

**TITLE**

EQUIPMENT/FURNISHINGS - GLOVE BOX/MAP CASE LATCH ASSEMBLY REPLACEMENT

**EFFECTIVITY**

MODEL	SERIAL NUMBERS
172R	17280001 thru 17281622
172S	172S8001 thru 172S12684
182T	18280001 thru 18283147
T182T	T18208001 thru T18209100
206H	20608001 thru 20609100
T206H	T20608001 thru T20609641

The equivalent of this service document has been incorporated on production airplanes 172S12685 and On, 182T83148 and ON, T182T9101 and ON, T206H9642 and ON.

**REASON**

The old glove box latch is obsolete and the new replacement latch has a more robust design.

**DESCRIPTION**

This service document provides parts and instructions to replace the old latch with new camlock style latch.

**COMPLIANCE**

**RECOMMENDED.** This service document should be accomplished at a scheduled maintenance period or 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.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

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.

January 11, 2023

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**APPROVAL**

Textron Aviation received FAA approval for the technical data in this publication that changes the airplane type design.

**FLIGHT CREW OPERATIONS**

No Changes

**CONSUMABLE MATERIAL**

You must use the consumable materials that follow, or their equivalent, to complete this service document.

NAME	NUMBER	MANUFACTURER	USE
Adhesive	EA9309, Type I, Class B (EA9309.3NA 25 Grams)	Textron Aviation Parts Distribution 7121 Southwest Boulevard Wichita, KS 67215	To bond doubler.
Aluminum oxide paper or cloth (high purity) - 180 and 220 or 320 grit		Commercially Available	To remove paint before inspection and surface preparation before painting
Color Chemical Film Treatment	1445846 (Alodine 1132 Touch n Prep Pen)	Textron Aviation Parts Distribution	To prepare aluminum surface for intermediate primer.
Isopropyl Alcohol	TT-I-735	Commercially Available	Type I Cleaning Solvent for surface cleaning prior to painting

**TOOLING**

No specialized tooling is required to complete this service document.

**WEIGHT AND BALANCE INFORMATION**

Negligible

**REFERENCES**

Cessna Model 172 (Series 1996 And On) Maintenance Manual

Cessna Model 182 (Series 1997 And On) Maintenance Manual

Cessna Model 206 (Series 1998 And On) Maintenance Manual

**PUBLICATIONS AFFECTED**

Cessna Model 172 (Series 1996 And On) Maintenance Manual

Cessna Model 182 (Series 1997 And On) Maintenance Manual

Cessna Model 206 (Series 1998 And On) Maintenance Manual

Cessna Model 172 (Series 1996 And On) Illustrated Parts Catalog

Cessna Model 182 (Series 1997 And On) Illustrated Parts Catalog

Cessna Model 206 (Series 1998 And On) Illustrated Parts Catalog

## ACCOMPLISHMENT INSTRUCTIONS

- Review Table 1 to determine the required replacement parts to order.

Table 1: Required Parts Per Serial

MODEL	SERIAL	DOUBLER REQUIRED	CAM REQUIRED	CAMLOCK REQUIRED
172S	8001 Thru 9062	1291002-3	0591013-4	CM-1-1B101-1B
172S	9063 Thru 12684	1291002-3	0591013-3	CM-1-1B101-1B
172R	80001 Thru 81097	1291002-3	0591013-4	CM-1-1B101-1B
172R	81098 and On	1291002-3	0591013-3	CM-1-1B101-1B
182T	80001 Thru 81102	0791003-3	0791003-4	CM-1-1B101-1B
182T	81103 Thru 83147	0791003-3	0513594-3	CM-1-1B101-1B
T182T	8001 Thru 8138	0791003-3	0791003-4	CM-1-1B101-1B
T182T	8139 Thru 9100	0791003-3	0513594-3	CM-1-1B101-1B
206H	8001 Thru 8173	1291002-3	0791003-4	CM-1-1B101-1B
206H	8174 and On	1291002-3	0513594-3	CM-1-1B101-1B
T206H	8001 Thru 8361	1291002-3	0791003-4	CM-1-1B101-1B
T206H	8362 Thru 9641	1291002-3	0513594-3	CM-1-1B101-1B

- If glove box was replaced and is not the same as the one initially installed on the aircraft refer to Table 2.

