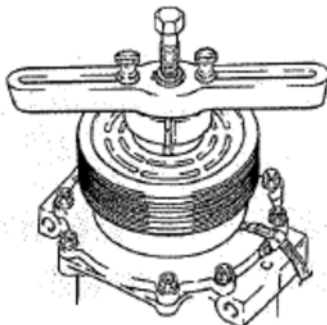


Figure 12 - 05

c) **Field Coil Assembly Removal**

- (1) Loosen lead wire clamp screw with #2 Phillips screwdriver until wire(s) can be slipped out from under clamp.
- (2) Undo any wire connections on the compressor which would prevent removal of the field coil assembly.
- (3) Remove snap ring.
- (4) Remove the field coil assembly. (Ref. Figure 12-06)

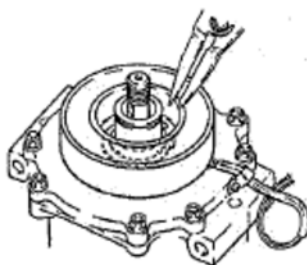


Figure 12 - 06

d) **Field Coil Assembly Installation**

- (1) Reverse the steps of the field coil assembly removal. Protrusion on underside of coil ring must match hole in front housing to prevent movement and correctly locate lead wire(s).

e) **Rotor Assembly Installation**

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- (1) Place compressor on support stand, supported at rear end of compressor. If the compressor must be clamped in a vice, clamp only on the mounting ears, never on the body of the compressor.
- (2) Set rotor squarely over the front housing boss.
- (3) Place the rotor installer ring into the bearing bore. Ensure that the edge rests only on the inner race of the bearing, not on the seal, pulley, or outer race of the bearing.
- (4) Place the driver into the ring and drive the rotor down onto the front housing with a hammer or arbor press. Drive the rotor against the front housing step. A distinct change of sound can be heard when using a hammer to install the rotor. (Ref. figure 12-07).

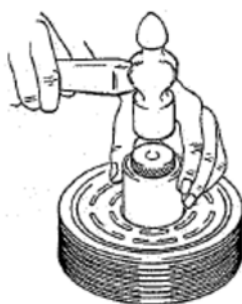


Figure 12 - 07

- (5) Reinstall rotor bearing snap ring, if it has been removed, with internal snap ring pliers. (Ref. figure 12-08)



Figure 12 - 08

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- (6) Reinstall rotor retaining snap ring with external snap ring pliers. If a bevel is present in the snap ring, it should be face up (away from the body of the compressor).
- (7) Reinstall rotor bearing dust cover (if present) by gently tapping it into place.

f) **Armature Assembly Installation**

- (1) Install shaft key with pliers. (Ref. figure 12-09)



Figure 12 - 09

- (2) Install clutch shims. NOTE: Clutch air gap is determined by shim thickness. When installing a clutch on a used compressor, try the original shims first. When installing a clutch on a compressor that has not had a clutch installed before, first try 0.04 in, 0.02 in and 0.004 in (1.0, 0.5, 0.1 mm) shims.
- (3) Align keyway in armature assembly to shaft key. Using driver and a hammer or arbor press, drive the armature assembly down over the shaft until it bottoms on the shims. A distinct sound change will be noted if driving with a hammer. (Ref. figure 12-10)

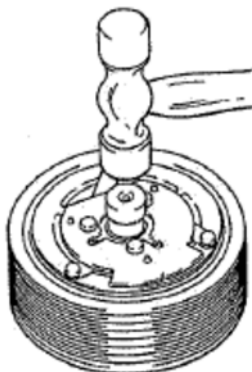


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- (4) Replace retaining nut and torque to specification

**1/2-20:** 20-25 ft\*lb (27-34 N\*m)

**M8:** 11-15 ft\*lb (15-21 N\*m)

- (5) Check air gap with a feeler gauge. Specification is 0.011-0.019 in (0.3-0.5mm). If gap is not even around the clutch, gently tap down at the high spots. If the overall gap is out of spec, remove the armature assembly and change shims as necessary.

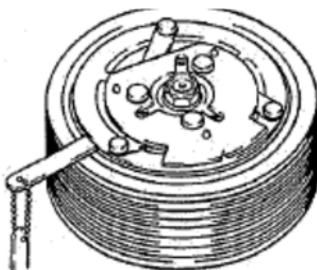


Figure 12 - 11

- (6) Replace armature dust cover (if used) and torque 3 or 6 bolts to specification below.

**3-1/4-20 bolts:** 2-4 ft\*lb (2-5 N\*m)

**6-M5 bolts:** 5-8 ft\*lb (7-11 N\*m)

NOTE: Over torque of dust cover bolts will cause air gap to become out of spec.



## Section 12-30-00 System Leak Check

### 1. General

Identification and elimination of system fitting leaks is extremely important to the operation of this air conditioning system installation.

A system which contains a partial charge of refrigerant can be leak tested with the aid of an electronic leak detector and be recharged without evacuating the system.

A new or empty system can be pressurized with nitrogen 70-80 psi (5.1-5.6 kgcm) or R134a 50 psi to conduct a leak survey. Do not use compressed air, for it can introduce moisture into the system causing degradation to the operation of the system.

The preferred method is to use an electronic leak detector in conjunction with a small charge of R134a refrigerant. All checks done in this manner should be conducted with the air conditioner off. Since the refrigerant is heavier than air, leaks are most likely to be detected on the underside of the hoses and fittings. Refrigerants will collect in low areas and provide erroneous leak detection. A stream of compressed air from a nozzle may be useful in clearing the area just prior to conducting a leak test.

If the nitrogen method is used, it will be necessary to mix together a water and mild soap solution. Each fitting or suspected leak area should be brushed with this soap solution and watched for evidence of bubbles formed by the escaping nitrogen.

If a leak is detected at an O-ring fitting, check to insure proper torque has been applied to the fitting. If the system continues to leak, evacuate the system of refrigerant and install a new O-ring. NOTE: be sure that the O-ring is lubricated with refrigerant oil prior to its installation.

A small amount of leakage (approximately one ounce per year) past the compressor shaft seal is normal. Most leak detectors are sensitive enough to show a leak a magnitude.

## Section 12-40-00 Fitting Torque Procedures

### 1. Fitting Torque Procedures and Torque Values

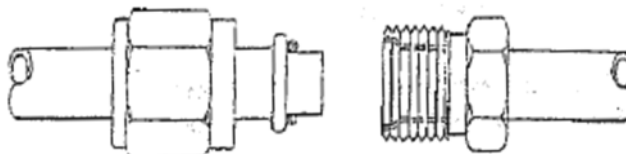


Figure 12 – 12: Insert O-Ring Fittings

- (1) Confirm there is no damage on fittings.
- (2) Apply a thin coating of refrigerant oil to O-ring and female side of fitting.
- (3) Slide B-nut back away from the end of the tube so the O-ring can be seen as the fitting is being slide together. Be careful not to pinch the O-ring during assembly.
- (4) Engage the male end into the female fitting being careful to maintain alignment.
- (5) The male flange should seat fully against the female fitting without the O-ring being pinched.
- (6) It is important to hold the fitting together while sliding the B-nut forward and engaging the threads. Tighten the B-nut by hand and torque per table 12-01. DO NOT OVER TORQUE.

Table 12-01 Fitting Torque Values

Fitting #	Torque Value in/lbs (Nm)
#6	30-35 (3.4-4.0)
#8	40-45 (4.6-5.1)
#10	50-55 (5.7-6.3)



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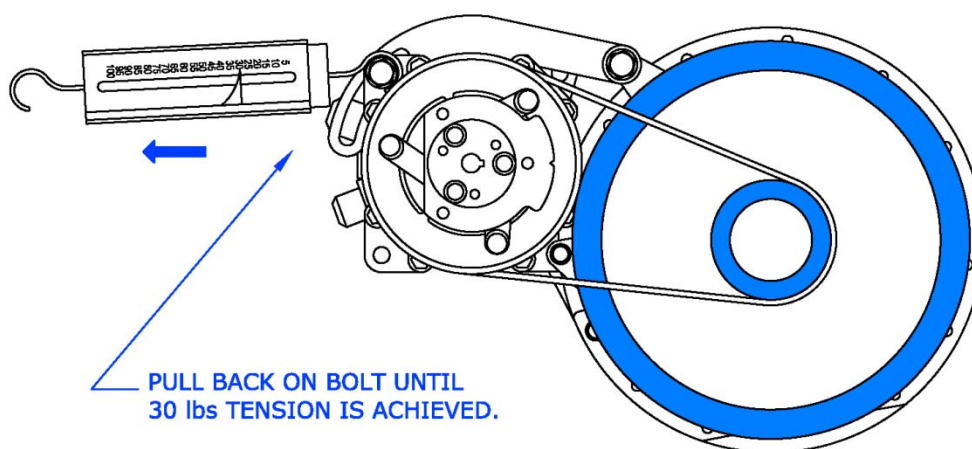
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## Section 12-50-00 Normal Operation Functional Test

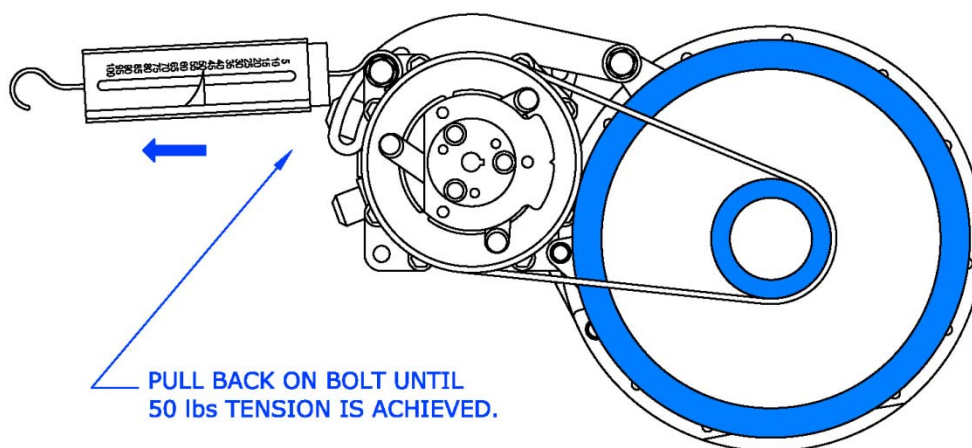
- a. With the aircraft engine operating, electrical system on and functioning normally, move the air conditioner control switch to the "FAN" position.
- b. Move the cockpit fan switch from "LOW" to "HIGH" speed and ensure that air output is present in all the forward air outlets. Repeat the test using the aft cabin fan speed selector switch for the aft cabin air outlets.
- c. Reposition the air conditioner control switch to the "A/C" position and repeat Step 2 above. Cool air should be supplied to the cockpit and cabin vents after a time delay of 4 to 8 seconds.
- d. Turn air conditioner switch to "OFF" or the center position. Entire system should shut down.

## Section 12-60-00 Belt Tension Procedure

With the compressor drive belt on the drive pulley and the compressor clutch pulley. Tighten bolts at the adjustment arm assuring the belt proper amount of tension. Tighten the lower forward mounting bolt. Use a pull scale to measure the tension. (Ref. figure 12-13). Recommended belt tension values if using a grooved belt is 30 lbs and if using a flat belt is 50 lbs.



060005 GROOVED BELT



060018-1 FLAT BELT

Figure 12 – 13

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## Section 12-70-00 Drive Belt Change Procedure

- a. Access the compressor installation (ref. Section 6-00-00 Dimensions and Access). For compressor information reference Section 21-00-00 Air Conditioning.
- b. Place a support on the transmission deck to support the engine drive while the shaft is disconnected for belt installation.
- c. Remove the cotter pins from the four pins holding the “Gimble Ring” at the Thomas coupling.
- d. Slide the “Gimble Ring” aft to gain access to the Thomas coupling.
- e. Remove the 6 bolts and Thomas coupling connecting the drive shaft and shift slightly aft.
- f. Install two (2) Compressor Drive belts.
- g. Reassemble the Thomas coupling.
- h. Secure 1 belt to the outside of the drive shaft cover for a spare and slip one through the housing and over the drive pulley.
- i. Install the “Gimble Ring” pins and cotter pins. Remove supports.
- j. Install the compressor drive belt on the drive pulley and the compressor clutch pulley. Tighten bolts at the adjustment arm assuring the belt proper amount of tension. (Ref. Section 12-60-00 Belt Tension Procedure). Tighten the lower forward mounting bolt.



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## Chapter 20

### Section 20-00-00 Standard Practices

This chapter contains maintenance information and procedures that are common standard practices. Information contained in this chapter is standard torque charts and application procedures, corrosion prevention, painting, mechanical fastener sealing, and dye penetrant inspection techniques.

## Section 20-10-00 Torques Maintenance Practices

### 1. Torque Wrenches

#### a) Torque Wrench Accuracy

Torque wrenches must be of good quality and calibrated at least once a year. Any torque wrench that has been dropped or abused should be calibrated to ensure continued accuracy.

#### b) Application of Torque Wrench Loads

- (1) Be sure the bolt and nut and the surface they bear on are clean and dry, unless otherwise specified by the manufacturer.
- (2) Run the nut down to near contact with the washer or bearing surface and check the friction drag torque required to turn the nut. Add the friction drag torque to the desired torque to arrive at the "final torque" to be registered on the torque wrench indicator.
- (3) Whenever possible, apply the torque to the nut instead of the bolt. This will reduce rotation of the bolt in the hole and reduce wear.
- (4) Apply a smooth even pull when applying torque pressure.
- (5) If special adapters are used which will change the effective length of the torque wrench, the final torque indication or wrench setting must be adjusted accordingly. To determine the torque wrench setting or indication with adapter installed reference Figure 20-01.

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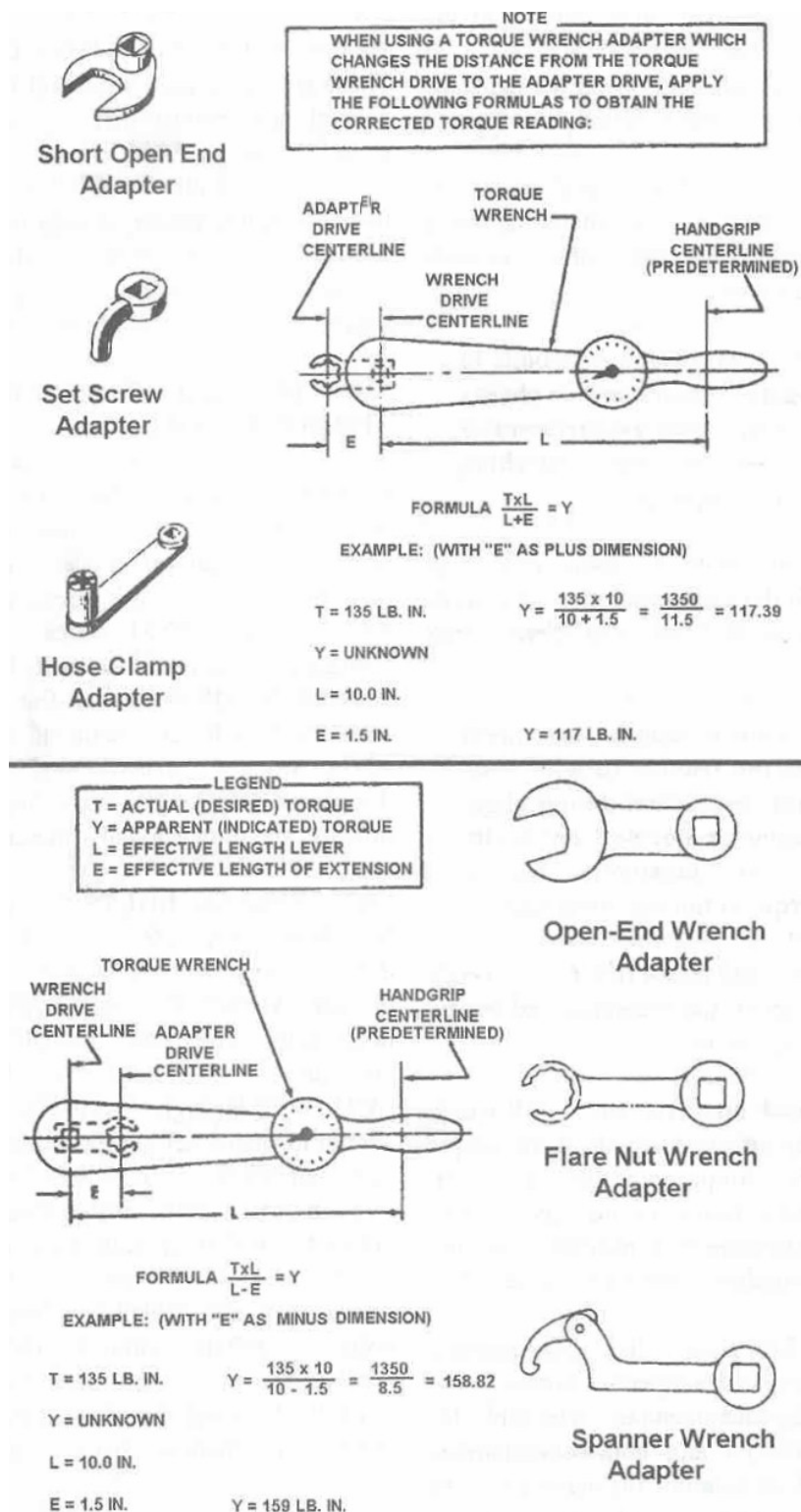


Figure 20 - 1: Torque Wrenches and Adapters



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## 2. Torque Values

**Warning: Do not exceed maximum allowable torque value. Overstressing of fastener may result.**

Standard hardware torque values are given in the following Table 20 - 1 through Table 20 - 3. Table 20 - 1 gives recommended torque values for fine thread fasteners, shear and tension applications. Table 20 - 2 gives recommended torque values for coarse thread fasteners, shear and tension applications. Table 20 - 3 gives recommended torque values for Phillips-head screws.

**Table 20 - 1: Recommended Torque Values for Fine-Thread Fasteners**

Thread Size Fractional (decimal)	Shear		Tension	
	Recommended in-lb (N-m)	Maximum in-lb (N-m)	Recommended in-lb (N-m)	Maximum in-lb (N-m)
8-36 (0.1640-36)	7-9 (0.79-1.02)	12 (1.36)	12-15 (1.36-1.69)	20 (2.26)
10-32 (0.1900-32)	12-15 (1.36-1.69)	25 (2.82)	20-25 (2.25-2.82)	40 (4.51)
1/4-28 (0.2500-28)	30-40 (3.38-4.51)	60 (6.77)	50-70 (5.64-7.90)	100 (11.29)
5/16-24 (0.3125-24)	60-85 (6.77-9.60)	140 (15.81)	100-140 (11.29-15.81)	225 (25.41)
3/8-24 (0.3750-24)	95-110 (10.73-12.42)	240 (27.11)	160-190 (18.07-21.46)	390 (44.05)
7/16-20 (0.4375-20)	270-300 (30.49-33.88)	500 (56.48)	450-500 (50.83-56.48)	840 (94.88)
1/2-20 (0.5000-20)	290-410 (32.75-46.31)	660 (74.55)	480-690 (54.22-77.94)	1,100 (124.25)
9/16-18 (0.5625-18)	480-600 (54.22-67.77)	960 (108.44)	800-1,000 (90.36-112.96)	1,600 (180.73)
5/8-18 (0.6250-18)	660-780 (74.55-88.10)	1,400 (158.14)	1,100-1,300 (124.25-146.84)	2,400 (271.10)
3/4-16 (0.7500-16)	1,300-1,500 (146.84-169.44)	3,000 (338.88)	2,300-2,500 (259.80-282.40)	5,000 (564.80)
7/8-14 (0.8750-14)	1,500-1,800 (169.44-203.32)	4,200 (474.43)	2,500-3,000 (282.40-338.88)	7,000 (790.72)
1-12 (1.0000-12)	2,200-3,300 (248.51-372.76)	6,000 (677.76)	3,700-5,500 (417.95-621.28)	10,000 (1129.6)
1-1/8-12 (1.1250-12)	3,000-4,200 (338.88-474.43)	9,000 (1016.6)	5,000-7,000 (564.80-790.72)	15,000 (1694.4)
1-1/4-12 (1.2500-12)	5,400-6,600 (609.98-745.53)	15,000 (1694.4)	9,000-11,000 (1016.6-1242.6)	25,000 (2824.0)

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**Table 20 - 2: Recommended Torque Values for Coarse-Thread Fasteners**

Thread Size Fractional (decimal)	Shear		Tension	
	Recommended in-lb (N-m)	Maximum in-lb (N-m)	Recommended in-lb (N-m)	Maximum in-lb (N-m)
8-32 (0.1640-32)	7-9 (0.79-1.02 )	12 (1.36)	12-15 (1.36-1.69)	20 (2.26)
10-24 (0.1900-24)	12-15 (1.36-1.69)	21 (2.37)	20-25 (2.25-2.82)	35 (3.95)
1/4-20 (0.2500-20)	25-30 (2.82-3.38)	45 (5.08)	40-50 (4.51-5.64)	75 (8.47)
5/16-18 (0.3125-18)	48-55 (5.42-6.21)	100 (11.29)	80-90 (9.03-10.16)	160 (18.07)
3/8-16 (0.3750-16)	95-100 (10.73-11.29)	170 (19.20)	160-185 (18.07-20.89)	275 (31.06)
7/16-14 (0.4375-14)	140-155 (15.81-17.50)	280 (31.62)	235-255 (26.54-28.8)	475 (53.65)
1/2-13 (0.5000-13)	240-290 (27.11-32.75)	520 (58.73)	400-480 (45.18-54.22)	880 (99.40)
9/16-12 (0.5625-12)	300-420 (33.88-47.44)	650 (73.42)	500-700 (56.48-79.07)	1,100 (124.25)
5/8-11 (0.6250-11)	420-540 (47.44-60.99)	900 (101.66)	700-900 (79.07-101.66)	1,500 (169.44)
3/4-10 (0.7500-10)	700-950 (79.07-107.31)	1,500 (169.44)	1,150-1,600 (129.90-180.73)	2,500 (282.40)
7/8-9 (0.8750-9)	1,300-1,800 (146.84-203.32)	2,700 (474.43)	2,200-3,000 (248.51-338.88)	4,600 (519.61)
1-8 (1.0000-8)	2,200-3,000 (248.51-338.88)	4,500 (508.32)	3,700-5,000 (417.95-564.80)	7,600 (858.49)
1-1/8-8 (1.1250-8)	3,300-4,000 (372.76-451.84)	7,200 (813.31)	5,500-6,500 (621.28-734.24)	12,000 (1355.5)
1-1/4-8 (1.2500-8)	4,000-5,000 (451.84-564.80)	10,000 (1129.6)	6,500-8,000 (734.24-903.68)	16,000 (1807.4 N m)



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**Table 20 - 3: Recommended Torque Values for Phillips-Head Fasteners**

<b>Thread Size Fractional (decimal)</b>	<b>Recommended in-lb (N-m)</b>	<b>Maximum in-lb (N-m)</b>
8-32 (0.1640-32)	12-15 (1.36-1.69)	23 (2.59)
10-32 (0.1900-32)	20-25 (2.25-2.82)	35 (3.95)
1/4-28 (0.2500-28)	60-70 (6.77-7.90)	90 (10.16)
5/16-24 (0.3125-24)	110-125 (12.42-14.12)	150 (16.94)
3/8-24 (0.3750-24)	150-175 (16.94-19.76)	225 (25.41)
7/16-20 (0.4375-20)	230-280 (25.98-31.62)	450 (50.83)
1/2-20 (0.5000-20)	550-650 (62.12-73.42)	850 (96.01)
9/16-18 (0.5625-18)	750-900 (84.72-101.66)	1,200 (135.55)
5/8-18 (0.6250-18)	1,100-1,300 (124.25-146.84)	1,600 (180.73)

## Section 20-30-00 Painting Maintenance Practices

The following procedures should be used to touch-up paint flaking, scratches, nicks, and gouges in system components.

