

## 36, A36, A36TC, B36TC BONANZA

### Ground Handling

#### Battery

The electrical system for serials E-1 thru E1240, except E-1111, utilizes one 12V lead-acid battery. Serials E-1111, E-1241 and after utilize one 24V lead-acid battery. Access is gained by raising the right side engine cowling and removing the battery box cover or by opening the access panel door.

#### Emergency Exits

Right front door. Left and right middle windows have emergency release. Right rear cargo doors.

#### External Power

The external power receptacle is optional and, if installed, it may be located on the lower engine cowling. Serials E-1 thru E-1240, except E-1111 require a 14V, DC, negative ground power unit. Serials E-1111, E-1241 and after require a 28V, DC, negative ground power unit.

**CAUTION: Battery switch must be ON and all electrical switches OFF prior to connecting ground power unit plug; assure that avionics power is OFF prior to turning the ground power unit ON. Battery must be ON anytime ground power unit is in use. Alternator or generator switch must be OFF while using external power. If a single-pin ground power plug is used, instead of the AN-type plug, refer to the caution note for the Model 76.**

#### Fueling

Standard configuration for the 36, A36, and A36TC models consists of a fuel cell in each wing leading edge. Main tanks of larger capacity are optional. The B36TC model consists of two interconnected fuel cells in the wing leading edge with one fuel fill cap on the outboard leading edge. Minimum grade: 100LL blue, or 100 green

	STD. MAINS	OPT. MAINS
36, A36, A36TC	50 gals.	80 gals.
	STD. MAINS	
B36TC	106 gals.	

**NOTE:** The optional tanks incorporate an indicator tab and slot below each filler neck. When filled to the bottoms of the tabs, the combined capacity of both tanks is 60 gals. When filled to the slots in the tabs, the combined capacity is 70 gals.

**CAUTION: DO NOT insert the fuel nozzle more than three inches into the filler neck. The nozzle may damage the rubber fuel cell.**

#### Grounding

Static grounding requires the fuel dispenser be grounded to the landing gear.

## **Hydraulic Reservoir**

The brake cylinder reservoir is located on the forward side of the firewall. A dipstick is incorporated in the cap. Fluid type: MIL-H-5606 red hydraulic fluid.

## **Engine Oil**

Access to the engine oil filler port is gained either by opening a door on the top left side of the engine cowl or by opening the engine cowl. Capacity: 12 quarts; Type: reciprocating

## **Oxygen Service**

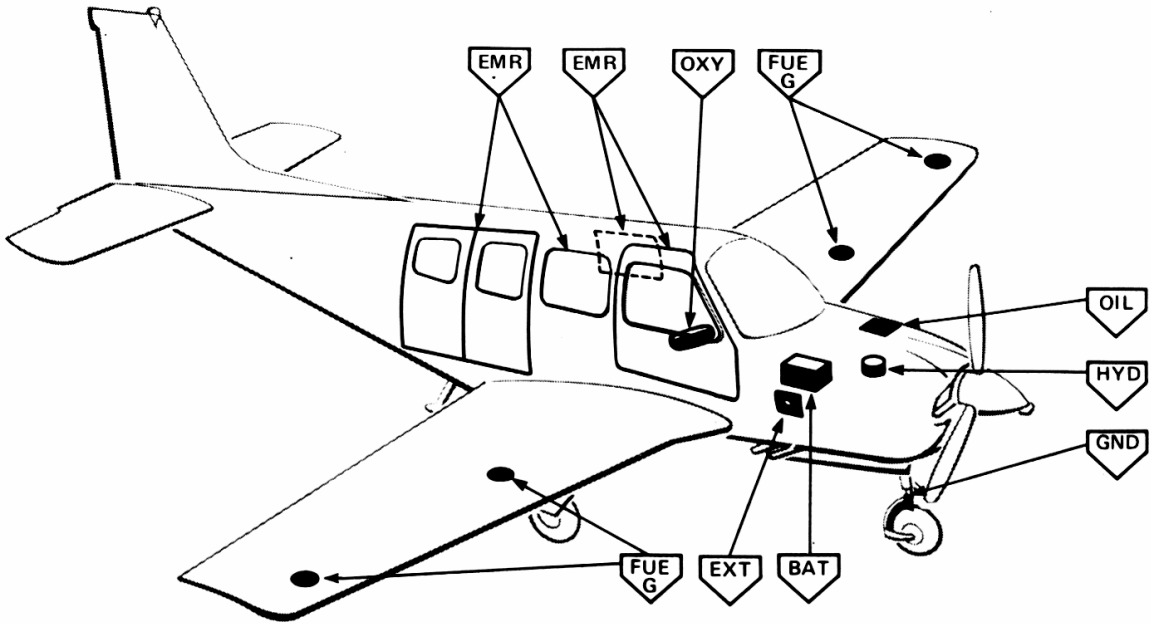
Access to the oxygen system filler port is gained by removing the protective cap from the filler valve, located below and forward of the RH front seat.

## **Parking Brake**

The parking brake is set by pulling the brake control aft and depressing the brake pedals to pressurize the system. The brake is released by pushing the control forward.

## **Tires**

NOSE	MAINS
5.00 x 5, 4 ply	7.00 x 6, 6 ply
40 psi	33 to 40 psi



## SERVICING CODES

<b>AIR</b>	<b>Nitrogen Bottle Servicing</b>	<b>GND</b>	<b>Static Ground Points</b>
<b>ANI</b>	<b>Anti-Ice Fluid Reservoir</b>	<b>HYD</b>	<b>Hydraulic Reservoir</b>
<b>BAT</b>	<b>Battery</b>	<b>HOI</b>	<b>Hoisting / Lifting</b>
<b>EMR</b>	<b>Emergency Entrance Or Exits</b>	<b>OIL</b>	<b>Engine Oil</b>
<b>EXT</b>	<b>External Power Receptacle</b>	<b>OXY</b>	<b>Oxygen</b>
<b>FUE G</b>	<b>Fueling Filler Point (gravity)</b>	<b>PAR</b>	<b>Parking Brake</b>