**NOTE:** Table 2 will assist with aligning the correct parts to order if the glove box or parts have been replaced.

Table 2: Required Parts Per Glove Box &amp; Door Assembly

MODEL	GLOVE BOX	DOOR ASSEMBLY	DOUBLER REQUIRED	CAM REQUIRED	CAMLOCK REQUIRED
172S/172R	0513552-13	0513552-14	1291002-3	0591013-4	CM-1-1B101-1B
172S/172R	0513552-19	0513552-14	1291002-3	0591013-3	CM-1-1B101-1B
182T/T182T	0713592-8	0713593-9	0791003-3	0791003-4	CM-1-1B101-1B
182T/T182T	0713592-10	0713593-9	0791003-3	0791003-3	CM-1-1B101-1B
182T/T182T	0713592-14	0713593-9	0791003-3	0791003-3	CM-1-1B101-1B
206H/T206H	2113030-9	2113230-3	1291002-3	0791003-4	CM-1-1B101-1B
206H/T206H	2113030-13	2113230-3	1291002-3	0513594-3	CM-1-1B101-1B

- Unlock and open the glove box door.

4. (At discretion of technician.) Remove and keep the two screws on each side of the glove box and remove the glove box.

**NOTE:** Removal of the glove box is optional and at the discretion of the technician.

5. (Refer to Figure 1.) Remove and discard the HPL3-4-1 Latch Assembly from the glove box door.
6. Ream the glove box door hole to 0.76 Inch diameter concentric to the old hole.

- A. Deburr the drilled hole.

**NOTE:** For the steps that follow, use the appropriate part number identified in Table 1 or Table 2 for the airplane model and serial being modified.

7. Prepare the surface for bonding the doubler to the door.
  - A. Layout the doubler so it is flush with the top of the door and the hole aligns with the hole in the door.
  - B. Identify the location of the doubler on the door with marks or masking tape.
  - C. Use 180 grit or finer aluminum oxide abrasive paper, cloth, or pads to remove all paint and primer from the identified area on the door.
  - D. Use 180 grit or finer aluminum oxide abrasive paper, cloth, or pads to lightly scuff the mating surface of the doubler.
  - E. Use a clean cloth wet with isopropyl alcohol to clean the surface.
    - (1) Let the surface dry.
  - F. Apply Color Chemical Film Treatment, such as Alodine 1132, to the bare aluminum surface.
    - (1) Let the surface dry.
8. Bond the doubler to the door as follows.
  - A. Uniformly apply Type 1, Class B adhesive to both surfaces to be bonded to a thickness of approximately 0.01 to 0.02 inch with a spatula, roller, or brush.
  - B. Tightly clamp or fix the two bonding surfaces together for the entire work life of the adhesive.
  - C. Wipe excess adhesive away with a clean, dry cloth.
    - (1) Do not remove any adhesive from under the edge of the faying surfaces.
  - D. Let the adhesive fully cure.

**NOTE:** If desired, it is acceptable to paint the doubler to match the glove box door before installing the camlock.

9. Install the CM-1-1B101-1B Camlock to the glove box door.

**NOTE:** The black plastic sealing washer goes under the handle on the outside of the door.

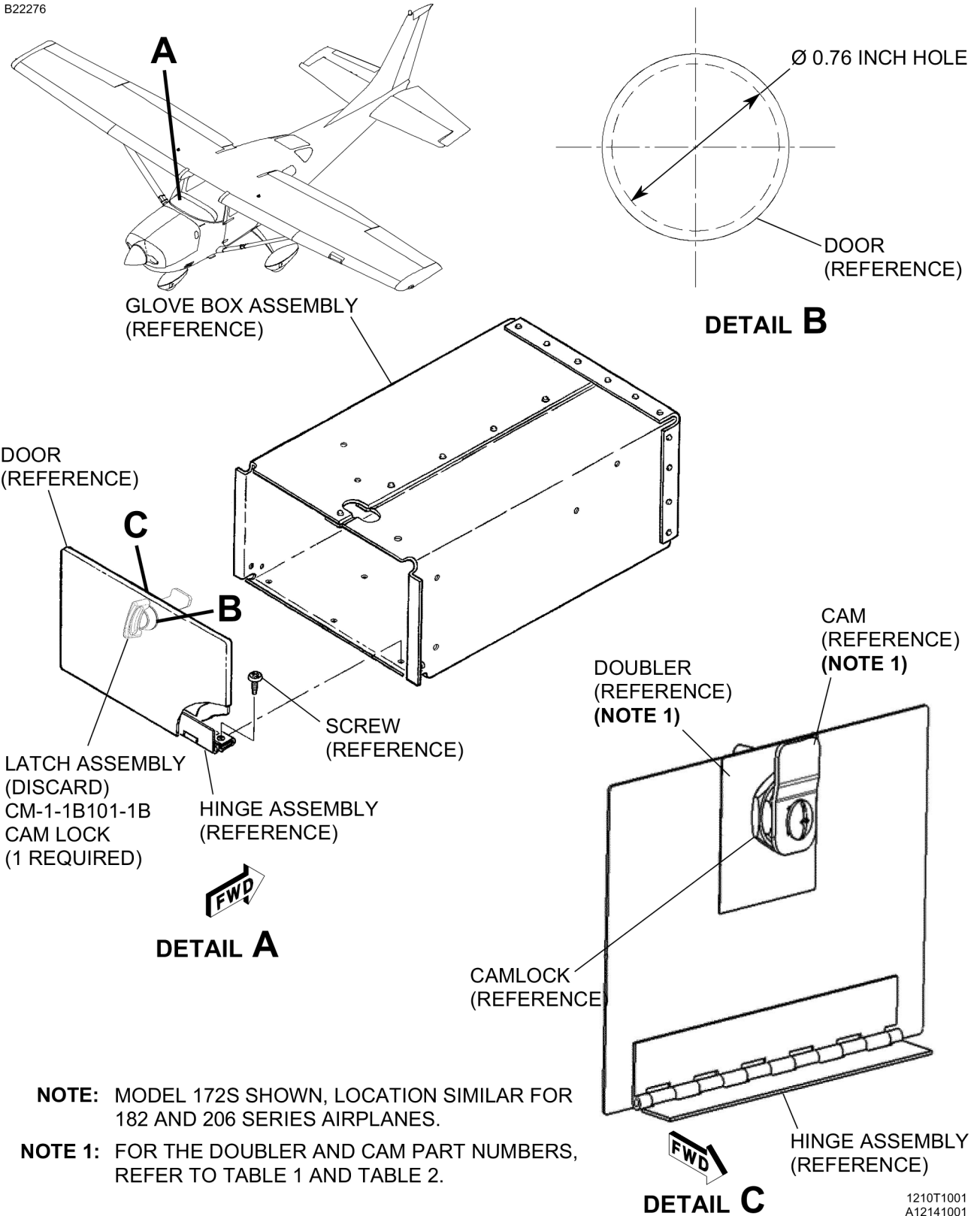
10. Install the cam that was ordered with the screw from the camlock.
  - A. Permissible to hand form as required to fit installation. Use heat (such as from a heat gun or similar) as required.