**Warning: Cleaning solvents and epoxy primer are flammable. Cleaning solvents, epoxy primer, and alodine can cause burns and irritation when skin is contacted. Vapors are harmful and caustic to eyes; goggles must be worn for eye protection. Cleaning solvents and alodine are poisonous. Vapors are harmful to life or health; work should be performed with proper ventilation and / or respirators should be worn while working with cleaning solvents, epoxy primer and alodine.**

### 1. Paint Touch-Up of Small Areas

Use the following procedures to touch-up paint of small sanded areas and nicks, scratches, gouges, etc., that do not go through paint and primer to bare metal.

- a. Wipe surface clean with trichloroethane, MIL-T-81533, or equivalent cleaning solvent, and wipe dry immediately.
- b. Apply coat of epoxy polyimide primer, MIL-P-23377F or equivalent, to match original. Feather primer coating onto surrounding color coat. Allow primer to air dry for 30 minutes.
- c. Apply topcoat to match original finish.

## Section 20-40-00 Corrosion Control Maintenance Practices

### 1. Corrosion Control

The system components are fabricated primarily of steel and aluminum, and should be inspected regularly for any signs of corrosion. The following procedures should be used for removing corrosion and treating affected areas.

### 2. Corrosion Removal

Remove corrosion by either chemical or mechanical means.

#### a) Paint Removal, Chemical

**Caution: Do not use chemical paint stripper on composite materials. Chemical paint strippers can cause composite components to de-bond and / or lose adhesion of the epoxy matrix.**

- (1) Mask all non-metallic surfaces in area to be stripped as well as areas where solution may get entrapped.

**Warning: Paint stripper can cause burns and irritation when it contacts skin; proper gloves should be worn. Vapors are harmful and caustic to eyes; goggles must be worn for eye protection. Paint stripper is poisonous. Vapors are harmful to life or health; work should be performed with proper ventilation and / or respirators should be worn while working with paint stripper.**

- (2) Using a fiber brush, apply sufficient paint stripper (Turco 5873) to cover area of removal.

**Note:** If paint stripper evaporates quickly or works slowly, cover area with plastic sheet.

- (3) Allow paint remover to remain on surface for a time sufficient to cause wrinkling and lifting of paint (about 10-30 minutes).
- (4) Using non-metallic scraper or abrasive pads (3M Scotchbrite 63) scrub area to further loosen paint.
- (5) Reapply paint stripper (Turco 5873) as necessary in areas where paint remains tightly adherent.

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(6) Wash and scrub surface with demineralized water and alkaline cleaner to neutralize paint stripper.

(7) Remove masking materials and any residual paint or stripper

(8) Rinse with demineralized water.

b) Paint Removal, Mechanical

**Caution: Do not sand into or expose composite fibers. Do not remove more material than necessary. Do not use aluminum oxide abrasive materials on epoxy/graphite materials.**

Use abrasive flap wheel, abrasive disk, abrasive paper, or plastic media blast to remove paint.

c) Corrosion Removal

**Note:** Aircraft shall be electrically grounded during corrosion removal operations. When removing exterior corrosion from electronic boxes, the unit case shall be electrically grounded during the complete operation.

(1) Corrosion shall be removed by the mildest method possible.

(a) Hand scrub with dry non-metallic brush/pad (3M pad).

(b) Use abrasive cloth (Aluminum oxide 240 grit). Caution: Do not use on epoxy/graphite materials.

(c) Use 320-grit sandpaper.

(d) Glass bead blast.

(e) Use 240-grit abrasive wheel.

**Note:** On high-strength steel, do not use power tools other than a flap brush or mandrel with abrasive material; overheating and notching may occur.

(2) Ensure all active corrosion and corrosion products have been removed.

(3) Using 320-grit sandpaper, blend edges of paint (if applicable) surrounding repair area to create a smooth transition. Vacuum the area thoroughly to remove all contaminants.

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(4) Apply aluminum surface treatment if applicable. (Ref. Section 4 of 20-40-00, Aluminum Alloy Surface Touch-Up Treatment).

(5) Touch-up primer and paint to match original.

### 3. Mechanical Defects (Nicks, Scratches, Gouges, Etc.)

a) Section 20-30-00 Painting Maintenance Practices).

b) If damage is through the paint surface, prepare area for paint touch-up using the following methods.

**Note:** On high-strength steel, do not use power tools other than a flap brush or mandrel with abrasive material; overheating and notching may occur.

- (1) Remove defect using flap wheel, abrasive disk, abrasive paper, or plastic media blast.
- (2) Using 320-grit sandpaper, blend edges of paint surrounding repair area to create a smooth transition.
- (3) Apply aluminum surface treatment if applicable. (Ref. Section 4 of 20-40-00, Aluminum Alloy Surface Touch-Up Treatment).
- (4) Touch-up primer and paint to match original.

### 4. Aluminum Alloy Surface Touch-Up Treatment

**Note:** If there is any question as to whether or not the protective coating is removed, surface treatment shall be applied.

**Warning: Alodine and solvents can cause burns and irritation when it contacts skin; proper gloves should be worn. Vapors are harmful and caustic to eyes; goggles must be worn for eye protection. Alodine is poisonous. Vapors are harmful to life or health; work should be performed with proper ventilation and / or respirators should be worn while working with solvents and alodine. Solvent cleaners are flammable.**

- a) Scuff surface using 3M Scotchbrite 63 cellulose/nylon scouring pad.
- b) Wipe exposed surface with isopropyl alcohol or aliphatic naphtha. Allow area to air dry for 10 minutes. Do not touch or otherwise contaminate surface after solvent wipe.



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- c) Apply Alodine 1200 or equivalent with cotton swab, non-metallic brush, or by dipping. Maintain moist surface for 1-3 minutes with repeated application. Surface will become amber or brown in color.
- d) Irrigate surface with demineralized or distilled water to remove surface treatment chemical. Allow to air dry for approximately 1 hour.
- e) If there is any surface without color change, repeat procedure.
- f) Apply paint touch-up as required (Ref Section 20-30-00 Painting Maintenance Practices).



## Section 20-50-00 Mechanical Fastener Sealing Methods

Remove existing cracked, chipped or broken existing sealing compound and thoroughly clean with solvent. Reseal using MIL-S-8802, sealing compound, mixing per manufacturer's instructions.

Seal mechanical fasteners as shown:

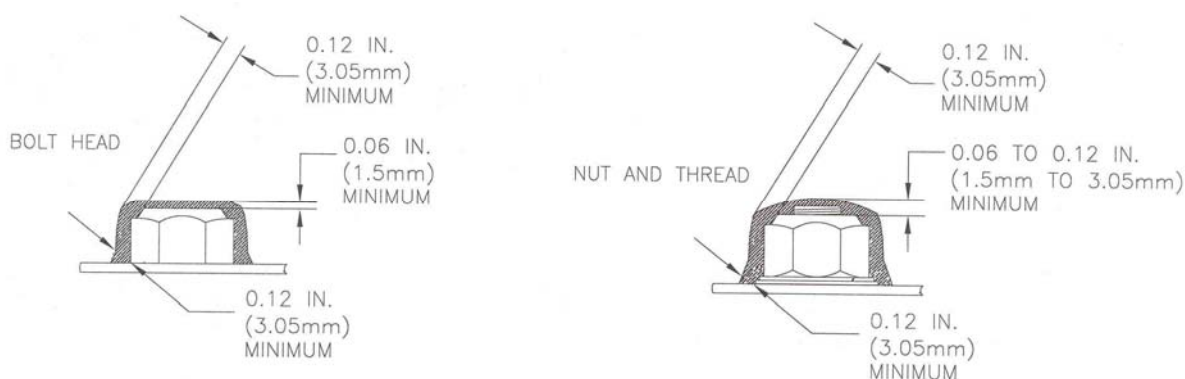


Figure 20 - 02: Mechanical Fastener Sealing

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## Section 20-90-00 Dye-Penetrant Inspection Methods

**Warning: solvents can cause burns and irritation when it contacts skin; proper gloves should be worn. Vapors are harmful and caustic to eyes; goggles must be worn for eye protection. Vapors are harmful to life or health; work should be performed with proper ventilation and / or respirators should be worn while working with solvents. Solvent cleaners are flammable.**

Use the following steps to perform dye-penetrant inspection:

1. Using cleaning solvent trichloroethane, MIL-T-81533, clean area to be inspected.  
  
**Note:** Parts to be inspected must be dry and heated to at least 70° F (21.1° C), but not over 130° F (54.4° C).  
**Note:** Manufacturer's instructions on Dye-Penetrant Kit take precedence over the following instructions.
2. Apply penetrant from dye-penetrant kit (MIL-I-25135) by brushing, spraying, or by dipping. Allow to stand for a minimum of 2 minutes.
3. Remove excess penetrant with remover (available with dye-penetrant kit), or by cleaning with plain water. Allow part to dry.
4. Apply a light, even layer of developer from dye-penetrant kit by brushing, spraying, or by dipping. When dipping, avoid excess quantity.
5. Penetrant which has penetrated into cracks (or other openings) in the surface of the part will be drawn out by the developer, resulting in a bright red indication.
6. If part is serviceable or repairable, clean part free of penetrant and developer with trichloroethane (MIL-T-81533) cleaning solvent.

## Chapter 21

### Section 21-00-00 Air Conditioning

#### 1. Description and Operation

The Air Conditioning System Installation consists of a belt driven vapor cycle air-conditioning system using R-134a as the refrigerant. The air conditioning system provides for cabin comfort during all operations, both in the ground and in flight. During ground operations when the engines are running, cooling may be provided.

This system consists of 4 major components:

- **Condenser-** The condenser is located in one of two positions depending on kit part number (Ref. table 21.1). The aft mounted condenser (Ref. figure 21-01) is mounted in the tail boom mounted 5 in. above the baggage floor. The side mounted condenser is located in the right baggage compartment (Ref. figure 21-02). The EC-130 condenser is only located in the aft mounted configuration. The aft mounted condenser assembly has two blower motors, whereas the side mounted condenser assembly only has one blower motor.
- **Compressor-** The compressor is located aft and to the left side on main transmission deck. The belt is secured to the outside of the drive shaft, in all configurations. If designated by the kit part number (Ref. tables 21-01 & 21-02), either a smooth pulley compressor or a grooved double V-belt pulley compressor is installed.
- **Aft Evaporator-** The aft evaporator is located on the right hand upper transmission deck in all configurations.
- **Forward Evaporator-** In the AS-350 series, the forward evaporator is located on the cockpit floor forward of the pilots' controls. In the EC-130 kits, it is located forward of the pedestal and mounted to the pedestal.

Controls for the air conditioning system are located around or in the instrument panel, the specific location depending on the Kit number part as described in tables 21-01 and 21-02. All kits contain a Master Control Selector, which consists of a rocker type switch labeled, "A/C", "OFF" and "FAN." Selecting the "A/C" turns on the system's dual evaporator fans, compressor and condenser blower. The second rocker switch, also included with every kit, is for "HIGH," "MED" and "LOW" evaporator fan speed selection for the forward cockpit. An additional 2 position switch for the aft evaporator fan speed "HI/LOW" is present depending on the kit part numbers and the switch is located per that kit.

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Table 21-1 Air Condition System Installation Kit Part Number Description AS-350 Series

AS-350 Series	
BASE KIT NUMBERS:	
350-00-011-HP	Side Mounted Condenser (Ref Figure 21-01)
350-00-031-HP	Aft Mounted Condenser (Ref Figure 21-02)
CUSTOM CONFIGURATIONS:	
350-00-011-HP 350-00-031-HP	AEC Basic Configuration (Ref Figure 21-03)
350-00-011-HP 350-00-031-HP	ECL Tour 1 Configuration (Ref Figure 21-04)
* the addition of s to the end of the part number denotes a smooth pulley compressor	

Table 21-2 Air Condition System Installation Kit Part Number Description EC-130 Series

EC-130B4	
<b>BASE KIT NUMBER:</b>	
130-00-031-HP*	Aft Mounted Condenser (Ref Figure 21-02)
<b>CUSTOM CONFIGURATIONS:</b>	
Corporate Configuration (Ref Figure 21-05)	
* the addition of s to the end of the part number denotes a smooth pulley compressor	

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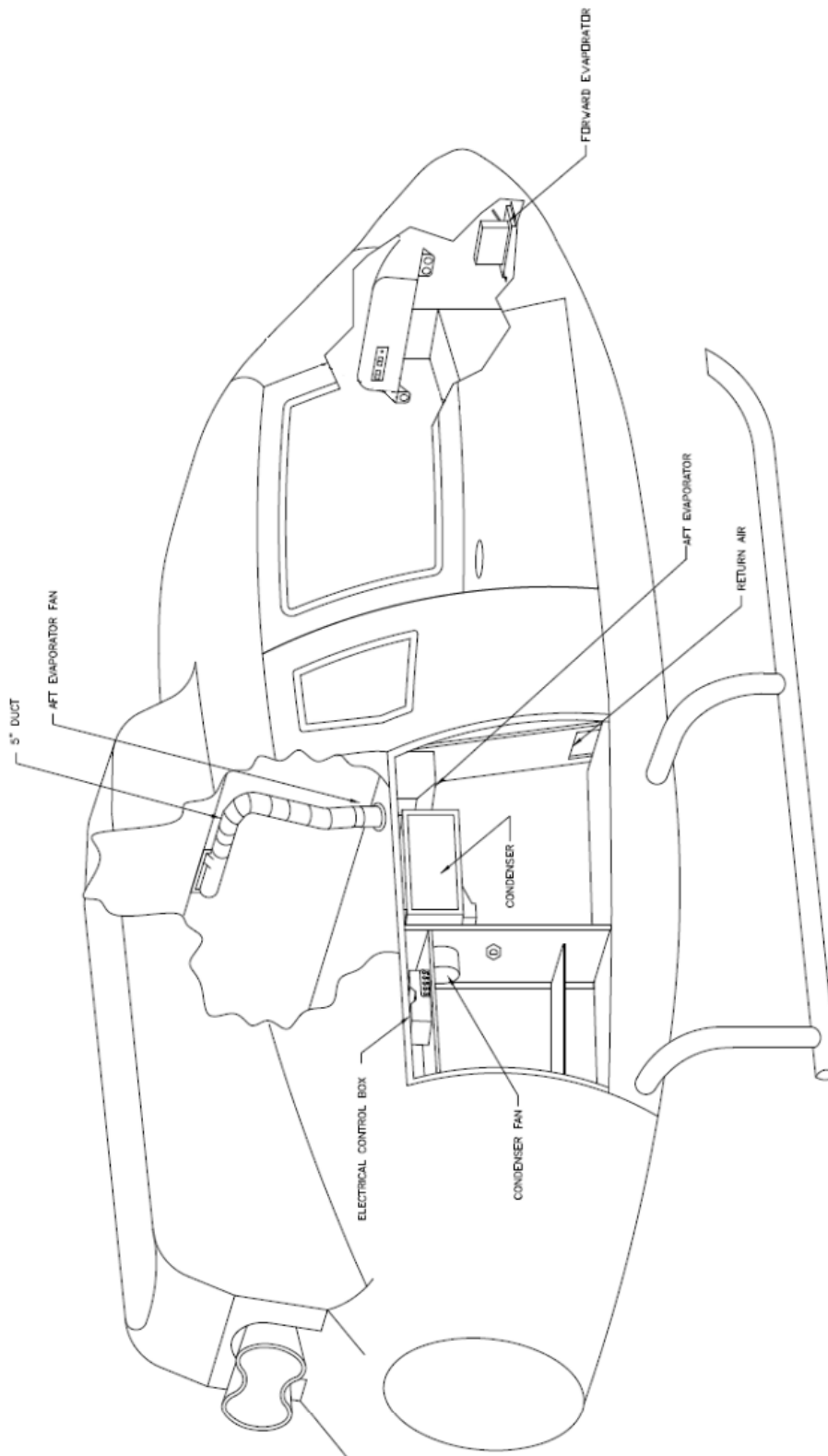


Figure 21-01: Equipment Locations for Air Conditioning  
System with the -011 Configuration (Side Mounted  
Condenser)

