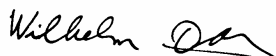


- Subject : Electrically operated landing gear, device to provide higher current for resetting the emergency extension gas strut
- Effectivity : Type : DG-1000
All Variants, all ser. No.'s with electrically operated LG
- Accomplishment : Optional for retrofit, standard from ser. No. 10-157 on
- Reason : In the LG control unit there is a limitation for the max. current to the spindle drive motor. This is necessary to protect the spindle drive against mechanical damage during normal LG extension where the spindle drive is not switched off by a limit switch but by an overcurrent device.
Operating experience showed that with this limited current the spindle drive is in some cases not able to set back the gas strut after LG emergency extension.
So a new LG control unit was designed which allows higher current for resetting the gas strut. As it is necessary to pull one of the emergency extension handles to reset the gas strut a switch operated by the emergency extension handles will be installed. This switch activates the higher current via the LG control unit as long as one of the handles is pulled. As the resetting procedure is stopped by a limit switch no overstressing of the spindle drive will occur.
- Instructions : 1. Installation of the additional switch with wiring and exchange of the control unit against a new unit marked "FW Steuerung V1.1 DG-1000" according to working instruction for TN1000/19.
2. Exchange or add the following manual pages, new pages issued October 2010 marked with TN1000/19.
Maintenance manual DG-1000S:
exchange: pages 0.2, 0.6 and 0.10, diagram 21, Encl. 1 pages 2 and 8.
add: Encl. 1 page 2a, drawing 10E4 issue E
Maintenance manual DG-1000T:
exchange: pages 0.2, 0.6 and 0.10, diagram 21, Encl. 4 pages 2 and 7.
add: Encl. 4 page 2a, drawing 10E4 issue E

Respect the changes marked in the right hand margin.
- Material : Installation kit TN1000/19 incl. control unit "FW Steuerung V1.1 DG-1000"
Manual pages see instruction 2
Working instruction for TN1000/19 incl. drawing 10FW142
- Weight and balance : influence negligible
- Remarks : 1. EASA countries: The actions have to be performed by the manufacturer during production of for retrofit in a Part -145 approved organisation, or in a Part M, Subpart F approved organisation according to the regulations of the Part M and released according to M.A.801.
2. Non EASA countries The actions have to be performed in a licensed workshop. All instructions are to be inspected and entered in the aircraft logs by a licensed inspector.

Bruchsal, date: 28.10.2010

Author: W. Dirks



Modifications approved by EASA Date 9.11.2010
under Approval No. 10032474