11. (If the glove box was removed.) Install the glove box with the kept screws.

12. Close and lock the glove box door.

13. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

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**NOTE:** MODEL 172S SHOWN, LOCATION SIMILAR FOR 182 AND 206 SERIES AIRPLANES.

**NOTE 1:** FOR THE DOUBLER AND CAM PART NUMBERS, REFER TO TABLE 1 AND TABLE 2.

Figure 1. Latch Assembly Installation (Sheet 1)

1210T1001  
A12141001

**MATERIAL INFORMATION**

Use Table 1 or Table 2 to order the correct parts below to install this modification.

<b>NEW P/N</b>	<b>QUAN- TITY</b>	<b>KEY WORD</b>	<b>OLD P/N</b>	<b>INSTRUCTIONS/ DISPOSITION</b>
CM-1-1B101-1B	1	Camlock (Wing Style)	HPL3-4-1	Discard
0513594-3	1	Cam	None	N/A
0591013-3	1	Cam	None	N/A
0591013-4	1	Cam	None	N/A
0791003-4	1	Cam	None	N/A
0791003-3	1	Doubler	None	N/A
1291002-3	1	Doubler	None	N/A

Please contact a Textron Aviation Authorized Service Facility for current cost and availability of parts listed in this service document.

**TITLE**

EQUIPMENT/FURNISHINGS - GLOVE BOX/MAP CASE LATCH ASSEMBLY REPLACEMENT

**TO:**

Cessna Model 172R, 172S, 182T, T182T, 206H, T206H Aircraft Owner

**REASON**

Old latch is obsolete and the new replacement latch has a more robust design.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

**LABOR HOURS**

For planning purposes only:

WORK PHASE	LABOR-HOURS
Modification	1.0

**MATERIAL AVAILABILITY**

PART NUMBER	AVAILABILITY	COST
CM-1-1B101-1B	*	*
0513594-3	*	*
0591013-3	*	*
0591013-4	*	*
0791003-3	*	*
0791003-4	*	*
1291002-3	*	*

\* Please contact a Textron Aviation Authorized Service Facility for current cost and availability of parts listed in this service document.

**WARRANTY**

This service document is *recommended*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

January 11, 2023

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**Eligibility:** Airplanes identified within the serial number effectivity of this service document must have active Airframe warranty coverage on the original issue date of this document and the coverage must be active on the day the work is accomplished.

**Parts Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

**Labor Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

**Credit Application:** After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at [ww2.txtav.com/Parts](http://ww2.txtav.com/Parts) or email the completed Textron Aviation Claim Form to [warranty@txtav.com](mailto:warranty@txtav.com). If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

Textron Aviation Parts Distribution  
Warranty Administration  
285 South Greenwich Road  
Bldg B89, Docks 1-4  
Wichita, KS 67206  
USA

**Expiration:** January 11, 2024

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.