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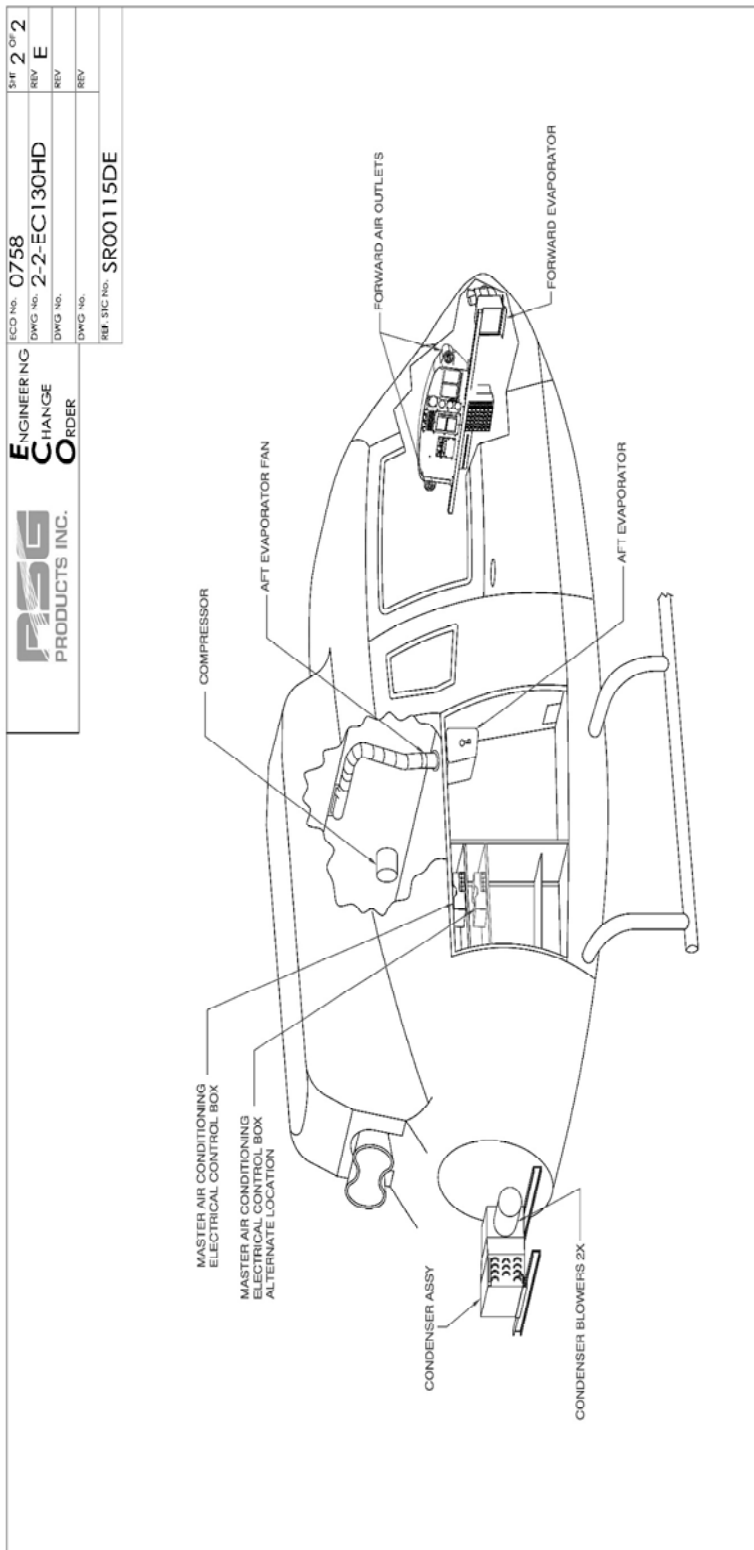
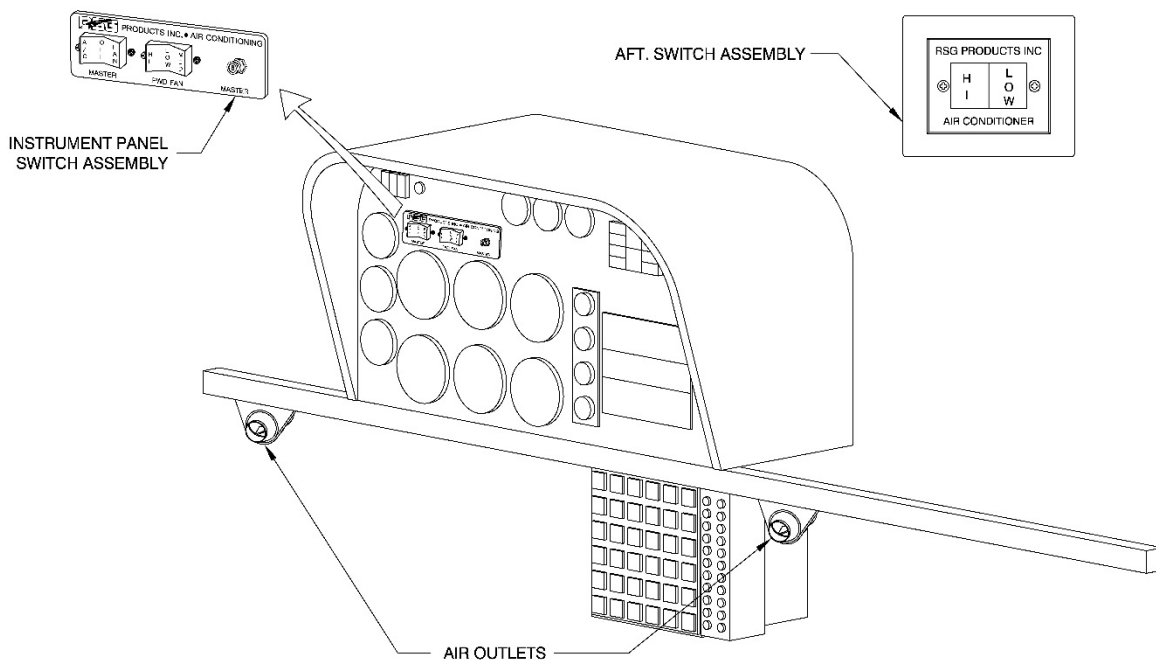
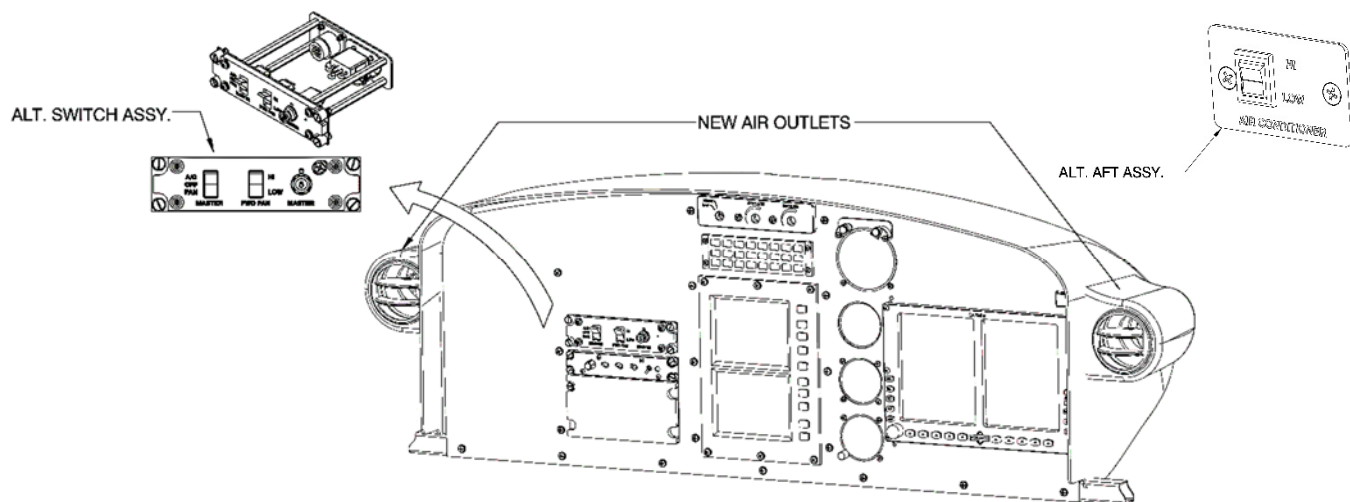


Figure 21-02: Equipment Locations for Air Conditioning  
System with the -031 Configuration (Aft Mounted Condenser)

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(AS350 Old configuration)



(AS350 New configuration)

Figure 21 - 03: AEC Basic Configuration  
(Top - Old config. / Bottom - New config.)

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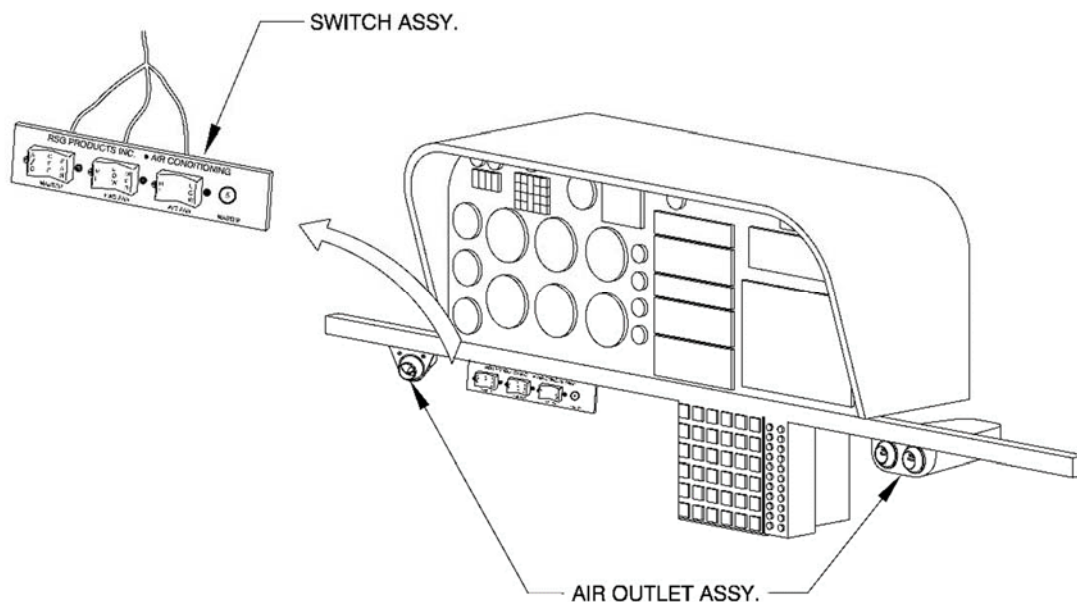


Figure 21 - 04: ECL Tour 1 Configuration (AS350)

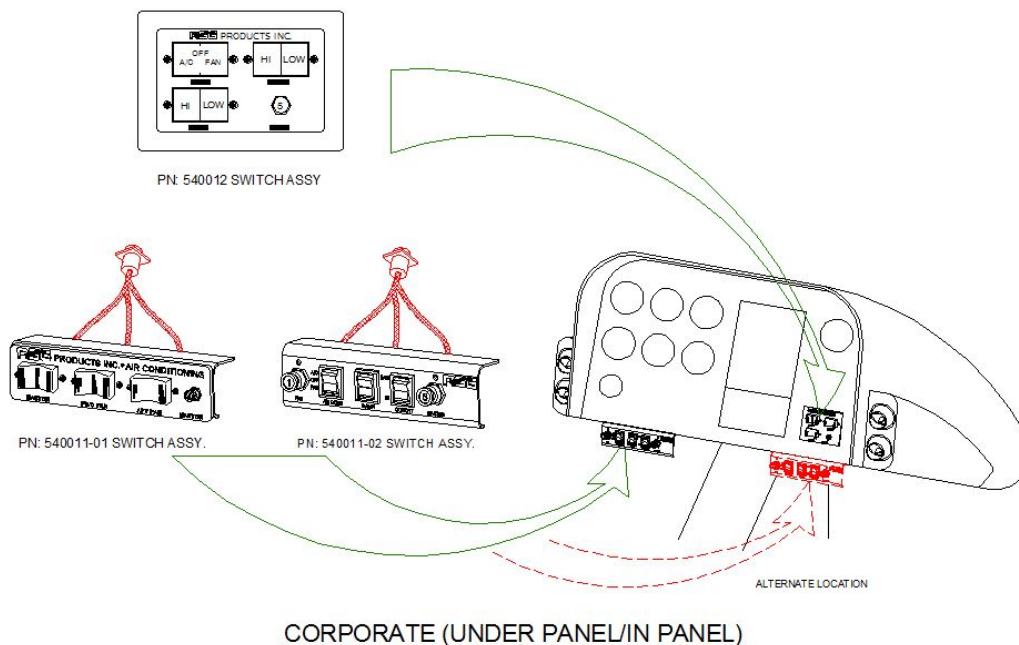


Figure 21 - 05: Corporate Configuration (EC130)



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## 2. Removal/ Installation Forward Evaporator

(Ref. figures 21-06 and 21-07)

### a) Removal

- 1) Access forward evaporator per Section 6-00-00 Dimensions and Access.
- 2) Connect refrigerant reclaiming to system in accordance with Section 21-00-00 and remove coolant from system. Comply with all Federal, State, and Local rules governing refrigerant handling.
- 3) Remove bolts securing evaporator.
- 4) Remove evaporator assembly.
- 5) Support evaporator while removing lines and other duct work.
- 6) Remove evaporator from aircraft.
- 7) Cap all open lines on unit and aircraft.
- 8) Disconnect electrical connections and remove evaporator fan.

### b) Installation

- 1) Reinstall fan in aircraft and connect electrical connections.
- 2) Position evaporator against fan assembly and loosely install with securing hardware. Secure mounting hardware.
- 3) Reinstall drain line.
- 4) Connect duct work.
- 5) Ensure refrigerant O-rings are installed and in good condition. Replace as necessary. Oil all O-rings and fittings with refrigerant oil of the same type listed on the compressor. Torque refrigerant lines: #6 11-13 ft./lbs.; #8 15-20 ft./lbs.; #10 21-27 ft./lbs.
- 6) After completing other system functions and maintenance, charge system in accordance with Section 12-10-00.
- 7) Check for leaks per section 12-30-00

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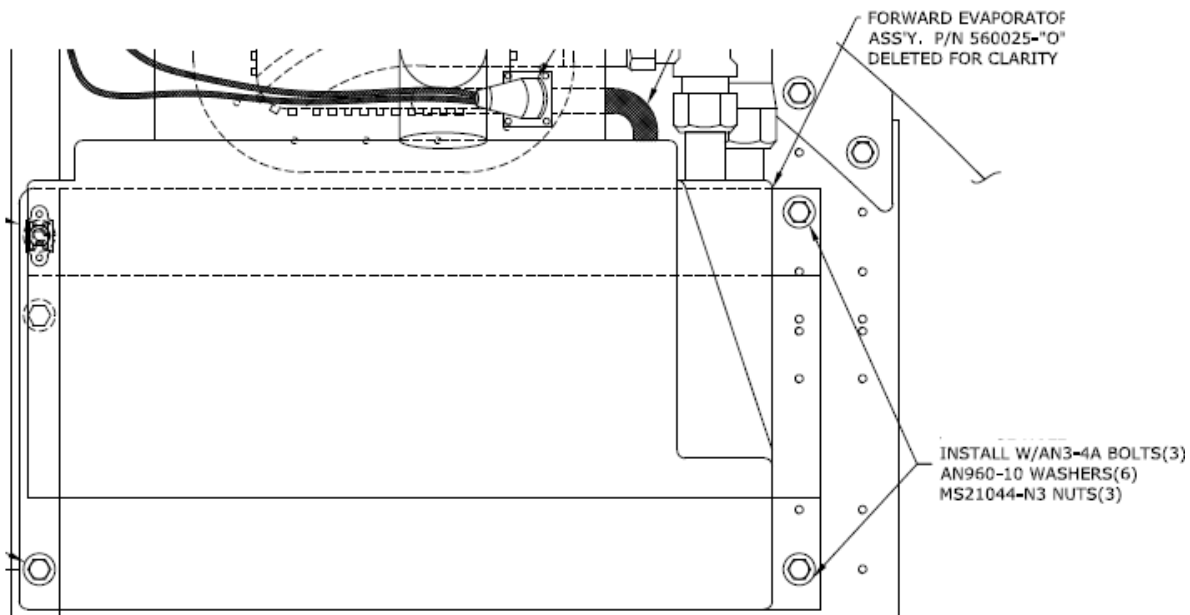


Figure 21 - 06: Forward Evaporator (AS-350)

FLUSH WITH PLATE, AND ATTACH WITH  
5X AN3-5A BOLT  
5X AN960-10 WASHER

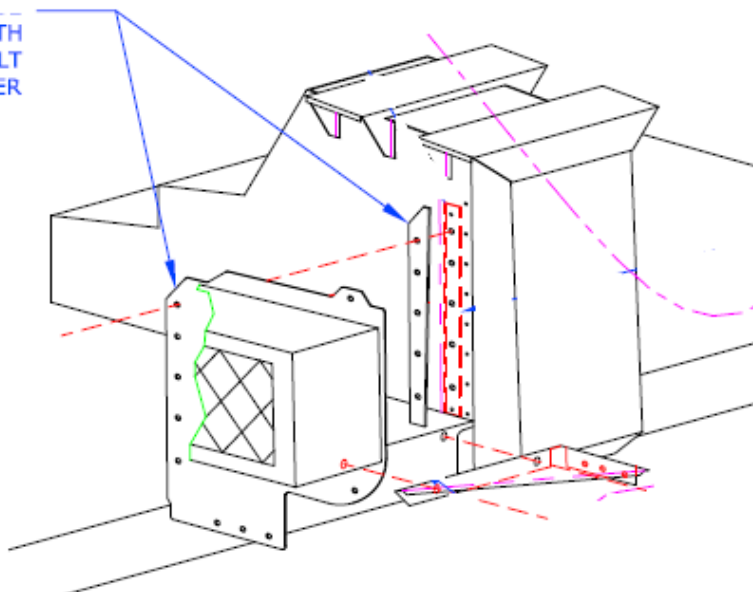


Figure 21 - 07: Forward Evaporator (EC-130)

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### 3. Removal/ Installation Aft Evaporator

(Ref Figure 21-08)

#### a) Removal

- 1) Access aft evaporator (Ref. Section 6-00-00 Dimensions and access) and remove electrical connections.
- 2) Reclaim refrigerant in system in accordance with Section 12-10-00, to remove coolant from system.
- 3) Support evaporator while removing lines and duct work.
- 4) Cap all open lines on unit and aircraft.

#### b) Installation

- 1) Reinstall fan/evaporator and connect electrical connections.
- 2) Position evaporator and loosely install with securing hardware. Secure mounting hardware.
- 3) Reinstall drain line.
- 4) Connect duct work.
- 5) Ensure refrigerant O-rings are installed and in good condition. Replace as necessary. Oil all O-rings and fittings with refrigerant oil of the same type listed on the compressor. Torque refrigerant lines: #6 11-13 ft./lbs.; #8 15-20 ft./lbs.; #10 21-27 ft./lbs.
- 6) After completing other system functions and maintenance, charge system in accordance with Section 12-10-00.
- 7) Check for leaks per section 12-30-00.

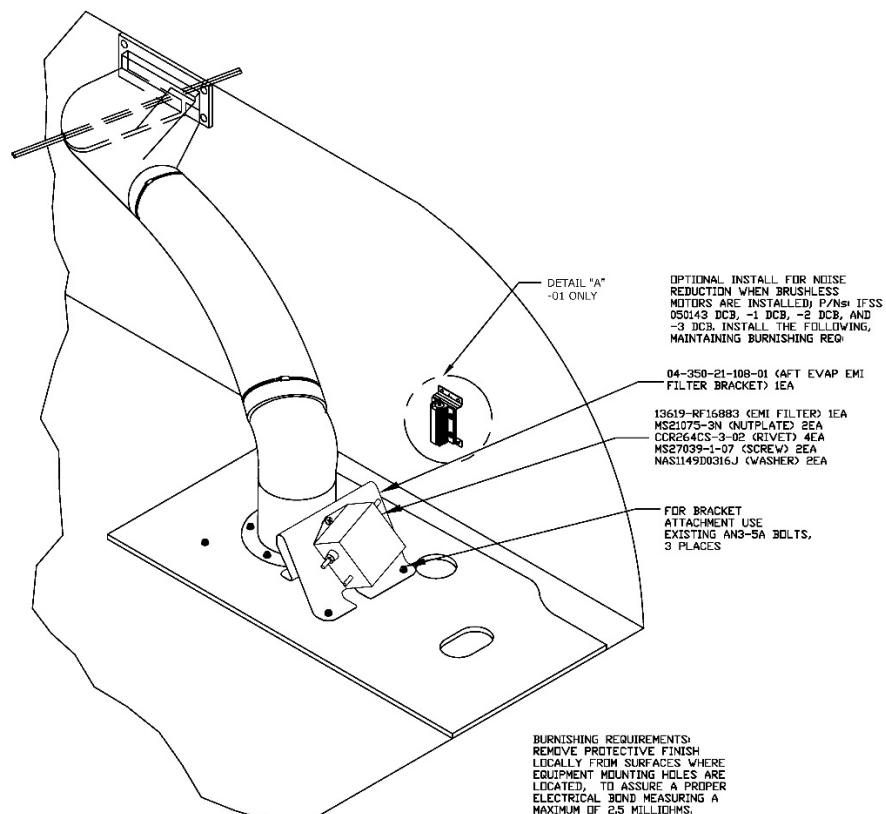


Figure 21 - 08: Aft Evaporator

#### 4. Removal / Installation - Condenser

(Ref figures 21-09 and 21-10)

##### a) Removal

- 1) Access the condenser (Ref Section 6-00-00 Dimensions and Access)
- 2) Reclaim refrigerant in system in accordance with Section 12-10-00, to remove coolant from system.
- 3) Remove hardware securing condenser assembly. Disconnect blower wires and refrigerant hoses.
- 4) Remove condenser and cap all open lines on condenser and airframe.



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**b) Installation**

- 1) Place condenser back in location.
- 2) Loosely install all hardware securing condenser assembly. Tighten mounting hardware only after all other hardware is installed.
- 3) Remove protective caps from refrigerant lines. Inspect that O-rings are installed and in good condition. Oil all O-rings and fittings with refrigerant oil of the same type listed on the compressor.
- 4) Install refrigerant lines. Torque refrigerant lines as follows: #6 11-13 ft./lbs.; #8 15-20 ft./lbs.; #10 21-27 ft./lbs. Do not over tighten.
- 5) Charge system in accordance with Section 12-10-00

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**BURNISHING REQUIREMENTS:**  
REMOVE PROTECTIVE FINISH LOCALLY FROM  
SURFACES WHERE EQUIPMENT MOUNTING HOLES  
ARE LOCATED, TO ASSURE A PROPER ELECTRICAL  
BOND MEASURING A MAXIMUM OF 2.5 MILLIOHMS.

