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Cirrus sr22t parts manual

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The oil system maintenance manual describes the components used to monitor oil quantity, temperature, and pressure. These include the oil filler cap/dipstick, oil pressure/temperature warning light, oil pressure/temperature gage, oil pressure sensor, and oil temperature sensor. The oil filler cap/dipstick is located at the rear of the engine on the top left side and is accessed through the oil filler door on the upper cowling. The oil pressure/temperature warning light illuminates if the oil temperature exceeds 240°F or if the oil pressure is less than 10 psi. A combination oil pressure/temperature gage is mounted on the instrument panel below the EGT/CHT gage, displaying internal lighting and sweeping a scale from 0 to 100 psi for oil pressure. Oil pressure may drop to 10 psi at idle but will be in the 30-60 psi range at higher RPM. The oil temperature pointer sweeps a scale marked from 75°F to 250°F in 25°F increments. Oil pressure is displayed on the MFD as both simulated gage and text, with continuous display in the engine parameters field. In the event of low or high oil pressure, the MFD will display an advisory box in yellow for low pressure below 30 psi or red for high pressure above 99 psi. Oil temperature is also displayed on the MFD as simulated gage and text, with a pointer sweeping a scale from 75°F to 250°F in 10°F increments. Given article text here The MFD will display a warning if the oil temperature exceeds certain levels. If the temperature reaches 235° F, it will show "Monitor Oil Temperature" in cyan; above 240° F, it will display "Check Oil Temperature" in red. In terms of electrical supply, the digital instrument operates at 28 VDC through the 2-amp ANNUN / ENGINE INST circuit breaker on the Essential Bus. The airplane features an emergency locator transmitter (ELT) that is self-contained and can be found immediately behind the aft cabin bulkhead. The ELT models available include ACK E-01, Artex ME406, and Artex ELT 1000. The transmitter has specific requirements, including using only Duracell MN1300 or PC 1300 alkaline batteries that are dated by the manufacturer. Regular inspections of the ELT batteries are necessary in accordance with the replacement schedule. The transmitter is powered by eight "D" cell alkaline batteries contained within the unit and must be replaced at the same time and with the same expiration date stamp. Refer to the manual for detailed information on ELT (Emergency Locator Transmitter) functions. The ME406 ELT, specifically designed with Artex, is installed longitudinally in the aircraft to detect deceleration exceeding 2.3 g. In case of rapid deceleration detection, it transmits VHF band audio sweeps at 121.5 MHz until its battery runs out. Additionally, during the first 24 hours of operation, it continuously sends signals on the 406 MHz frequency every 50 seconds for a duration of 440 ms, containing identification data programmed into the beacon. This information is stored in a database maintained by the national authority responsible for ELT registration and helps identify the beacon and its owner. The transmitter can be removed from the aircraft and used as a personal locating device if necessary to leave the scene after an accident.