



Service Information Letter

SIL Number:	606-00212-002		
To:	Owners and operators of Vantage 12		
Subject:	Engine Instrument Initialization Bug in SW Version 12.0.1.2		
Purpose:	To provide recommendations for Vantage SW version 12.0.1.2		
Revision:	00	Date:	12/08/2025

Effectivity:

Description	Vantage 12
Avidyne Part Number	700-00212-XXX
Avidyne Software Release	12.0.1.2

Issue Description:

This Service Information Letter provides information about the bug identified in Vantage software version 12.0.1.2 affecting the initialization of the engine data sensor (Moritz SIU or DAU). When the sensor isn't initialized properly, no engine data is displayed. It will appear as if the engine data sensor is not turned on at all (digital readouts replaced by dashes, gauge needles removed, etc.). The issue does not occur every boot; it is the result of a race condition between the display and engine data sensor. Once the engine data sensor has been correctly initialized, it will remain usable until the display is rebooted. The pilot will readily identify the issue and be able to rectify it when the following step of the Starting Engine checklist on the Vantage MFD fails:

MFD Display VERIFY engine data displayed

The detected bug has been fixed in software update 12.0.2.2. Software version 12.0.2.2 is not yet available at the time of publication of this service information letter.

Recommended Actions:

To limit the number of power cycles applied to the engine data sensor, pull the circuit breaker for the engine data sensor before applying power to the rest of the system, then re-engage the breaker after the Vantage MFD has initialized. The engine data sensor may also be power cycled after the MFD has booted to provide the same effect.

A suggested modification to the checklists is below, typical for SR20 DAU G3 but will vary by aircraft configuration:

Section	Standard		Temporary Modification	
	Read	Do	Read	Do
PREFLIGHT INSPECTION – CABIN	A. Required Documents	On Board		
	B. Avionics Power Switch	OFF		
			ENGINE INST. Circuit Breaker	OUT
	C. Bat 2 Master Switch	ON		
	D. PFD Display	VERIFY ON		
	E. Avionics Cooling Fan	Audible		
	F. Voltmeter	23-25 Volts		
	G. Flap Position Light	OUT		
	H. Bat 1 Master Switch	ON		
			MFD Display	READY for fuel entry
			ENGINE INST. Circuit Breaker	IN
	I. Lights	Check Operation		
	J. Stall Warning	Test		
	K. Fuel Quantity	Check		
	L. Fuel Selector	Select Fullest Tank		
	M. Flaps 100%	Check Light ON		
	N. Oil Annunciator	ON		
	O. Bat 1 & 2 Master Switch	OFF		
	P. Alternate Static Source	NORMAL		
	Q. Circuit Breakers	IN		
	R. Fire Extinguisher	CHARGED and AVAILABLE		
	S. Emergency Egress Hammer	AVAILABLE		
	T. CAPS Handle	PIN REMOVED		
STARTING ENGINE	1. External Power (If applicable)	CONNECT		
			ENGINE INST. Circuit Breaker	OUT
	2. Brakes	HOLD		
	3. Bat Master Switches	ON (Check Volts)		
	4. MFD Display	VERIFY engine data displayed	4. MFD Display	VERIFY ready for fuel entry
			ENGINE INST. Circuit Breaker	IN
			MFD Display	VERIFY engine data displayed
			PFD Display	VERIFY engine data displayed
	5. Strobe Lights	ON		



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STARTING ENGINE (cont.)	6. Mixture	FULL RICH		
	7. Power Lever	FULL FORWARD		
	8. Fuel Pump	PRIME, then BOOST		
	Note: If the engine is warm priming is not required. On the first start of the day, especially under cool ambient conditions, holding the Fuel Pump switch to the HIGH BOOST/PRIME position for 2 seconds will improve starting.			
	9. Propeller Area	CLEAR		
	10. Power Lever	OPEN 1/4"		
	11. Ignition Switch	START (Release after engine starts)		
	Caution: Limit cranking to intervals of 20 seconds with a 20 second cooling period between cranks. This will improve battery and contactor life.			
	12. Power Lever	RETARD (to maintain 1000 RPM)		
	13. Oil Pressure	CHECK		
	14. Alt Master Switches	ON		
	15. Avionics Power Switch	ON		
	16. Engine Parameters	MONITOR		
	17. External Power (if applicable)	DISCONNECT		
	18. Amps/Volts indication	CHECK		

Contact Information:

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