OPTIONAL INSTALL FOR NOISE REDUCTION WHEN BRUSHLESS  
MOTORS ARE INSTALLED; P/Ns: IFSS 050143 DCB, -1 DCB,  
-2 DCB, AND -3 DCB.  
INSTALL THE FOLLOWING, MAINTAINING BURNISHING REQ:  
13619-RF16883 (EMI FILTER) 2EA  
MS27039-0807 (SCREW) 4EA  
NAS620-8L (WASHER) 4EA

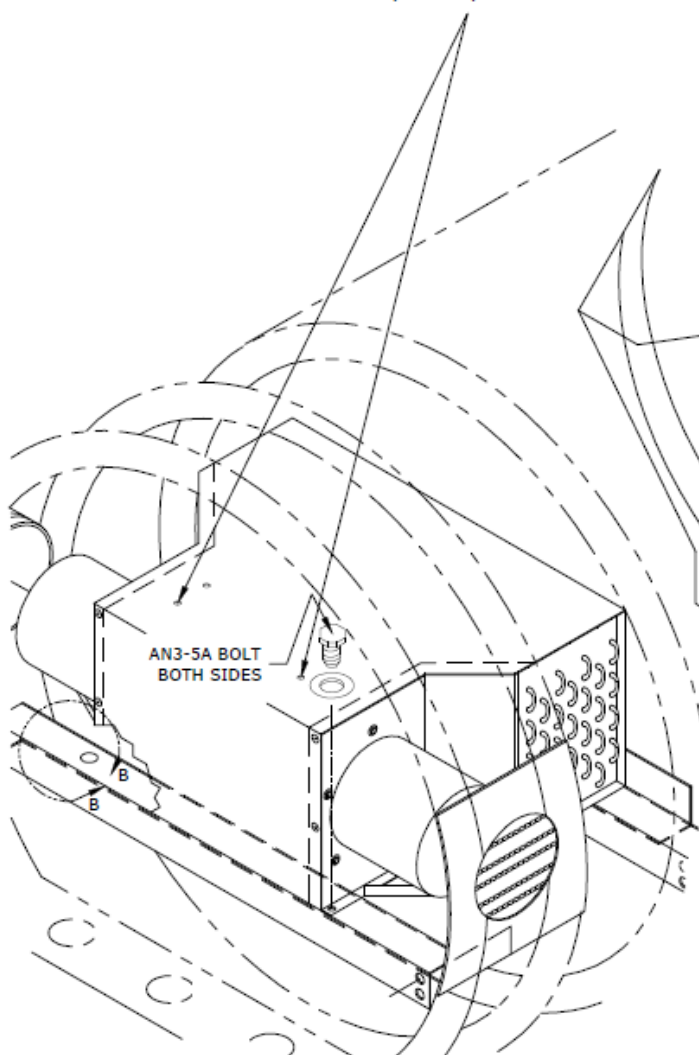

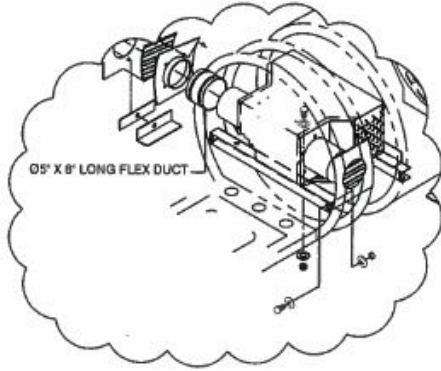
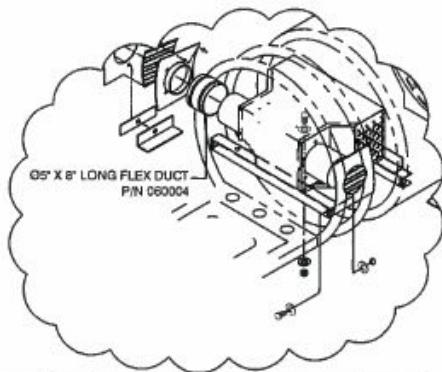

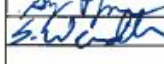
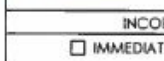


Figure 21 - 09: Aft Mounted Condenser (AS-350, EC-130)

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		<b>E</b> NGINEERING <b>C</b> HANGE <b>O</b> RDER		ECO No. 0797	SHT 1 OF 1
CHANGE CLASS:		DWG No. 7-22-AS350		REV D	
<input checked="" type="checkbox"/> RECORD CHG. PARTS NOT AFFECTED <input type="checkbox"/> INTERCHANGEABLE PARTS		DWG No.		REV	
<input type="checkbox"/> NON-INTERCHANGEABLE PARTS <input type="checkbox"/> OTHER		DWG No.		REV	
EXISTING/IN-WORK STOCK DISPOSITION:		REF. STC No. SH3509SW			
<input type="checkbox"/> RECORD CHG. PARTS NOT AFFECTED <input type="checkbox"/> SCRAP EXISTING STOCK		<input type="checkbox"/> RE-WORK EXISTING STOCK <input checked="" type="checkbox"/> OTHER BREAK IN AT NEXT BUILD		EFFECTIVITY:	
				<input type="checkbox"/> ALL UNITS THIS CUSTOMER <input checked="" type="checkbox"/> ALL UNITS MFG'D AFTER THIS DATE	
				<input type="checkbox"/> LIMITED UNITS SPECIFIED <input type="checkbox"/> OTHER	
DESCRIPTION OF CHANGE: ADDED DUCT P/N TO VIEW.					
WAS: 					
IS: 					
REMARKS:					
MINOR CHANGE FOR PRODUCT IMPROVEMENT.					
ENGINEERING REVIEW BOARD					
SIGNATURE		STAMP		DATE	
		ERB04		7/24/2015	
		QA11		7/27/2015	
		P02		7/27/2015	
INCORPORATION STATUS					
<input type="checkbox"/> IMMEDIATE <input checked="" type="checkbox"/> OUTSTANDING					

TITLE:  
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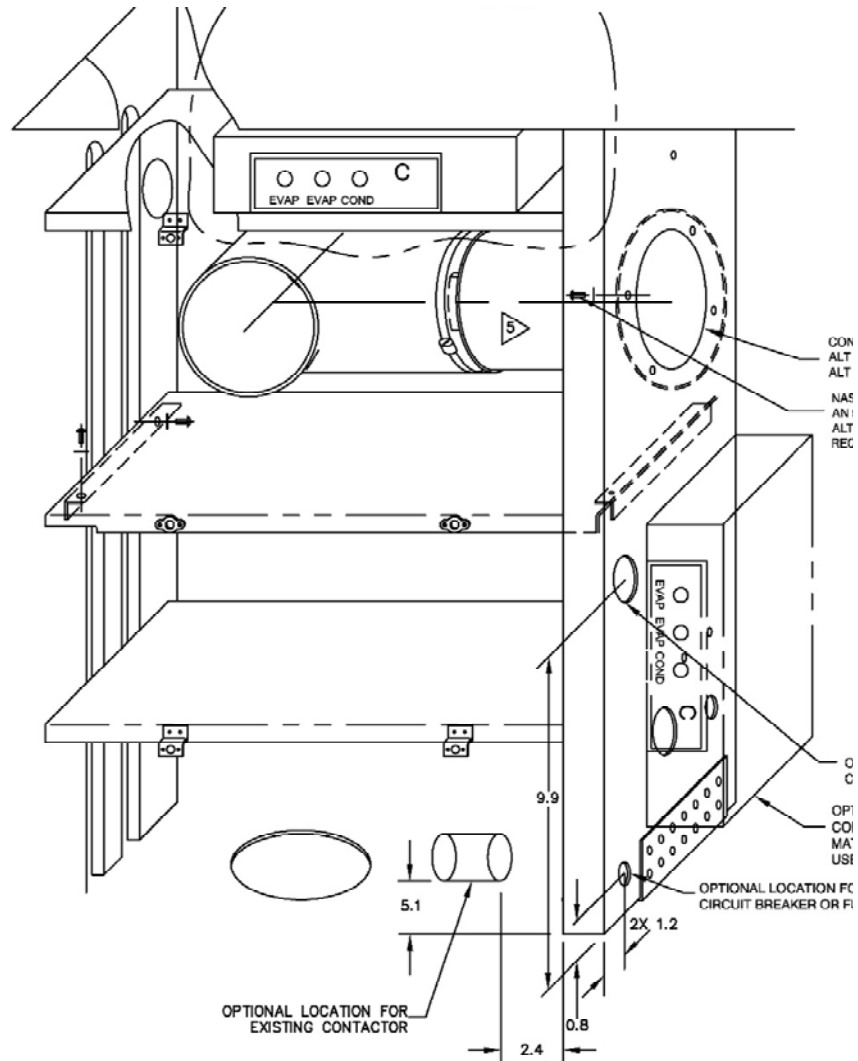


Figure 21 - 10: Side Mounted Condenser (AS-350)



## TITLE:

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## 5. Removal / Installation - Compressor

(Ref figure 21-11)

### a) Removal

- 1) Access the compressor (Ref Section 6-00-00 Dimensions and Access)
- 2) Reclaim refrigerant in system in accordance with Section 12-10-00, to remove coolant from system.
- 3) Remove refrigerant lines from compressor and install protective caps to protect from foreign material entering system and compressor.
- 4) Disconnect drive belt to compressor.
- 5) Remove bolts securing compressor to mount and remove compressor.

### b) Installation

- 1) Install compressor loosely on support frame with attaching hardware.
- 2) Install drive belt.
- 3) Tighten compressor bolts allowing compressor to "Seek" its own natural position on the frame. Tighten compressor belt tensioning bolt to 50 lbs. belt tension for PN 060018-1 Flat Belt, or 30 lbs. tension for PN 060005 Grooved Belt.
- 4) Tighten and safety all compressor mounting bolts.
- 5) Remove protective caps from refrigerant lines and compressor. Inspect the O-rings from installation and condition. Replace as necessary.
- 6) Oil all fittings and O-rings.
- 7) Install refrigerant lines.
- 8) Torque refrigerant lines: #6 11-13 ft./lbs.; #8 15-20 ft./lbs.; #10 21-27 ft./lbs. Do not over tighten.
- 9) Charge system in accordance with Section 12-00-00.
- 10) Install previously removed cowlings.

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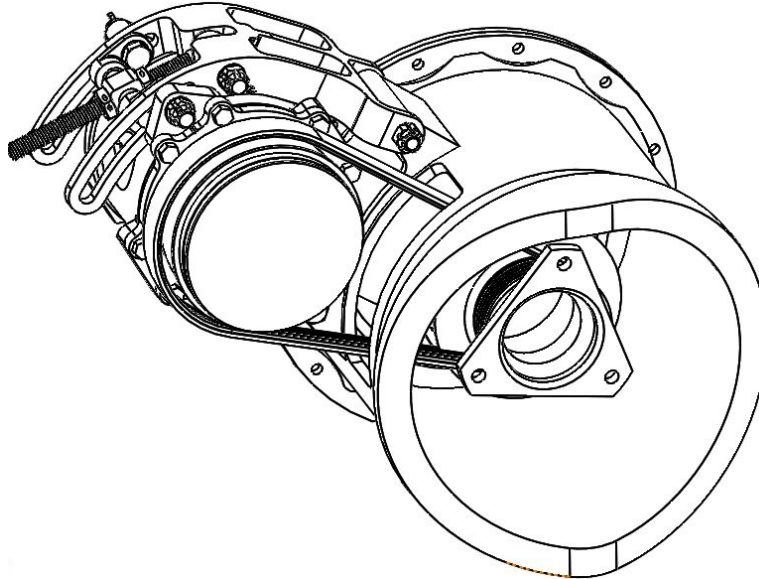


Figure 21 - 11: Compressor

## TITLE:

Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4

## 6. Troubleshooting guide

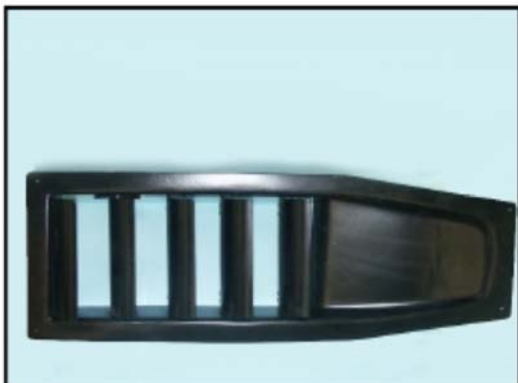
Symptoms	Trouble	Cause	Correction
<ul style="list-style-type: none"> <li>-Insufficient cooling</li> <li>-Low-side pressure too low</li> <li>-High -side pressure too low</li> <li>-Air in ducts only slightly cool</li> </ul>	Low or partial refrigerant charge	Leak	Find and fix the leak. If there was a loss of oil, be sure to check to compressor oil level. Evacuate and recharge per section 12.10.00
<ul style="list-style-type: none"> <li>- Insufficient cooling during hottest part of the day or during extended flying.</li> <li>- Low-side pressure normal, though it may be too low or even a vacuum</li> <li>- High-side pressure normal, though it may be low-at the same time low side is low</li> <li>- Air in the ducts is usually cold, but becomes warm when pressure reading drop</li> </ul>	Excessive moisture in the system	The desiccant in the drier/receiver is saturated	Replace or rebuild the receiver/drier. Evacuate and recharge per section 12.10.00
<ul style="list-style-type: none"> <li>- Insufficient cooling</li> <li>- Low-side pressure normal, but does not drop when the clutch cycles</li> <li>- High-side pressure high</li> <li>- Air in ducts only slight cool</li> </ul>	Air in the System	Refrigerant contains non-condensable in the form of air moisture	Leak test, watch for bad compressor seals. Drain the system. Repair leaks as needed. Replace or rebuild the receiver-drier. Check the compressor oil. Evacuate and recharge per section 12.10.00.
<ul style="list-style-type: none"> <li>- No cooling</li> <li>- Low-side pressure too high</li> <li>- High-side pressure too high</li> <li>- Liquid line very hot</li> <li>- Air in ducts is warm</li> </ul>	Condenser malfunction or system overcharge	Condenser malfunction or system overcharge	Evacuate and recharge per section 12.10.00 or replace condenser.

## Section 21-10-00 Illustrated Parts List

### 1. General

This section contains information on parts for the Air Conditioning System Installation, for use in ordering replacements if necessary.

## Air Outlets



**RSG PN: 520071-1**  
**Condenser Air Intake  
Assembly Low Profile  
(Sliding Door)**

**AS350** 



**RSG PN: 500001**  
**Left Side Air Outlet**

**EC130** 



**RSG PN: 500002**  
**Right Side Air Outlet**

**EC130** 

## **Air Outlets**



**RSG PN: 500018-1**  
**Air Outlet Assembly**  
**Right Side**

**AS350** 



**RSG PN: 500018-2**  
**Air Outlet Assembly**  
**Right Side**

**AS350** 



**RSG PN: 510259-3**  
**Air Outlet Assembly**

**AS350** 

## **Air Outlets**



**RSG PN: 520156HP-01**  
**Air Outlet L.H.**

**AS350** 



**RSG PN: 520157HP-01**  
**Air Outlet R.H.**

**AS350** 

## **Blower Motors**



**RSG PN:IFSS 050143-1 DCB**

**-2 DCB**

**-3 DCB**

**5" Vane Axial Blower  
Assembly**

**AS350** 



**RSG PN: 050052-1**  
**Blower Motor,  
Modified Right Half**

**AS350** 



**RSG PN: 490017-1-02**  
**Aft Evaporator Fan  
Assembly**

**AS350** 

## **Blower Motor Part**



**RSG PN: 040004-8**  
**Fan Wheel CW**

**AS350**



**EC130**





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## Compressors



**RSG PN: 590008**  
**Compressor  
Assembly**

**AS350** 

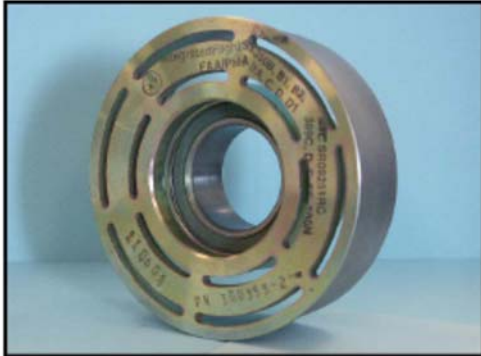


**RSG PN: 590008-1**  
**Compressor  
Assembly**

**AS350** 

**EC130** 

## Compressor Parts



**RSG PN: 300355-2**  
**Pulley**

**AS350** 



**RSG PN: 300396**  
**Pulley**

**AS350** 

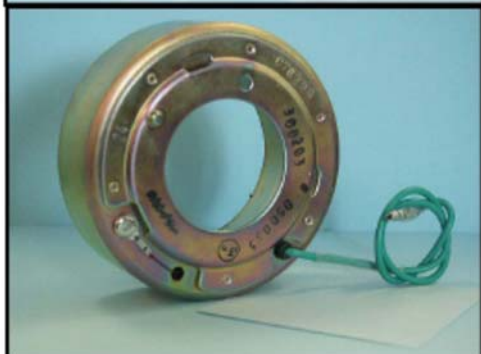
**EC130** 



**RSG PN: 010011**  
**Bearing**

**AS350** 

**EC130** 



**RSG PN: 050033**  
**Coil, 24 VDC**

**AS350** 

**EC130** 

## Compressor Parts



**RSG PN: 060005**  
**24.3" 4 Groove**  
**Serpentine Belt**

**EC130** 

**RSG PN: 060006**  
**25.3" 5 Groove**  
**Serpentine Belt**

**EC130** 

**RSG PN: 060018 25-1/4"**  
**RSG PN: 060018-1 25"**  
**Flat Belt**

**AS350** 

**EC130** 

## Compressor Bracket/Parts



**RSG PN: 04-130-21-101-01**

**Compressor Mount  
Bracket**

AS350 

EC130 



**RSG PN: 04-130-21-102-01**

**Compressor Mount  
Tension Bolt**

AS350 

EC130 



**RSG PN: 04-130-21-104-01**

**Jam Nut Drilled**

AS350 

EC130 



**RSG PN: 04-130-21-105-01**

**Compressor Clamp**

AS350 

EC130 

## Compressor Bracket/Parts

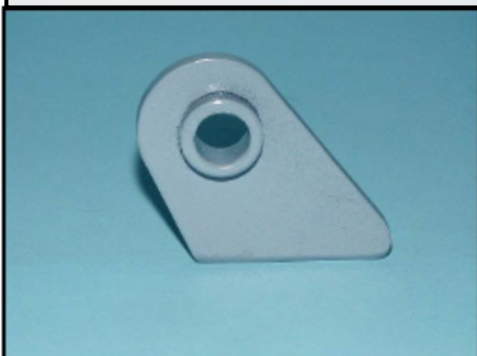


**RSG PN: 2434K39**  
**Threaded Rod End**

**AS350**



**EC130**



**RSG PN: 530100-1**  
**Strap, Housing Mod  
Assembly**

**AS350**



**EC130**



**RSG PN: 300363-2**  
**Compressor Shim, Upper  
(Alt: 261155 not shown)**

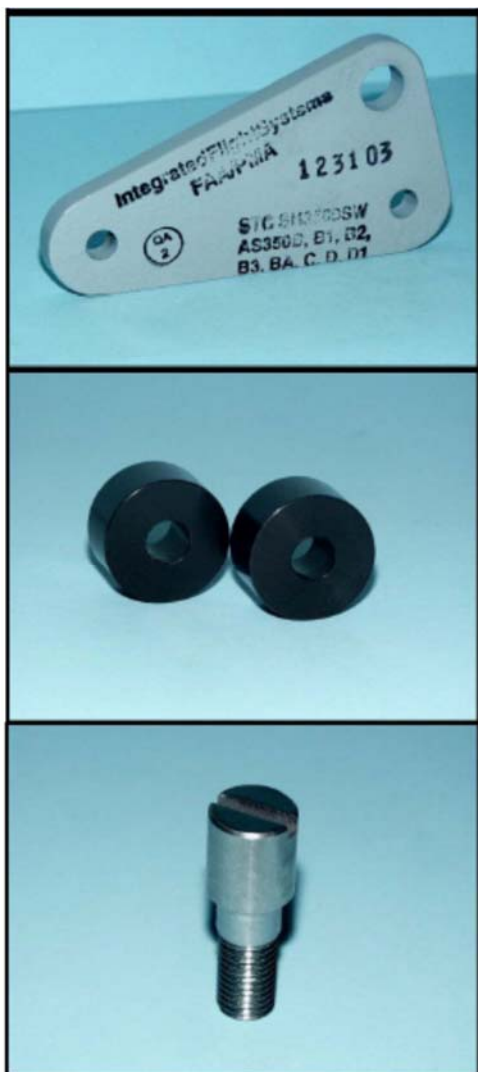
**AS350**



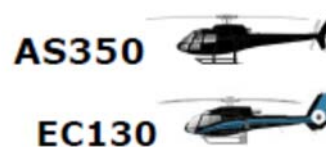
**EC130**



## Compressor Bracket/Parts



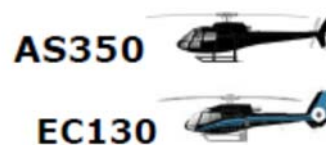
### RSG PN: 300067-1 Compressor Standoff



### RSG PN: 261007 Bushings, SD507



### RSG PN: 300095 Compressor Pin





## Condenser/Evaporator



**RSG PN: 090002-O**  
**Expansion Valve**

AS350



EC130



**RSG PN: 090016-5**  
**Receiver/Drier**

AS350



EC130



**RSG PN: 550003-O**  
**Aft Condenser  
Assembly**

EC130

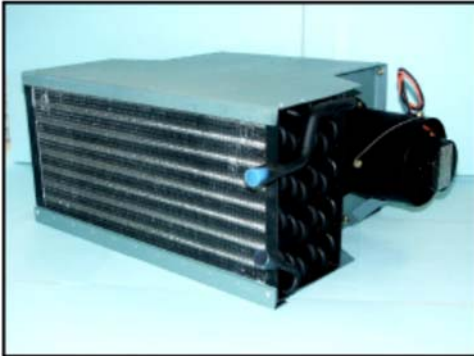


**RSG PN: 550007-1**  
**Side Condenser  
Assembly**

AS350



## Condenser/Evaporator



**RSG PN: 550022**  
**Aft Condenser  
Assembly**

**AS350** 



**RSG PN: 560004**  
**Fwd Evaporator  
Assembly**

**EC130** 



**RSG PN: 560010-O-5**  
**Aft Evaporator  
Assembly**

**AS350** 



**RSG PN: 560016-O-1**  
**Aft Evaporator  
Assembly**

**EC130** 



## Condenser/Evaporator



**RSG PN: 560025-O-01**

**-02**

**Fwd Evaporator  
Assembly**

**AS350** 

## Electrical Parts



**RSG PN: 540009**  
**Electrical Box**  
**Assembly**

EC130 



**RSG PN: 540028-C-1-A**  
**-C-2-A**  
**Electrical Box**  
**Assembly**

AS350 



**RSG PN: 540011-01**  
**-02**  
**Instrument Panel**  
**Switch**

EC130 



**RSG PN: 540044-5**  
**Harness Assembly**

AS350 

## Electrical Parts



**RSG PN: 540044-8-01**  
**-02**

**Instrument Panel  
Switch**

**AS350** 



**RSG PN: 540044-9**  
**5 amp Breaker  
Assembly**

**AS350** 

**EC130** 



**RSG PN: 540089-01**  
**-02**  
**Aft Evaporator Switch  
Assembly**

**AS350** 

## Electrical Parts



**RSG PN: 050000**  
**Switch with Button**

AS350 

EC130 



**RSG PN: 050001**  
**Switch without Button**

AS350 

EC130 



**RSG PN: 050006**  
**Switch without Button**

AS350 



**RSG PN: 050006-2**  
**Switch with Button**

AS350 

EC130 

## Electrical Parts



**RSG PN: 050007-1**  
**Button**

**AS350** 

**EC130** 



**RSG PN: 050007-3**  
**Button**

**AS350** 



**RSG PN: 050007-4**  
**Button**

**AS350** 

**EC130** 



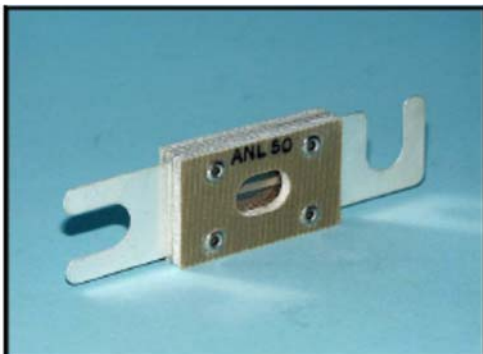
**RSG PN: 050008**  
**Relay**

**AS350** 

**EC130** 

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## Electrical Parts



**RSG PN: 050015-2**  
**50 Amp Limiter**

AS350 

EC130 



**RSG PN: 050026**  
**Timer**

AS350 

EC130 



**RSG PN: 050107**  
**Low Pressure Switch**

AS350 

EC130 



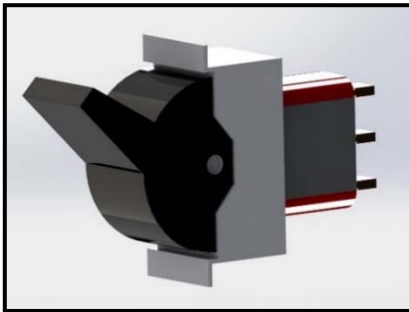
**RSG PN: 090004**  
**High Pressure Switch**

