

Number: SA 11-07
Issued: September 06, 2011

SUBJECT: Release of Tornado Alley Turbo Service Instruction SI11-03 and Service Bulletin SB11-04

The following reference material is being provided to inform Cirrus Design customers of recently released vendor service documents. Contact the following vendor for additional information on the referenced service documents and for service center locations:

Tornado Alley Turbo, Inc.
Web: <http://www.taturbo.com>
Phone: 877-359-8284

Vendor Name	TORNADO ALLEY TURBO, INC.
Document Number	Service Instruction SI11-03 http://www.taturbo.com/drawings/installation/TATSR22-SI11-03%20turbo%20support%20maintenance.pdf
Date	June 28, 2011
Subject	Turbocharger Support Assemblies Inspection
Background / Purpose	The purpose of this Service Instruction is to instruct owners of Turbonormalized Cirrus Design SR22 airplanes to have the turbocharger support assemblies inspected on a regular basis to ensure that the turbo system support rods and bolts do not wear to a point of failure.
Description	The turbocharger support systems on Cirrus SR22 aircraft with the turbonormalizing system installed per STC's SA10588SC and SE10589SC employ spring dampened support structures to accommodate expansion and contraction of the exhaust system as well as normal vibrations experienced during normal operation of the aircraft. Over time, the support rods and bolts and brackets may show signs of wear that is difficult to detect unless the support rods and bolts are disassembled for proper inspection.
Effectivity	SR22 Serials 0002 & subs with Turbonormalizer Installed per STC SA10588SC and SE10589SC.

Vendor Name	TORNADO ALLEY TURBO, INC.
Document Number	Service Bulletin SB11-04 http://www.taturbo.com/drawings/installation/TATSR22-SB11-04%20Turbo%20inlet%20screens.pdf
Date	July 14, 2011

EFFECTIVITY: SR22 Serials 0002 & subs with Turbonormalizer Installed per STC SA10588SC and SE10589SC.
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Subject	Oil Supply Inlet Screens Inspection
Background / Purpose	The purpose of this Service Bulletin is to instruct owners of Turbonormalized Cirrus Design SR22 airplanes to have the turbocharger oil supply inlet screens inspected and cleaned on a regular basis to ensure that the turbo system continues to function properly.
Description	<p>The turbocharger oil supply systems on most Cirrus SR22 aircraft modified per STC's SA10588SC and SE10589SC employ a spring loaded screen at the inlet to each turbocharger bearing housing to filter the oil entering the turbocharger. The primary purpose of the funnel shaped basket screen is to protect the downstream check valve from contamination. If this screen should become blocked with foreign matter, it pushes against the spring and unseats itself to allow the oil to bypass the screen and continue to supply oil to the turbocharger. However, in that event, it is possible that small amounts of unfiltered material can get past the screen. While generally this is not a problem, under some circumstances, those particles may interfere with the closing of the 10 PSI check valve that is immediately downstream of the spring loaded screen. If the check valve does not close properly, it can allow oil from the oil line to drain down and pool in the turbocharger or compressor or to otherwise drain out the tail pipe after the engine is shut down and the oil scavenge pump is no longer actively returning oil to the engine oil sump. This event is often misinterpreted as a turbocharger failure.</p> <p>Note: Do not always assume an oil leak from the turbocharger is simply a blocked inlet screen - thoroughly troubleshoot for causes of all turbocharger oil leaks.</p>
Effectivity	SR22 Serials 0002 & subs with Turbonormalizer Installed per STC SA10588SC and SE10589SC that incorporate the FS-167 turbocharger inlet valve assemblies.

EFFECTIVITY:
SR22 Serials 0002 & subs with Turbonormalizer
Installed per STC SA10588SC and SE10589SC.