SR22T Pilot's Operating Handbook (POH)

Temporary Change

Information in this Temporary Change adds to, supersedes, or deletes information in the basic Pilot's Operating Handbook.

Affected Publications:	SR22T Pilot's Operating Handbook: • PN 13772-007 Original **(FAA Approved)** • PN 13772-007AR Original **(FAA Approved on behalf of ANAC-DA of Argentina)** • PN 13772-007E Original **(FAA Approved on behalf of EASA)** • PN 21400-007 Original **(FAA Approved on behalf of ANAC of Brazil)**
Filing Instructions:	Insert the following revised pages and retain until further notice. Remove and discard the superseded pages. Insert this TPOH cover page adjacent to the last page of the List of Effective Pages and retain until further notice.
Purpose:	This POH Temporary Change adds updates for fuel pump operation.

Affected Sections:

- Section 7 - Airplane and Systems Description
  - Pages 7-45 and 7-46

FAA Approved _____ **Date** May 11, 2018
Manager, Southwest Flight Test Section, AIR-713
Federal Aviation Administration
Ft. Worth, TX

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Drain valves at the system low points allow draining the system for maintenance and for examination of fuel in the system for contamination and grade. The fuel must be sampled prior to each flight. A sampler cup is provided to drain a small amount of fuel from the wing tank drains, the collector tank drains, and the gascolator drain. If takeoff weight limitations for the next flight permit, the fuel tanks should be filled after each flight to prevent condensation.

Fuel Selector Valve

A fuel selector valve, located at the rear of the center console, provides the following functions:

- LEFT Allows fuel to flow from the left tank
- RIGHT Allows fuel to flow from the right tank
- OFF Cuts off fuel flow from both tanks

The valve is arranged so that to feed off a particular tank the valve should be pointed to the fuel indicator for that tank. To select RIGHT or LEFT, rotate the selector to the desired position. To select Off, first raise the fuel selector knob release and then rotate the knob to OFF.

Fuel Pump Operation

Fuel pump operation and engine prime is controlled through the Fuel Pump rocker switch located adjacent to the fuel selector valve.

To prevent over-priming, the system uses a lockout relay that only allows HIGH BOOST/PRIME for engine start and operations at high power settings at high altitude.

HIGH BOOST/PRIME is enabled when:

- manifold pressure is equal to or greater than 24 in-Hg, and *for serials w/ system software load 2647.M4 or later:* pressure altitude is equal to or greater than 10,000 feet.

or

- when engine RPM is less than 500 RPM (to facilitate engine starting).

If these conditions are not true, the lockout relay will limit fuel pump operation to low-speed mode BOOST even if HIGH BOOST/PRIME is selected.

Selecting BOOST energizes the fuel pump in low-speed mode regardless of engine speed or manifold pressure to deliver a continuous 4-6 psi boost to the fuel flow for vapor suppression in a hot fuel condition.

The fuel pump operates on 28 VDC supplied through the 5-amp FUEL PUMP circuit breaker on MAIN BUS 2.

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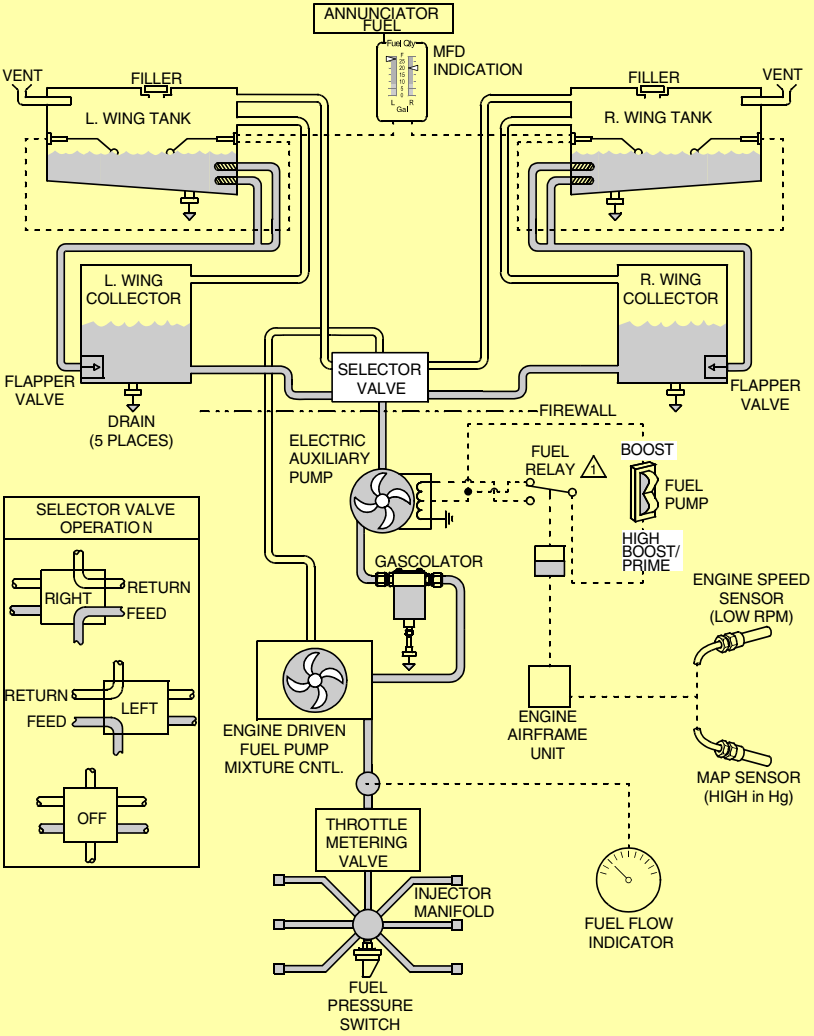

NOTE

1 In HIGH BOOST/PRIME is enabled when:

- manifold pressure is greater than 24 in-Hg, and *for serials w/ system software load 2647.M4 or later:* pressure altitude is greater than 10,000 feet.

or

- when engine speed is less than 500 RPM. (to facilitate engine starting).

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Figure 7-8
Fuel System Schematic