AS350 

EC130 

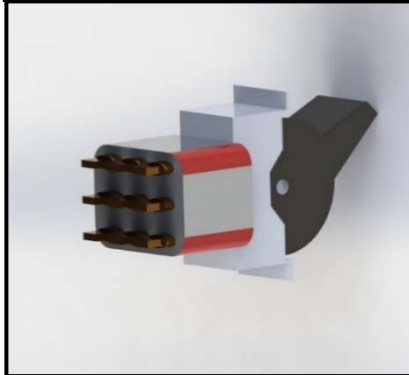


## Electrical Parts



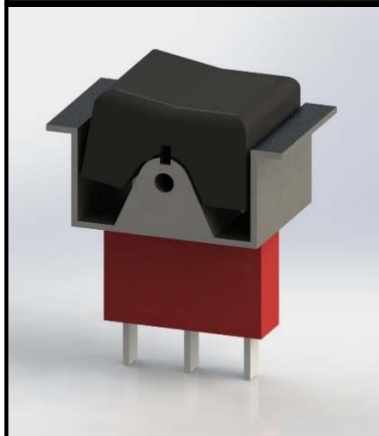
**RSG PN: 7303J21ZQI22**  
**Switch, 3PDT, 3 POS.**

**AS350** 



**RSG PN: 7301J21ZGE22**  
**Switch, 3PDT, 3 POS.**

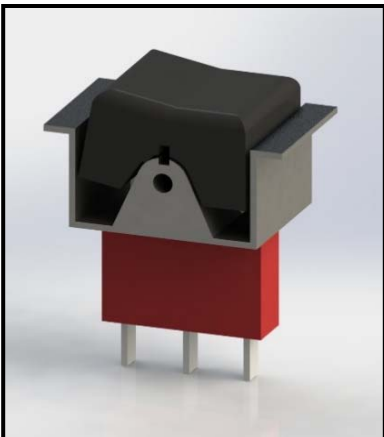
**AS350** 



**RSG PN: 7301J11ZQE22**  
**Switch, SPST, 2 POS.**

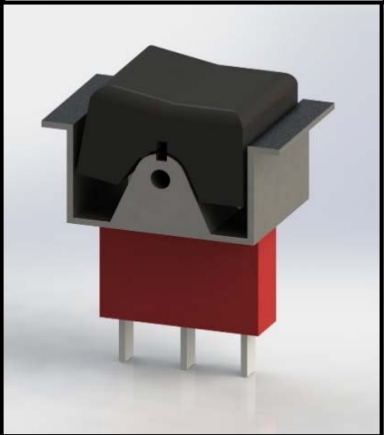
**AS350** 

## Electrical Parts



**RSG PN: 7101J51ZQE22**  
**Switch, SPST, 2 POS.**

**EC130** 



**RSG PN: 7203J51ZQE22**  
**Switch, DPDT, 2 POS.**

**EC130** 



## **EC130 Hoses**



**RSG PN: 570103**  
**High Pressure Hose #6  
Assembly**

**EC130** 



**RSG PN: 570104**  
**Condenser to  
Receiver/Drier Hose #6  
Assembly**

**EC130** 



**RSG PN: 570105**  
**Return Hose #10  
Assembly**

**EC130** 

## AS350 Hoses



**RSG PN: 570067-O-A**  
**Hose Assembly #6**  
**Condenser to Drier**

AS350 



**RSG PN: 570070-O-A-01**  
**Hose Assembly #8**  
**Compressor Discharge**

AS350 



**RSG PN: 570070-O-A-02**  
**Hose Assembly #8**  
**Compressor Discharge**

AS350 



**RSG PN: 570020-O-A**  
**Hose Assembly #6**  
**Condenser to Drier**

AS350 

## **AS350 Hoses**



**RSG PN: 570024-O-A-01**  
**Hose Assembly #8**  
**Compressor Discharge**



**RSG PN: 570024-O-A-02**  
**Hose Assembly #8**  
**Compressor Discharge**



**RSG PN: 570072-O-A**  
**Hose Assembly #6 Fwd**  
**Evaporator to Receiver/Drier**



## **AS350 Hoses**



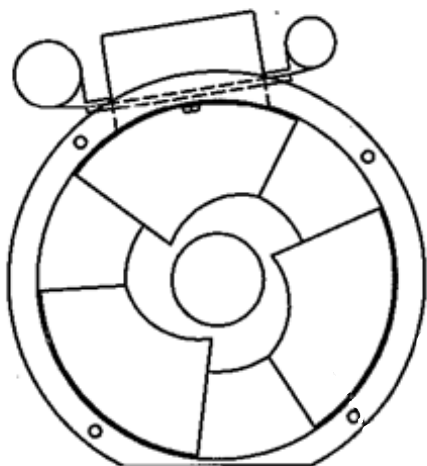
**RSG PN: 570087-O-A-01**  
**Hose Assembly Fwd  
Evaporator to Aft Evaporator  
to Compressor**



**RSG PN: 570087-O-A-02**  
**Hose Assembly Fwd  
Evaporator to Aft Evaporator  
to Compressor**



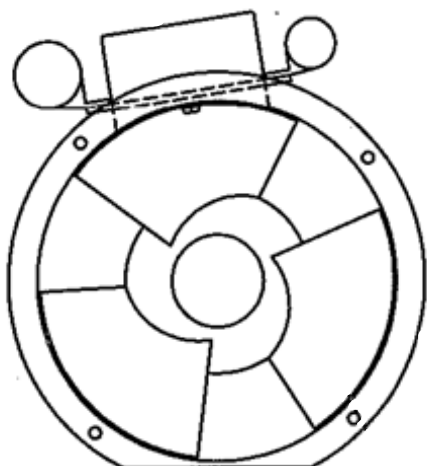
## BRUSHLESS BLOWER MOTORS



### **RSG PN: IFSS 050084-7-2** **7" DC Brushless Blower Assembly Short**

**AS350** 

**EC130** 



### **RSG PN: IFSS 050084-7-3** **7" DC Brushless Blower Assembly Long**

**AS350** 

**EC130** 



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**LIST OF CONSUMABLE MATERIALS**

DESCRIPTION	P/N	VENDOR/SPECIFICATION
THREAD LOCK	242	LOCTITE
ADHESIVE	1300L	3M
Cleaning cloth, Low-Lint	--	Commercial
Mineral Spirits, Cleaning Solvent	--	MIL-PRF-680, TYP II OR ASTM-D235
Alodine	Alodine 1200	--
Alodine	Iridite 14-2	--
Paint Stripper	Turco 5873	--
Polyamide Paint Primer	--	--
Dye Penetrant Kit	--	--
Acetone	--	ASTM-D329
Isopropyl Alcohol	--	TT-I-735
Trichloroethane	--	MIL-T-81533
Nylon Scouring Pad	(3M) Scotchbrite 63	3M
240 Grit Sandpaper	--	Commercial
320 Grit Sandpaper	--	Commercial
240 Grit Aluminum Oxide Abrasive	--	Commercial
Cloth	--	Commercial
Sealant	--	MIL-S-8802
Adhesive transfer tape 950 (2")	70-0060-3057-4	3M
Refrigerant	R134a	--



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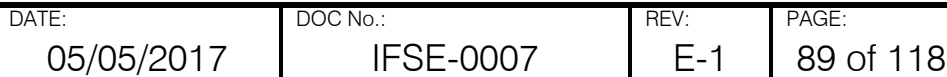
Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4

## Chapter 98

### Section 98-00-00 Wiring Diagrams and Plumbing Schematics

This section contains all applicable wiring diagrams and plumbing schematics.






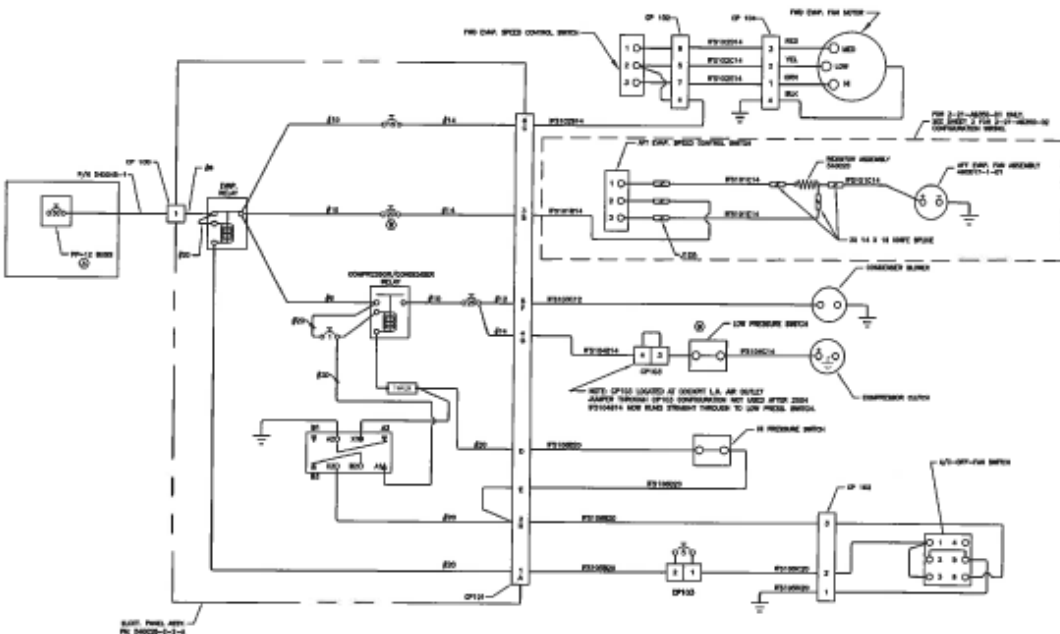
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Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4







TITLE:  
Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4

		<b>ENGINEERING</b> <b>C</b> H A N G E <b>O</b> R D E R		ECO No. 0879	SHT 1 OF 4																					
				DWG No. 2-21-AS350	REV F																					
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				DWG No.	REV																					
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DESCRIPTION OF CHANGE: ADDING SHEET 3 OF 3: SHEET 1 OF 1 WILL DEPICT ELECTRICAL BOX WIRING DIAGRAM; SHEET 2 OF 3 WILL DEPICT CONFIGURATION -01: WIRING DIAGRAM USING BRUSHLESS AFT FAN MOTOR WITHOUT MICROSWITCHES; SHEET 3 OF 3 WILL DEPICT -02 CONFIGURATION WIRING DIAGRAM USING BRUSHLESS AFT FAN MOTOR AND MICROSWITCHES. REMOVE RESISTOR, ADDED OPTIONAL EMI FILTER FOR AFT FAN MOTOR, AND OPTIONAL EMI FILTER FOR CONDENSER.																										
SHEET 1 : WAS:																										
																										
REMARKS: MINOR CHANGE FOR PRODUCT IMPROVEMENT. THIS ECO CANCELS ECO 0776																										
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	QA11	7/7/2016																								
INCORPORATION STATUS																										
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TITLE:  
Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4



**E**NGINEERING  
**C**HANGE  
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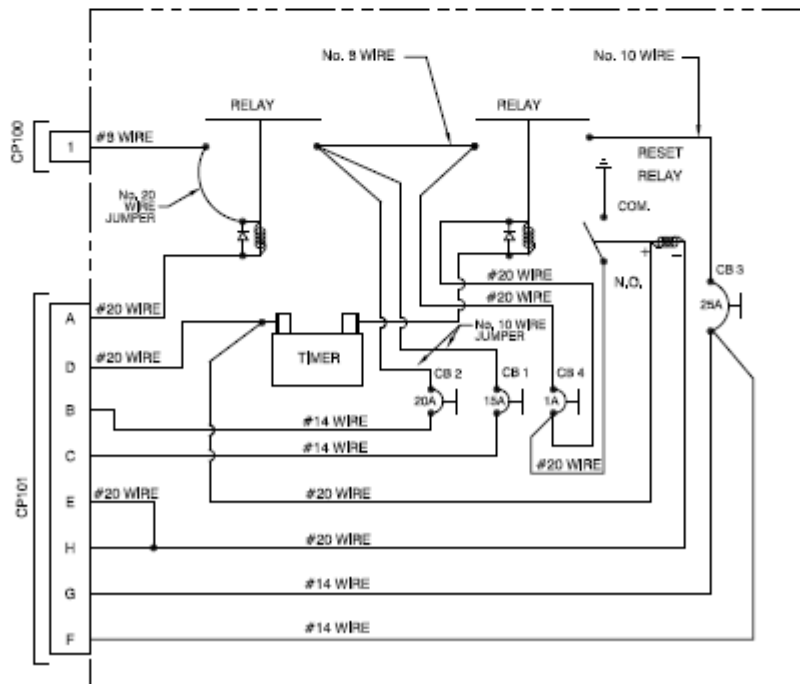
ECO No.	0879	SHT	2 OF 4
DWG No.	2-21-AS350	REV	F
DWG No.		REV	
DWG No.		REV	
REF. STC No.	SH3509SW		

DESCRIPTION OF CHANGE:  
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NOTES:

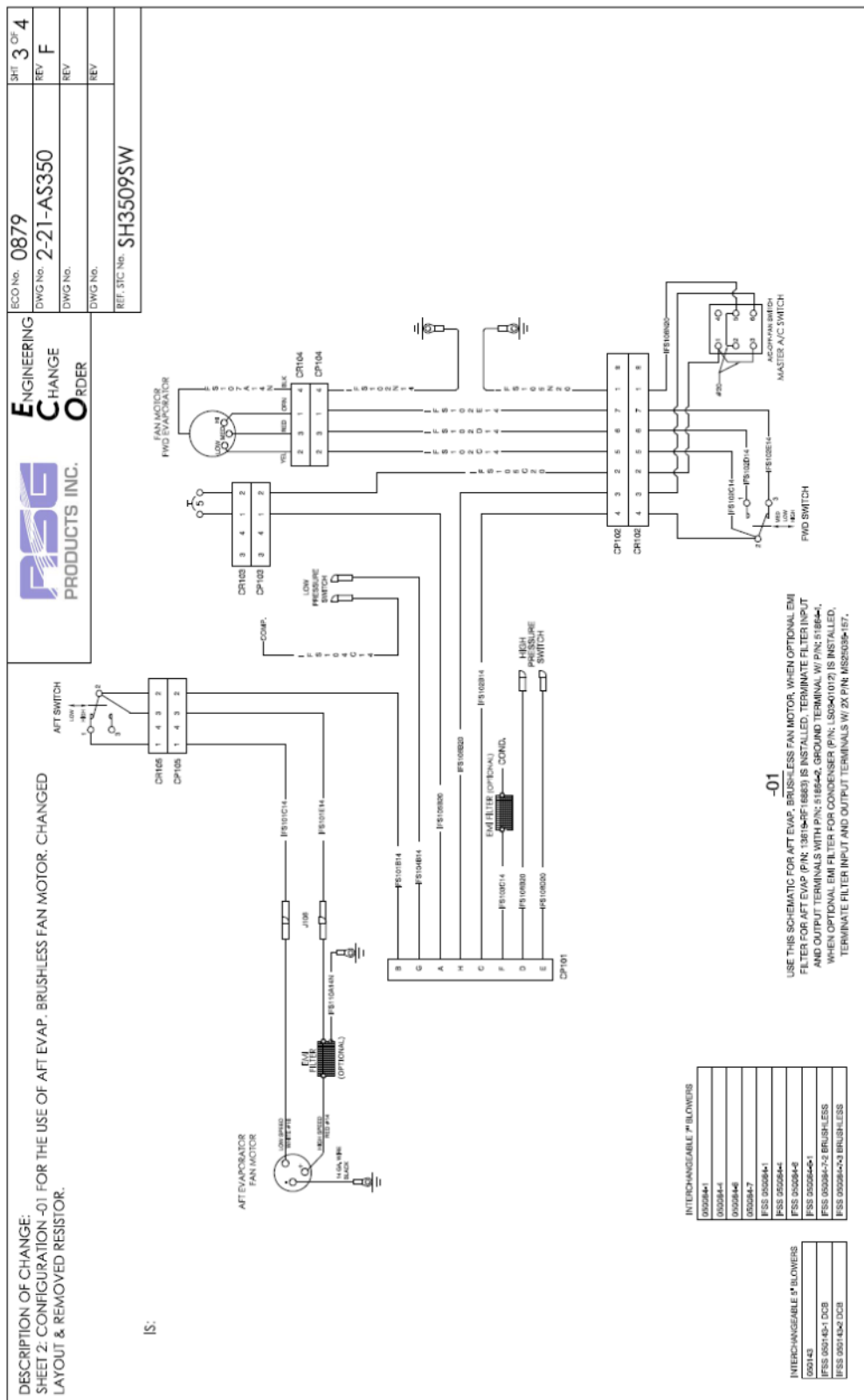
- AFT EVAP: RFI CORPORATION EMI FILTER MODEL NUMBER 13619-RF16883; CONDENSER: EMI FILTER MODEL NUMBER LS03-01012.
- FOR BACKLIGHTING, MODELS B2/B3, CONNECT TO 131-L1, ANY AVAILABLE PIN.
- ROUTE AND SUPPORT WIRING HARNESSES IAW AC43.13-1B, CHAPTER 11 SECTION 8, PARAGRAPH 11-96.
- CLAMP WIRING HARNESS IAW AC43.13-1B, CHAPTER 11, SECTION 11, PARAGRAPH 11-146.
- CLAMP AND ROUTE WIRES AROUND MOVABLE CONTROLS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-125.
- WIRING AND HARNESS TO BE SEPARATED IAW AC43.13-1B, CHAPTER 11, SECTION 8, PARAGRAPH 11-105 AND 11-106.
- INSTALL SERVICE LOOPS AT HARNESS TERMINATIONS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-139.
- INSTALL GROUNDING CONNECTION AND BONDING IAW AC43.13-1B, CHAPTER 11, SECTION 15, PARAGRAPH 11-186 AND 11-189.
- COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.

