

TITLE

LANDING GEAR - SERVICE PRESSURE CHECK OF NOSE LANDING GEAR STRUT

EFFECTIVITY**MODEL**

172S

SERIAL NUMBERS

172S12104 thru 172S12255

REASON

It is possible that the service pressure in some Nose Landing Gear (NLG) struts is higher than recommended.

DESCRIPTION

This service document provides instructions to check the NLG service pressure and adjust as necessary.

COMPLIANCE

RECOMMENDED. This service document should be accomplished at the next 100-hour or 12-month (annual-type) inspection.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

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Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

TOOLING

NAME	NUMBER	MANUFACTURER	USE
Landing Gear Shock Strut Pressure Gauge		Commercially Available	To measure shock strut air pressure.

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REFERENCES

Cessna Model 172R/172S Maintenance Manual

NOTE: To make sure all publications used are complete and current. Refer to www.txtavsupport.com.

PUBLICATIONS AFFECTED

None

ACCOMPLISHMENT INSTRUCTIONS

1. Prepare the airplane for maintenance.
 - A. Make sure that the airplane is electrically grounded.
 - B. Make sure that all switches are in the OFF/NORM position.
 - C. Disconnect electrical power from the airplane.
 - (1) Disconnect external electrical power.
 - (2) Disconnect the airplane battery.
 - D. Attach maintenance warning tags to the battery and external power receptacle that have **"DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS"** written on them.
2. Use weight or tie down the tail of the airplane to lift the nose wheel from the floor.
3. Do a pressure check of the NLG shock strut and adjust the pressure to 45 PSI if necessary. (Refer to the Model 172R/172S Maintenance Manual, Chapter 32, Nose Landing Gear Shock Strut - Servicing.)
4. Lower the nose wheel to the floor and remove the weight or tie down from the tail of the airplane.
5. Remove the maintenance warning tags and connect the airplane battery.
6. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

MATERIAL INFORMATION

No parts are required to complete this service document.

TITLE

LANDING GEAR - SERVICE PRESSURE CHECK OF NOSE LANDING GEAR STRUT

TO:

Cessna Model 172S Aircraft Owner

REASON

It is possible that the service pressure in some Nose Landing Gear (NLG) struts is higher than recommended.

COMPLIANCE

RECOMMENDED. This service document should be accomplished at the next 100-hour or 12-month (annual-type) inspection.

LABOR HOURS

For planning purposes only:

WORK PHASE	LABOR-HOURS
Inspection and Servicing	0.5

MATERIAL AVAILABILITY

No parts are required to complete this service document.

WARRANTY

None