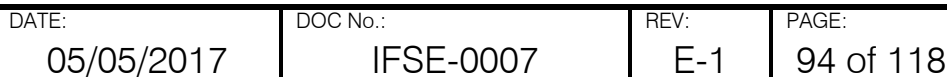
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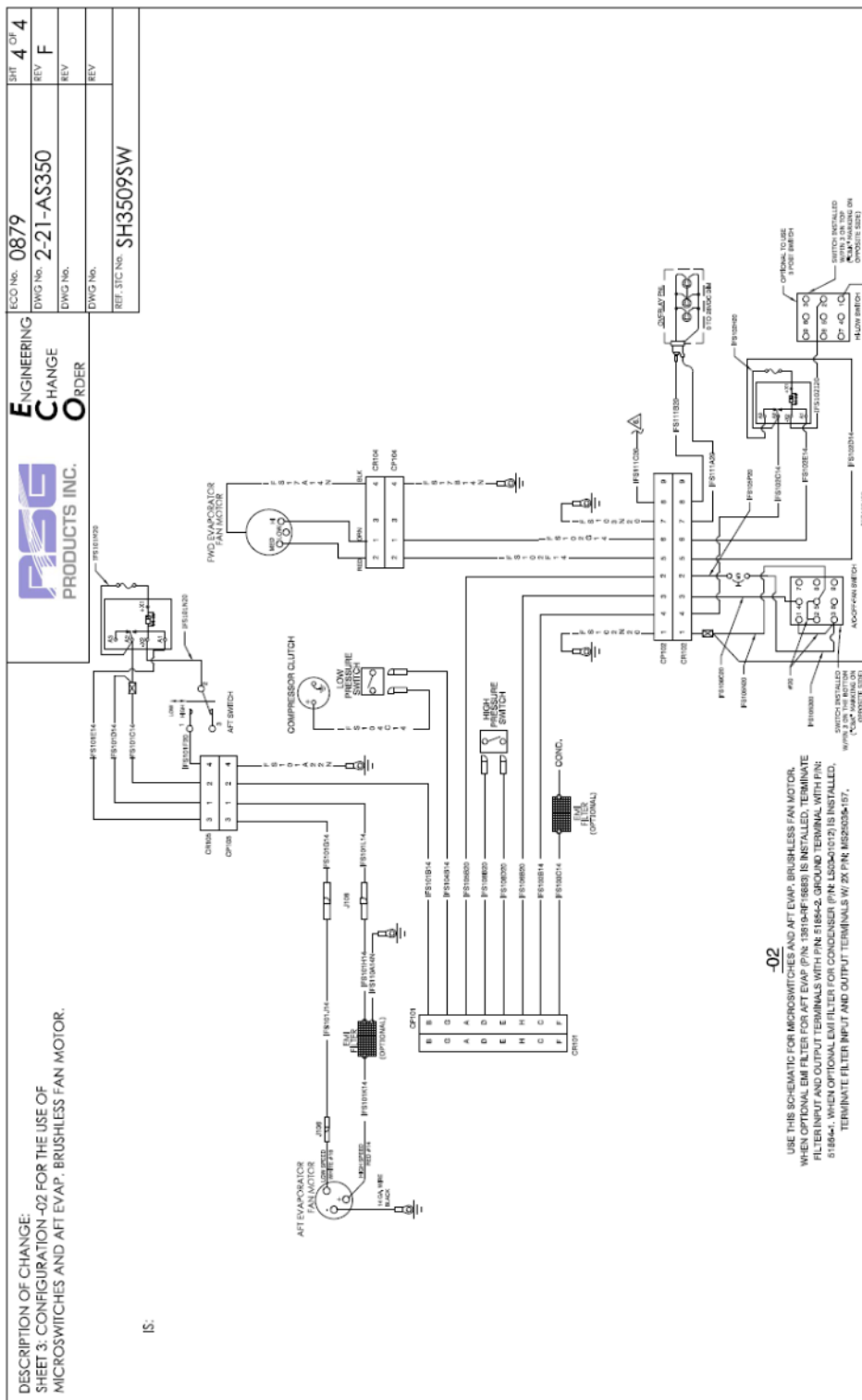
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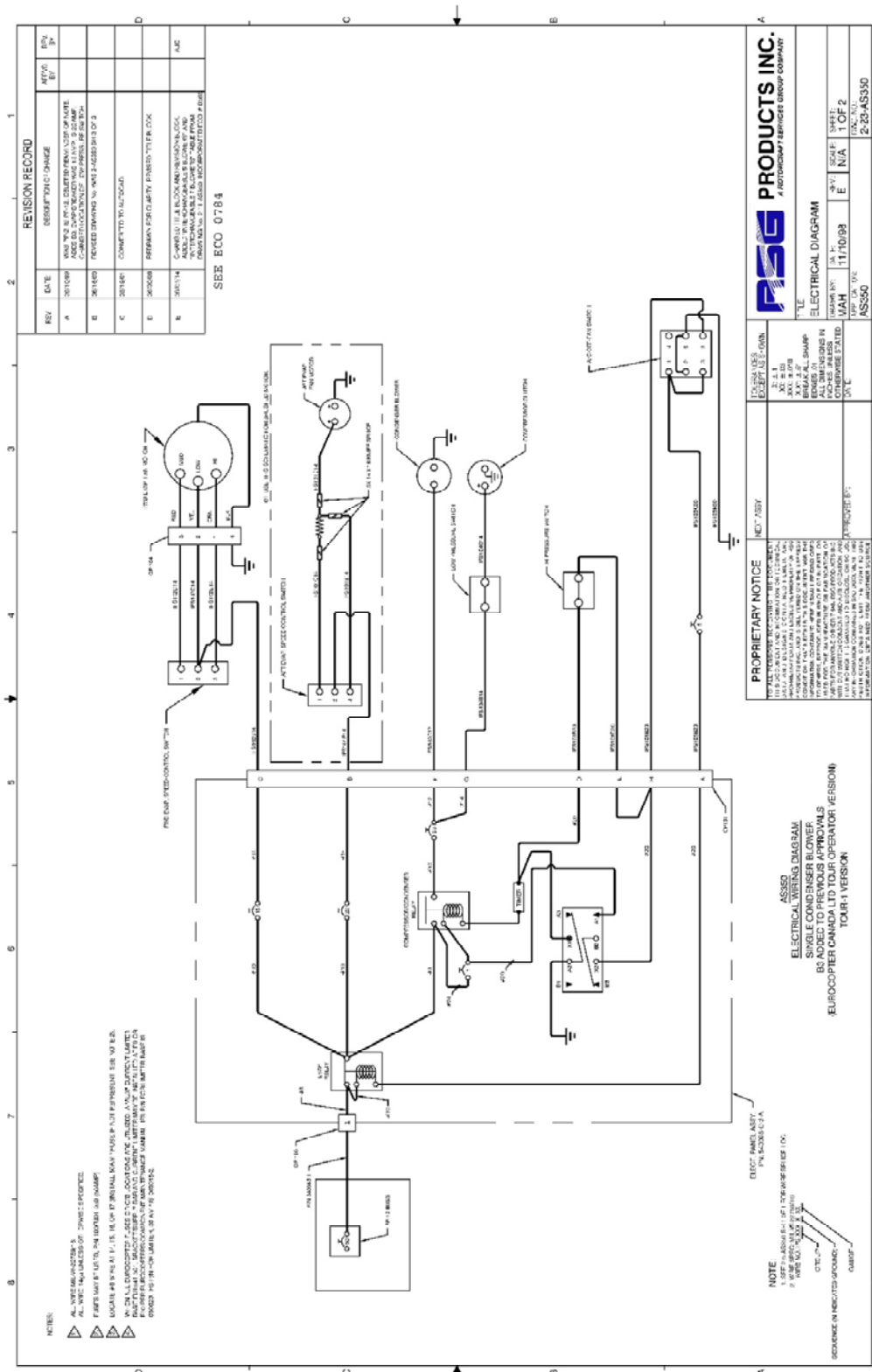


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EC-130 B4



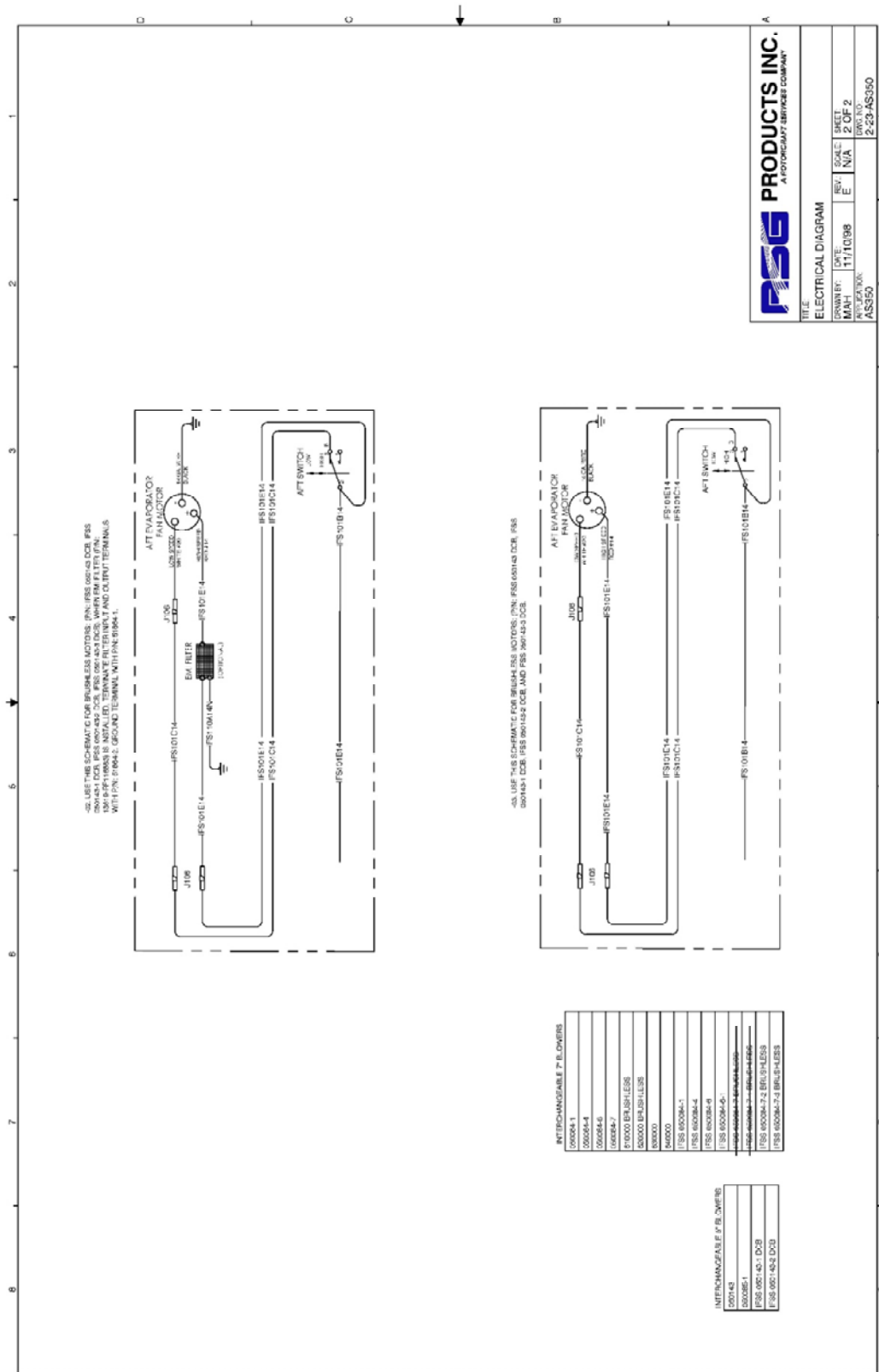
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Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4



TITLE:

# Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4







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05/05/2017

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TITLE:  
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Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4



**E**NGINEERING  
**C**HANGE  
**O**RDER

ECO No. 0784 SHT 1 OF 3

DWG No. 2-23-AS350 REV E

DWG No. REV

DWG No. REV

REF. STC No. SH3509SW

CHANGE CLASS:

☒ RECORD CHG. PARTS NOT AFFECTED ☐ NON-INTERCHANGEABLE PARTS  
☐ INTERCHANGEABLE PARTS ☐ OTHER

EXISTING/IN-WORK STOCK DISPOSITION:

☐ RECORD CHG. PARTS NOT AFFECTED ☐ RE-WORK EXISTING STOCK  
☐ SCRAP EXISTING STOCK ☒ OTHER BREAK IN AT NEXT BUILD

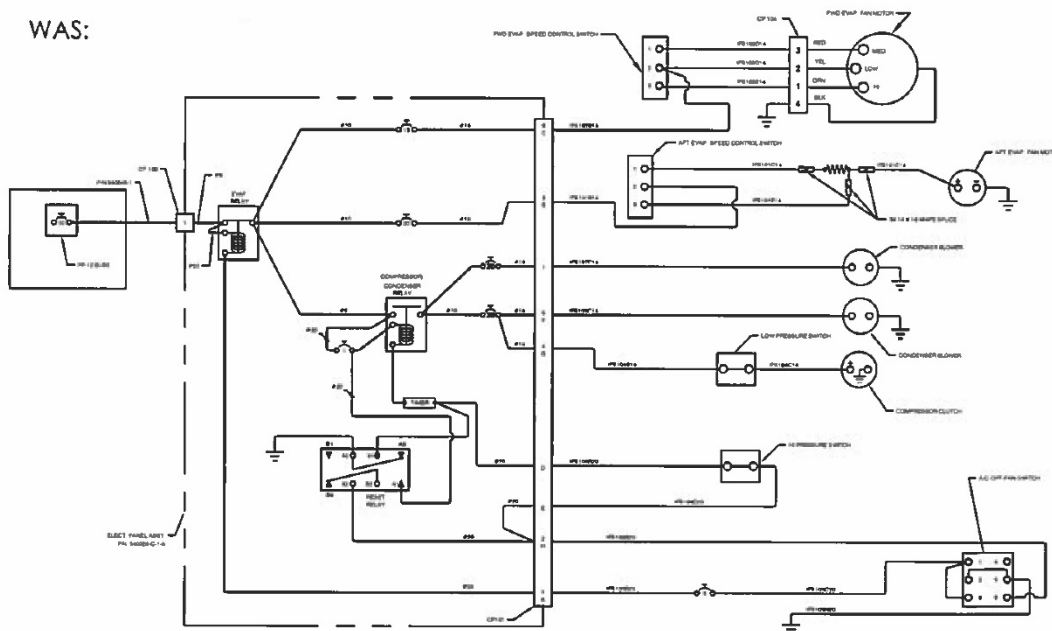
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☐ ALL UNITS THIS CUSTOMER ☐ LIMITED UNITS SPECIFIED  
☒ ALL UNITS MFG'D AFTER THIS DATE ☐ OTHER

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AND SHEET 2 WILL DEPICT HARNESS AND ELECTRICAL COMPONENTS WIRING DIAGRAM.  
CHANGED SCHEMATIC LAYOUT MATCHING WIRING USING BRUSHLESS AFT EVAP. FAN MOTOR.  
REMOVE RESISTOR, ADDED NOTES 5 & 6 DEPICTING OPTIONAL EMI FILTER TO FOD.  
ADDED NOTES 7-13 TO MEET WITH AC 43.13-1B.

WAS:



REMARKS:

MINOR CHANGE FOR PRODUCT IMPROVEMENT.

ENGINEERING REVIEW BOARD

SIGNATURE	STAMP	DATE
	ERB04	5/27/2015
	PO16	5/28/2015
	QA 11	5/28/2015

INCORPORATION STATUS

☐ IMMEDIATE ☒ OUTSTANDING





DATE:

05/05/2017

DOC No.:

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Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4



**E**NGINEERING  
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**O**RDER

ECO No.	0784	SHT	2 OF 3
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REF. STC No.	SH3509SW		

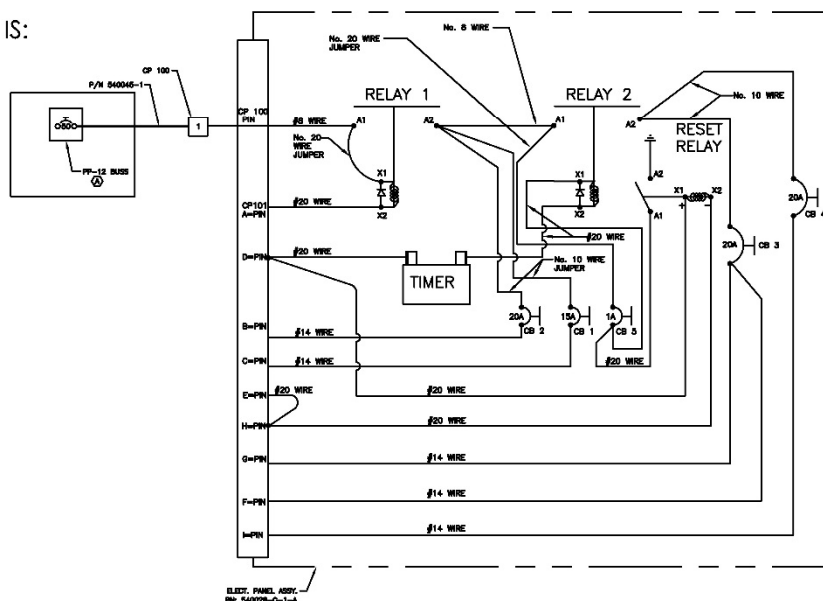
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## NOTES:

- RFI CORPORATION EMI FILTER MODEL NUMBER 13619-RF16883.
- WHEN EMI FILTER (P/N: 13619-RF16883) IS INSTALLED, TERMINATE FILTER INPUT AND OUTPUT TERMINALS WITH P/N: 51864-2. GROUND TERMINAL WITH P/N: 51864-1.
- ROUTE AND SUPPORT WIRING HARNESSES IAW AC43.13-1B, CHAPTER 11 SECTION 8, PARAGRAPH 11-96.
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- COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.

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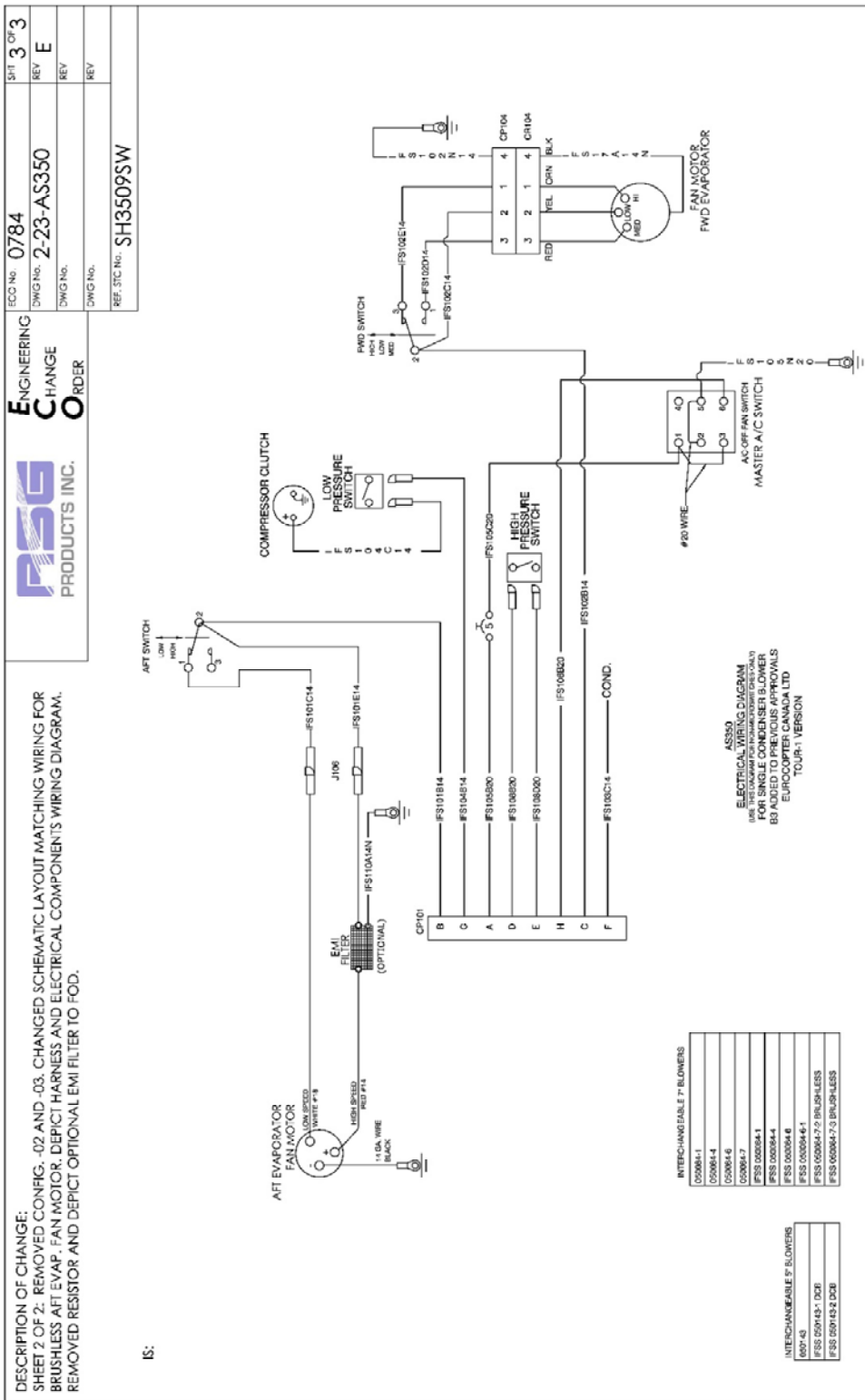


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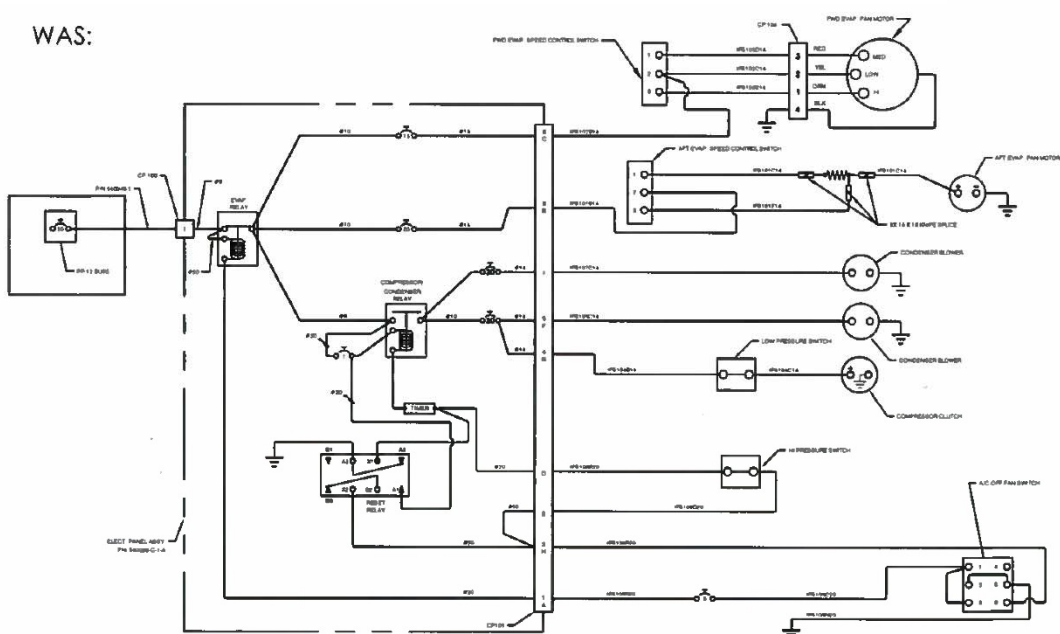
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Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4





TITLE:  
Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4

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WAS:																										
																										
REMARKS: MINOR CHANGE FOR PRODUCT IMPROVEMENT.																										
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05/05/2017

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**E**NGINEERING  
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**O**RDERS

ECO No. 0772

SHT 2 OF 3

DWG No. 2-24-AS350

REV D

DWG No.

REV

DWG No.

REV

REF. STC No. SH3509SW

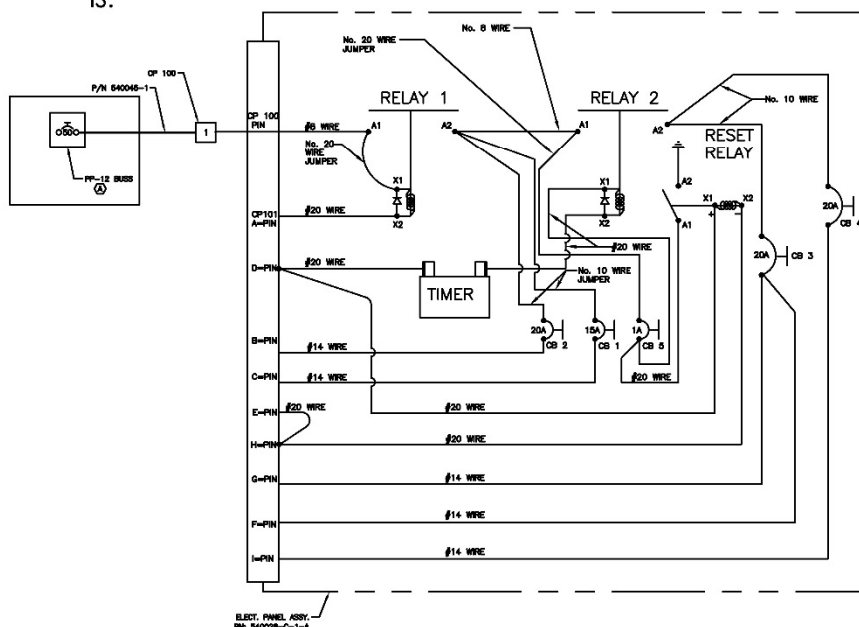
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- CLAMP WIRING HARNESS IAW AC43.13-1B, CHAPTER 11, SECTION 11, PARAGRAPH 11-146.
- CLAMP AND ROUTE WIRES AROUND MOVABLE CONTROLS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-125.
- WIRING AND HARNESS TO BE SEPARATED IAW AC43.13-1B, CHAPTER 11, SECTION 8, PARAGRAPH 11-105 AND 11-106.
- INSTALL SERVICE LOOPS AT HARNESS TERMINATIONS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-139.
- INSTALL GROUNDING CONNECTION AND BONDING IAW AC43.13-1B, CHAPTER 11, SECTION 15, PARAGRAPH 11-186 AND 11-189.
- COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.

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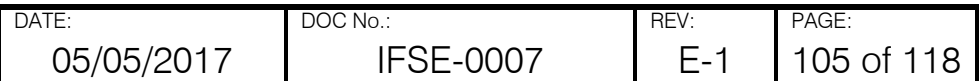
RSG Products Form 35.21 Rev. A 3/19/2011

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05/05/2017

DOC No.:

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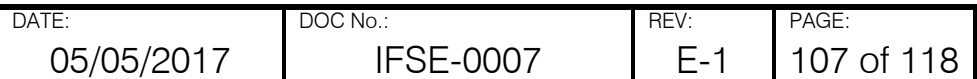
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Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4

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EXISTING/IN-WORK STOCK DISPOSITION: <input type="checkbox"/> RECORD CHG. PARTS NOT AFFECTED <input type="checkbox"/> RE-WORK EXISTING STOCK <input type="checkbox"/> SCRAP EXISTING STOCK <input checked="" type="checkbox"/> OTHER <small>BREAK IN AT NEXT BUILD</small>	EFFECTIVITY: <input type="checkbox"/> ALL UNITS THIS CUSTOMER <input type="checkbox"/> LIMITED UNITS SPECIFIED <input checked="" type="checkbox"/> ALL UNITS MFG'D AFTER THIS DATE <input type="checkbox"/> OTHER _____		
DESCRIPTION OF CHANGE: SHEET 1 OF 2: ADDED NOTES 5-11 TO MEET WITH AC 43-13-1B.			
<u>NOTES:</u>  5. ROUTE AND SUPPORT WIRING HARNESSSES IAW AC43.13-1B, CHAPTER 11 SECTION 8, PARAGRAPH 11-96.  6. CLAMP WIRING HARNESS IAW AC43.13-1B, CHAPTER 11, SECTION 11, PARAGRAPH 11-146.  7. CLAMP AND ROUTE WIRES AROUND MOVABLE CONTROLS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-125.  8. WIRING AND HARNESS TO BE SEPARATED IAW AC43.13-1B, CHAPTER 11, SECTION 8, PARAGRAPH 11-105 AND 11-106.  9. INSTALL SERVICE LOOPS AT HARNESS TERMINATIONS IAW AC43.13-1B, CHAPTER 11, SECTION 9, PARAGRAPH 11-139.  10. INSTALL GROUNDING CONNECTION AND BONDING IAW AC43.13-1B, CHAPTER 11, SECTION 15, PARAGRAPH 11-186 AND 11-189.  11. COVER ALL KNIFE CONNECTOR CONNECTIONS WITH PROPER HEATSHRINK TUBING SIZE. HEATSHRINK TUBING TO BE SECURED WITH LACING CORD OR SMALL TIE WRAPS.			
REMARKS: MINOR CHANGE FOR PRODUCT IMPROVEMENT. THIS ECO CANCELS ECO 0766	ENGINEERING REVIEW BOARD		
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		<b>QA11</b>	<b>7/13/2016</b>
		<b>P02</b>	<b>7/13/16</b>
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98-00-00



TITLE:  
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EC-130 B4



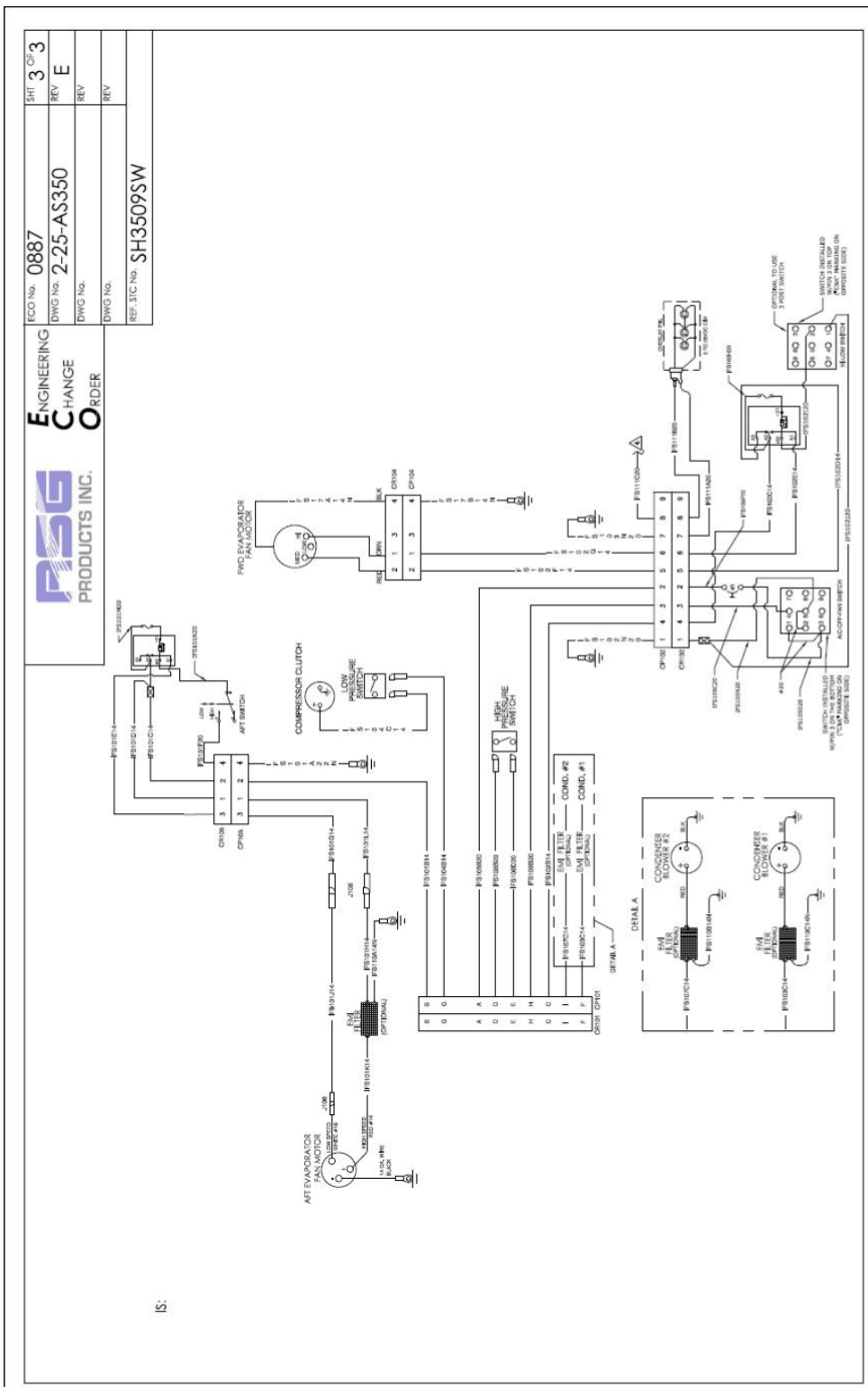
ECO No.	0887	SHT	2 OF 3
DWG No.	2-25-AS350	REV	E
DWG No.		REV	
DWG No.		REV	
REF. STC No.	SH3509SW		

DESCRIPTION OF CHANGE: SHEET 2 OF 2: REMOVE RESISTOR AND COMPONENTS ASSOCIATED WITH IT. REVISE CALL OUT NOTES BY ADDING, REMOVING OR UPDATE PART NUMBERS. UPDATE L.H. FORWARD AIR OUTLETS. WIRES "IFS111C14" AND "IFS111B14" WILL NOW BE "IFS111C20" AND "IFS111B20"

The diagram illustrates the electrical system for a vehicle, showing the following components and their connections:

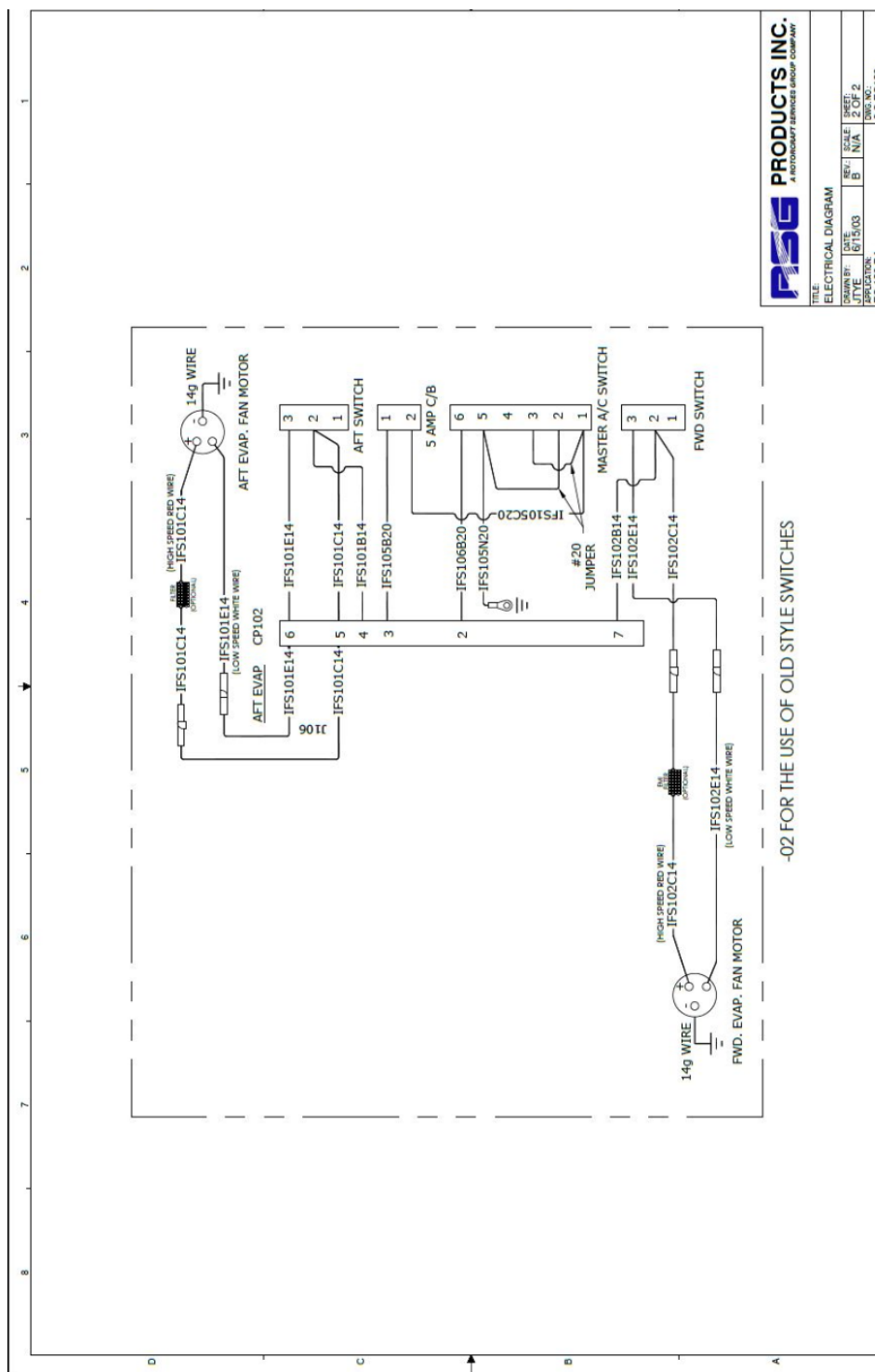
- 12V BATTERY:** Connected to the main power lines.
- 150W FUSIBLE FUSE:** Protects the main power lines.
- 12V 3000 OHM:** A resistor connected to the main power lines.
- Terminal Block (12 pins):**
  - B: PS101314
  - G: PS100814
  - A: PS100820
  - D: PS100820
  - E: PS100820
  - H: PS100820
  - C: PS100814
  - I: PS100814
  - F: PS100814
- CP100:** A 12-pin connector with the following connections:
  - 1: PS101314
  - 2: PS100814
  - 3: PS100820
  - 4: PS100820
  - 5: PS100820
  - 6: PS100820
  - 7: PS100820
  - 8: PS100820
  - 9: PS100820
  - 10: PS100820
  - 11: PS100820
  - 12: PS100820
- Other Components:**
  - AFT EVAPORATOR FAN MOTOR:** Connected to the main power lines.
  - AFT SWITCH:** Controls the AFT fan motor.
  - COMPRESSOR SWITCH:** Controls the compressor.
  - LOW PRESSURE SWITCH:** Controls the compressor.
  - FWD EVAPORATOR FAN MOTOR:** Controls the front fan.

TITLE:  
Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4





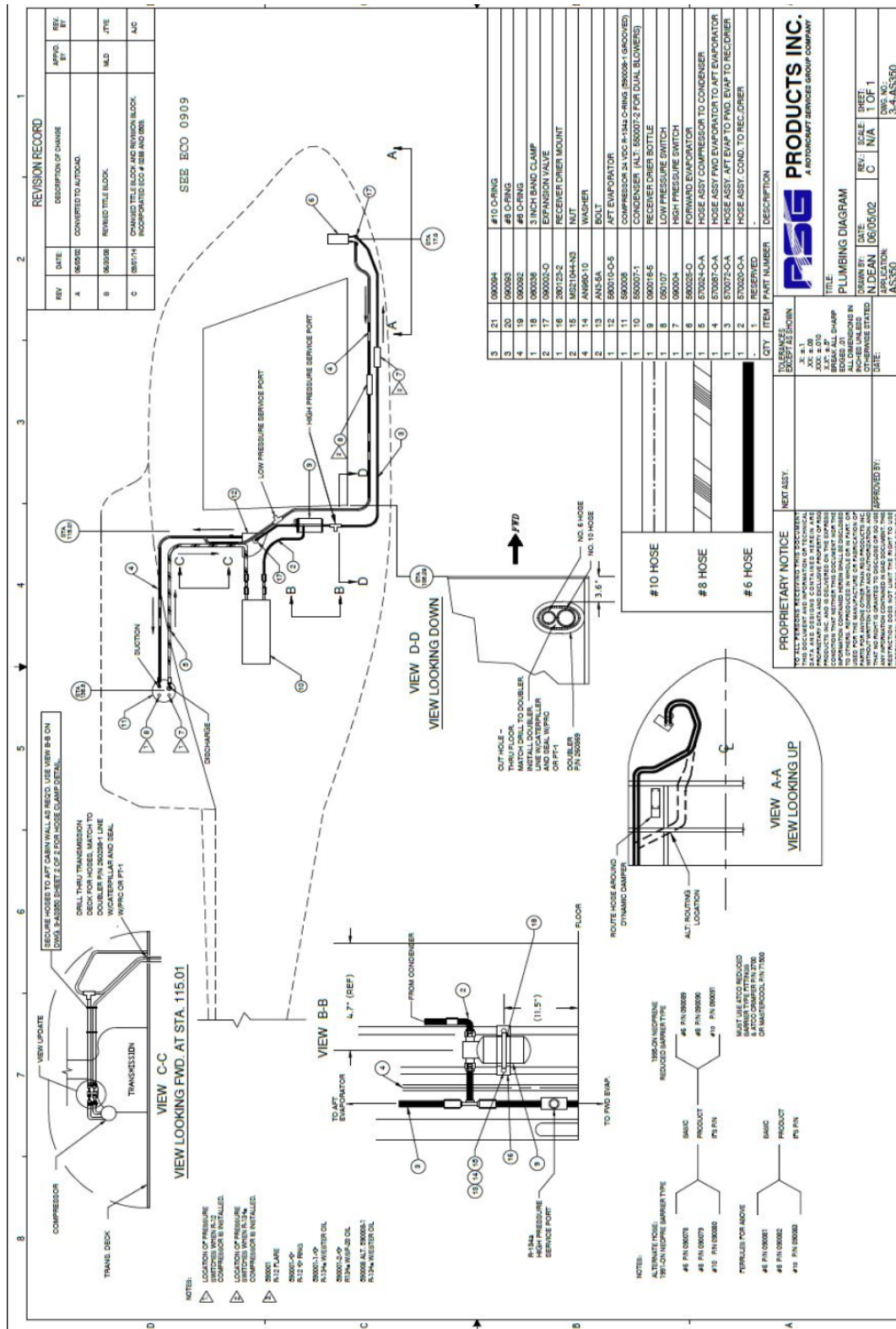
TITLE:  
Air Conditioning System Installation Instructions For Continued  
Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA &  
EC-130 B4






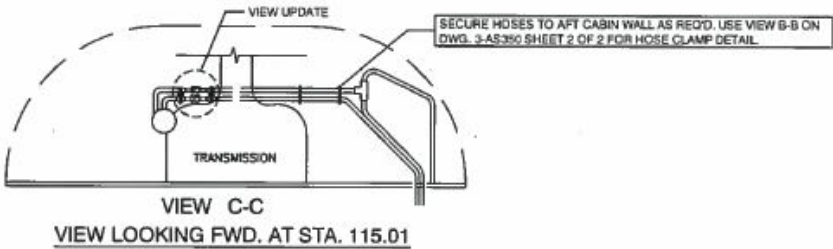
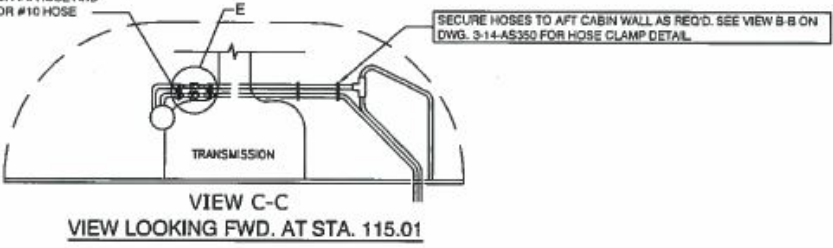


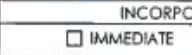


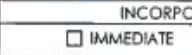


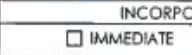
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TITLE:  
Air Conditioning System Installation Instructions For Continued Airworthiness for Airbus Helicopters AS-350 B, C, D, D1, B1, B2, B3, BA & EC-130 B4

	<b>E</b> NGINEERING <b>C</b> HANGE <b>O</b> RDER	ECO No. 0909	SHT 1 OF 2															
		DWG No. 3-4-AS350	REV C															
CHANGE CLASS: <input checked="" type="checkbox"/> RECORD CHG. PARTS NOT AFFECTED <input type="checkbox"/> NON-INTERCHANGEABLE PARTS <input type="checkbox"/> INTERCHANGEABLE PARTS <input type="checkbox"/> OTHER _____		REF. STC No. SH3509SW	REF. STC No. _____															
EXISTING/IN-WORK STOCK DISPOSITION: <input checked="" type="checkbox"/> RECORD CHG. PARTS NOT AFFECTED <input type="checkbox"/> RE-WORK EXISTING STOCK <input type="checkbox"/> SCRAP EXISTING STOCK <input type="checkbox"/> OTHER _____		EFFECTIVITY: <input type="checkbox"/> ALL UNITS THIS CUSTOMER <input type="checkbox"/> LIMITED UNITS SPECIFIED <input checked="" type="checkbox"/> ALL UNITS MFG'D AFTER THIS DATE <input type="checkbox"/> OTHER _____																
DESCRIPTION OF CHANGE: REVISED CALLOUT NOTES TO SHEET 1.																		
<p>WAS:</p> 																		
<p>IS:</p> <p>ATTACH P/N 04-130-21-107-01 BRACKET TO WALL &amp; SECURE HOSES AS REQ'D. LOCATE FOR BEST FIT. SEE VIEW B-B ON DWG. 3-14-AS350 FOR HOSE CLAMP DETAIL. USE HOSE CLAMP MS21919WDG11 FOR #8 HOSE AND MS21919WDG12 FOR #10 HOSE.</p> 																		
REMARKS: MINOR CHANGES FOR PRODUCT IMPROVEMENT.		<table border="1"> <thead> <tr> <th colspan="3">ENGINEERING REVIEW BOARD</th> </tr> <tr> <th>SIGNATURE</th> <th>STAMP</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td>ERB04</td> <td>11/8/2016</td> </tr> <tr> <td></td> <td>QA11</td> <td>11/9/2016</td> </tr> <tr> <td></td> <td>P016</td> <td>11/9/2016</td> </tr> </tbody> </table>		ENGINEERING REVIEW BOARD			SIGNATURE	STAMP	DATE		ERB04	11/8/2016		QA11	11/9/2016		P016	11/9/2016
ENGINEERING REVIEW BOARD																		
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	QA11	11/9/2016																
	P016	11/9/2016																
		INCORPORATION STATUS <input type="checkbox"/> IMMEDIATE <input checked="" type="checkbox"/> OUTSTANDING																



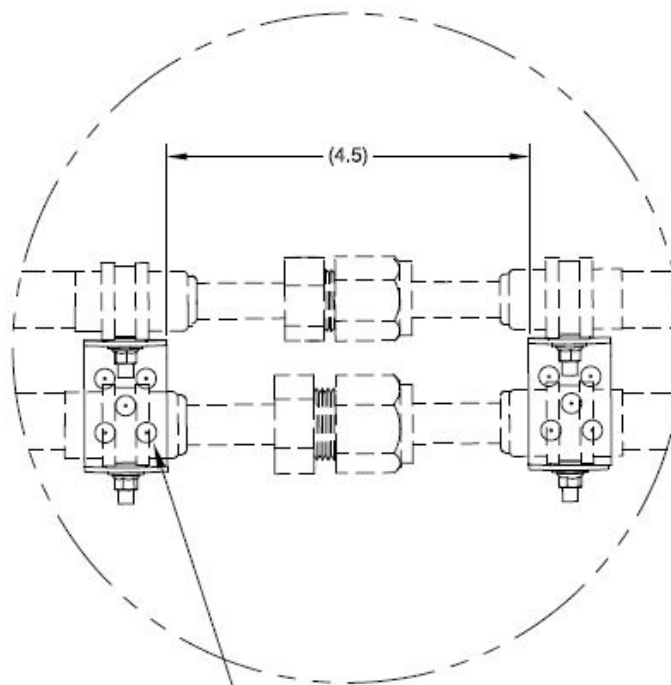
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EC-130 B4



**E**NGINEERING  
**C**HANGE  
**O**RDER

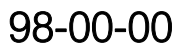
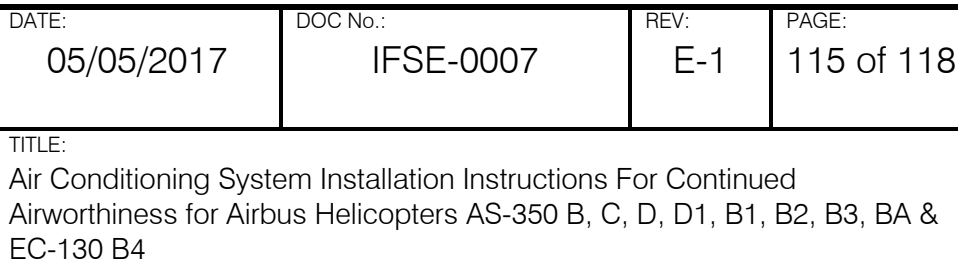
ECO No.	0909	SHT	2 OF 2
DWG No.	3-4-AS350	REV	C
DWG No.		REV	
REF. STC No.	SH3509SW		
REF. STC No.			

DESCRIPTION OF CHANGE: ADD DETAIL E SHEET 2



5X MATCH DRILL Ø.128 WALL TO P/N:  
04-130-21-107-01 BRACKET. INSTALL  
MS20470AD4-() RIVETS,

DETAIL E





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05/05/2017

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## APPENDIX A Weight and Balance

### PERTAINS TO KIT #350-00-011

ITEM	WEIGHT	ARM	MOMENT
Forward Evaporator Assembly	10.0	19.00	190.00
Forward Air Outlets	4.0	31.32	125.28
Aft Evaporator and Return Air	9.0	120.00	1080.90
Aft Evaporator Blower	6.0	120.85	725.10
Condenser Coil and Mount	20.0	133.80	2676.00
Condenser Blower and Mount	8.0	148.60	1188.80
Compressor and Mount	12.0	147.80	1773.60
Electrical Relay Panes	4.0	153.70	614.80
Refrigerant, Hoses and Fittings	6.0	76.90	461.40
Sub Total: (Air Conditioner)	79.0	111.85	8835.88



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**PERTAINS TO KIT #350-00-031**

ITEM	WEIGHT	ARM	MOMENT
Forward Evaporator Assembly	10.00	19.00	190.00
Forward Air Outlets	4.00	31.32	125.28
Aft Evaporator and Return Air	9.00	120.00	1080.90
Aft Evaporator Blower	6.00	120.85	725.10
Condenser Assy. & Mount w/ Dual condenser blowers	28.20	201.80	5690.76
Compressor and Mount	15.00	147.80	2217.00
Electrical Relay Panes	4.0	153.70	614.80
Refrigerant, Hoses and Fittings	9.00	76.90	692.10
Sub Total: (Air Conditioner)	85.20	133.05	11,335.94



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05/05/2017

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**PERTAINS TO KIT # 130-00-031**

ITEM	WEIGHT	ARM	MOMENT
FWD. EVAP ASSY W/ MOTOR	12.0	24.0	288
FWD AIR OUTLETS (x2) W/ DUCTING	3.0	33.29	99.87
AFT EVAP W/ MOTOR & DUCTS	16.0	120.5	1928
CONDENSER ASSY W/ MOTOR & AIR DISCHARGE	33.0	223.3	7368.9
COMPRESSOR W/ MOUNTING KIT	14.0	147.8	2069.2
ELECTRICAL CONTROL BOX	4.0	153.7	614.8
REFRIGERANT HOSES	5.0	76.9	384.5
ELECTRICAL HARNESS	3.5	70.0	245
INSTALLATION TOTALS	90.5	143.62	12998.27

## **Step 13**

### **Parts Break Down**

# **MASTER PARTS LIST**

IN

**ALL AS350 SERIES**

FOR

**KIT # 350-00-031-HP**

**with**

**AFT MOUNTED CONDENSER  
(DUAL CONDENSER BLOWERS)**

**"ESTER OIL EQUIPPED COMPRESSOR"  
Model: SD-507**

**Revised:   June 30, 2015  
              March 21, 2011  
              November 4, 2009  
              August 28, 2006  
              February 1, 2002  
              March 1, 2001  
              August 6, 2001**

## MASTER PARTS LIST

AS350 SERIES

06/30/15

KIT #350-00-031-HP

SINGLE CONDENSER BLOWER

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PART #</u>
1.	<b>BELT - FLAT</b>	060018-1 060018 (Alt)
	<b>BELT - GROOVED</b>	060005
2.	<b>SD-507 COMPRESSOR ASSEMBLY</b> COMPLETE W/ FLAT PULLEY, 24 VDC COIL (FOR USE WITH R-134a ONLY, "ESTER oil equipped)	590008
	<b>SD-507 COMPRESSOR ASSEMBLY</b> COMPLETE W/ GROOVED PULLEY, 24 VDC COIL (FOR USE WITH R-134a ONLY, "ESTER oil equipped)	590008-1

### COMPRESSOR PARTS

FOR: SD-507 W/ 5.0" CLUTCH

3.	<b>BEARING (ONLY): SD-507</b> COMPRESSOR W/ 5.0" CLUTCH	010011
4.	<b>24 VDC COIL (GREEN WIRE)</b>	050033



### **COMPRESSOR PARTS**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PART #</u>
5.	<b>PULLEY (FLAT)</b>	300355
	(Alt)	300355-2
	<b>PULLEY (GROOVED)</b>	300396
6.	<b>PULLEY FACE PLATE 5.0" (A6H)</b>	010013
7.	<b>PULLEY FACE PLATE 5.0" (A3G/A2Y)</b>	010015

### **EVAPORATOR BLOWER PARTS**

8.	<b>5" VANE AXIAL BLOWER ASSY.</b> (SINGLE FLANGE W/NYLON BLADE) For: AFT EVAPORATOR BLOWER ASSY. P/N 490017-1	050143
9.	<b>MOTOR:</b> 5" VANE AXIAL BLOWER	050145
10.	<b>NYLON BLADE AND HUB ASSY.</b> FITS 5" VANE AXIAL BLOWER,	580000
11.	<b>BRUSHES (2 EACH)/MOTOR</b>	050031
12.	<b>MOTOR,</b> FORWARD EVAPORATOR 24VDC, single shaft, right hand	050052-1
13.	<b>WHEEL,</b> FORWARD EVAPORATOR, fan, metal, CC rotation, 5/16" bore	040004-8

### **DUAL CONDENSER BLOWER PARTS**

14.	<b>5" VANE AXIAL BLOWER ASSY.</b> (SINGLE FLANGE W/NYLON BLADE) For: AFT EVAPORATOR BLOWER ASSY. P/N 490017-1	050143
-----	--	--------

RSG Products Inc.  
Parts Break Down – 350-00-031-HP Air Conditioning

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PART #</u>
15.	<b>MOTOR: 5" VANE AXIAL BLOWER</b>	050145
16.	<b>NYLON BLADE AND HUB ASSY.</b> FITS 5" VANE AXIAL BLOWER,	580000
17.	<b>BRUSHES</b> (2 Brush motor)	050031
18.	(INTENTIONALLY BLANK)	
19.	(INTENTIONALLY BLANK)	
 <b><u>MISC. PARTS</u></b>		
20.	<b>RECEIVER/DRIER</b> <b>1991 &amp; ON - "O" RING TYPE</b>	090016-5
21.	<b>EXPANSION VALVE</b> <b>1992 &amp; ON - FWD. AND AFT EVAP.</b> <b>"O" RING TYPE</b>	090002-"O"
22.	<b>HIGH PRESSURE SAFETY SWITCH</b> (ALL YEARS)	090004
23.	<b>LOW PRESSURE SAFETY SWITCH</b> <b>1991 &amp; ON - NON-ADJUSTABLE</b> (7 OUT/22 IN)	050107

# ***RSG Products Inc.***

## ***Pressure Switch Identification***

*for all*

*vapor cycle air conditioning kits*

*using R-134a*

### **Low Pressure Switch: P/N 050107**

Leads are: **BLUE** in color

Mfg. P/N on switch: 20PS003MA022C007C

Opens: 7PSI Closes: 22 PSI

### **High Pressure Switch: P/N 090004**

Leads are: **BLACK** in color

Mfg. P/N on switch: 20PS002MB375K265K

Opens: 375 PSI Closes: 265 PSI

ALT. Mfg. P/N on switch: 20PS104MB350K250K

Opens: 350 PSI Closes: 250 PSI

P/N 090004 (Both Types)

## **Step 14**

# **Warranty/Repair**

RSG Products Inc.  
Warranty/Repair – AS350 Air Conditioning

**Integrated Flight Systems Corporation**  
**Standard Terms and Conditions of Sale**

**1. Terms of Payment:** Unless prior arrangements are made to establish credit terms with Integrated Flight Systems Corp (“IFS”), all sales are prepaid in full prior to shipment. Payment may be made via cash, check or electronic transfer to IFS prior to delivery.

**2. Buyer’s Deposit:** A 50% deposit is required to process an order for an air conditioning kit. The deposit is non-refundable and will be applied to the final price of the kit.

**3. Taxes / Other Charges:** Prices of the specified products are exclusive of all city, state, federal and international taxes, duties, levies or charges of any kind, including, without limitation, taxes on manufacture, sales, receipts, gross income, occupation, use and similar taxes or other charges. Whenever applicable, any taxes or other charges shall be added to the invoice as a separate charge to be paid by Buyer.

**4. Shipment and Packaging:** All products will be suitably packed, marked and shipped F.O.B. Integrated Flight Systems Corp. Fort Worth Texas, in accordance with standard packaging procedures.

**5. Delays:** IFS will not be liable for any delay in the performance of orders or contracts, or in the delivery or shipment of goods, or for any damages suffered by Buyer by reason of such delays.

**6. Technical Advice:** IFS’ technical support staff is available for telephone consultation concerning the products it manufactures; however, IFS does not warrant or guarantee such advice.

**7. Aircraft Variation:** Due to aircraft manufacturing variations, alterations and other factors, there are differences between aircraft of a certain make and model. Because of these variations, IFS does not guarantee that Buyer has purchased the correct product or that a specified product will fit the intended aircraft. Further, IFS does not guarantee the number of labor hours required to install its products.

**8. Returns:** All sales are final unless a return is approved at the sole discretion of IFS. If IFS does agree to accept a return, a twenty percent (20%) restocking fee will be charged. All items returned to IFS must be sent freight prepaid and must have a return material authorization (RMA) number clearly marked on the shipping container.

**9. No Fault Found:** If items are sent to IFS for evaluation and no problem is found, or if Buyer elects not to make the required repairs, then Buyer shall be responsible for the payment of \$250 evaluation fee.

**10. Certificate of Conformity:** IFS will provide a Certificate of Conformity with each product assuring that the product has been manufactured according to its approved design drawings. Any additional assurances or certifications shall be at the expense of Buyer and shall be added to the invoice as a separate charge to be paid by Buyer.

**11. Failed Products:** Should any product prove defective, IFS will either replace the item or adjust the matter fairly and promptly, but under no circumstances shall IFS be liable for consequential or other damages, losses, or expenses in connections with or by reason of the use or liability to use products purchased for any purpose.

**12. Patents:** Buyer shall hold IFS harmless from, and release and not make claim or suit against IFS because of any suits, claims, losses, or other liability made against, or suffered by, Buyer arising from any claim of, or infringement of, patent, copyright, trademark, or other proprietary right, at common law, or claim of unfair trade or of unfair competition, resulting from, or occasioned by Buyer’s use, possession, sale, or delivery of the products sold to Buyer by IFS.

Date: 09/19/11

Section 14: WARRANTY/REPAIR (EFFECTIVE DATE 09/19/11)

Page 2 of 6

RSG Products Inc.  
Warranty/Repair – AS350 Air Conditioning

RSG Products Inc.  
Warranty/Repair – AS350 Air Conditioning

**13. Warranty Registration and Claims:** The terms of Integrated Flight Systems Corporation's Limited Warranty is written on the Warranty Registration Card and published on the IFS website [www.integratedflightsys.com](http://www.integratedflightsys.com). The registration form must be completed and returned to IFS upon receipt of a product. The completed form may be faxed to 1+817 624 6601. Failure to complete the Warranty Registration Card may result in denial of a claim. In order to process a warranty claim, call IFS at 1+ 817 624 6600 or fax 1+ 817 624 6601. A Warranty Claim without a Return Material Authorization (RMA) Number will cause delays and a possible denial of the claim.

## WEBSITE

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**14. Acceptance:** This is not a firm offer and may be changed or revoked at any time. Acceptance of this offer is expressly limited to the exact terms contained herein, or as may be changed by a prior written contract between the Buyer and IFS, and any attempt to alter or omit any of such terms shall be deemed a rejection and a counteroffer.

## **Integrated Flight Systems, Corp.**

### **Warranty Terms**

Integrated Flight Systems Corporation, (“IFS”), warrants that each of its Air Conditioning Systems ( the “Equipment”) shall be free from defects in material and workmanship under normal use and service until one year after its date of sale if, and only if, installation, maintenance and operation of the Equipment is in accordance with the specifications and instructions provided by IFS and no substitute parts are installed in the Equipment without the prior written authorization from IFS. For the Equipment, the warranty period is 12 months or 1,000 hours, whichever comes first, from the date of sale. In the case of new spare parts, this warranty is further limited to a period of six (6) months from the date of sale. In the case of overhauled products, this warranty is further limited to a period of three (3) months from the date of sale. In the case of repaired products, this warranty is further limited to a period of thirty (30) days from the date of sale and applies only to the parts used for the repair.

Any claims under this warranty shall be made to Integrated Flight Systems Corp, 3900 Falcon Way West Hanger 16S, Fort Worth, Texas 76106, USA. Warranty is not valid unless the enclosed Registration Card is completed and returned to IFS prior to any claim. The Warranty Claim Form must be completed and returned with the Equipment. All claims shall be handled according to standard warranty repair procedures.

**Limitations & Exclusions.** This warranty shall not apply to any Equipment repaired or altered outside the IFS Service Department unless express prior written authorization is granted: nor shall this warranty apply to any Equipment that has been subjected to misuse or accident, as determined solely by IFS.

The sole responsibility and liability of IFS and your exclusive remedy under any claim arising out of, connected with, or resulting from this sale or the performance or breach or any condition of warranty there under, or from the manufacture, delivery, or use of the Equipment shall be the repair or replacement of defective equipment upon return of the defective equipment to IFS with transportation, customs and any applicable import duties prepaid and provided that an inspection by IFS discloses that the equipment is defective and covered by this warranty. IFS shall not be liable for any labor or other charges necessary to remove or reinstall the Equipment.

In no event, whether as a result of a breach of contract, warranty, tort (including negligence) or otherwise, shall IFS be liable for any special, consequential, incidental or penal damages or expenses including but not limited to loss of profit, goodwill or revenues, loss of use of the Equipment or any associated equipment, damage to associated equipment, cost of capital, cost of substitute products, facilities or services, down time, or costs or claims of third parties for such damages or expenses.

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OR REMEDIES WHETHER WRITTEN, ORAL, IMPLIED OR STATUTORY, ANY AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, COURSE OF DEALING OR USAGE OF TRADE ARE HEREBY EXPRESSLY DISCLAIMED AND EXCLUDED.

Acceptance of the Equipment by you shall constitute your acknowledgement and acceptance of the terms, provisions, limitations and exclusions set forth herein. Such term, provisions, limitations and exclusions shall not be modified, deleted or supplemented. In a case where the purchaser has negotiated warranty terms by express written agreement with IFS as to certain equipment, the terms of that agreement shall supersede the warranty.



# INTEGRATED FLIGHT SYSTEMS, CORP.

## WARRANTY REGISTRATION FORM

DATE: \_\_\_\_\_

CUSTOMER NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE NUMBER: (\_\_\_\_) \_\_\_\_\_ FAX NUMBER: (\_\_\_\_) \_\_\_\_\_

COMPONENT NAME: \_\_\_\_\_

PART NUMBER: \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

TYPE AIRCRAFT: \_\_\_\_\_ N#: \_\_\_\_\_ S/N: \_\_\_\_\_

AIR CONDITIONING INSTALLATION DATE: \_\_\_\_\_

AIR CON. INSTALLATION COMPANY: \_\_\_\_\_

DATE INSTALLED: \_\_\_\_\_ T.T AT INSTALLATION: \_\_\_\_\_

COPY OF T.T. LOG BOOK ENTRY OF A/C INSTALL SIGN OFF. ☐

**This Form Must be received from the Owner of the Aircraft for the warranty to be active.**  
**Warranty period extends from Date of Purchase for a period of one year or 1000 hours**  
**Subject to the limitations identified in the attached Warranty Terms; effective 4 November**  
**2009**

**PLEASE REVIEW THE ATTACHED WARRANTY POLICY**  
**PRIOR TO SUBMITTING THIS REGISTRATION FORM.**

# WARRANTY

## CLAIM FORM

FILL OUT & FAX TO 775-826-1067

DATE: \_\_\_\_\_

CUSTOMER NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE NUMBER:(\_\_\_\_)\_\_\_\_\_ FAX NUMBER:(\_\_\_\_)\_\_\_\_\_

COMPONENT NAME: \_\_\_\_\_

PART NUMBER: \_\_\_\_\_ SERIAL NUMBER: \_\_\_\_\_

TYPE AIRCRAFT: \_\_\_\_\_ N#: \_\_\_\_\_ S/N: \_\_\_\_\_

AIR CONDITIONING INSTALLATION DATE: \_\_\_\_\_

AIR CON. INSTALLATION COMPANY: \_\_\_\_\_

DATE INSTALLED: \_\_\_\_\_ T.T AT INSTALLATION: \_\_\_\_\_

DATE REMOVED: \_\_\_\_\_ T.T AT REMOVAL: \_\_\_\_\_

REASON FOR RETURNING COMPONENT: \_\_\_\_\_

PLEASE ANSWER THE FOLLOWING QUESTIONS WITH RESPECT TO THE  
ROTORCRAFT ON WHICH YOU SEEK WARRANTY ASSISTANCE:  
HAVE ALL REQUIRED ROUTINE MAINTENANCES BEEN PERFORMED?

YES ☐ NO ☐ PLEASE PROVIDE COPIES OF T.T. LOG BOOK  
ENTRIES TO THE ATTACHED FORM.

SIGNATURE: \_\_\_\_\_

## **Step 15**

# **Trouble Shooting Guide**