

- Subject : Main wheel brake system
- Effectivity : Type: DG-1000, variants DG-1000S and DG-1000T only when equipped with a nose wheel.
- Accomplishment : Mandatory latest March 31. 2012
- Reason : It was detected that with wear of the brake pads the brake calliper touches the landing gear strut. So only 1 of the 2 brake pads brakes, which results in reduced braking efficiency and increased wear of the brake pad.  
  
To overcome this shortcoming the wheel must be shifted 3 mm to the right hand side to provide clearance between brake calliper and LG strut even with max. allowable wear of the brake pads.
- Instructions : 1. Modify the mounting of the main wheel and brake calliper according to working instruction no. 1 for TN1000/21.  
  
2. Maintenance manual:  
**DG-1000S and DG-1000T:** Exchange the following manual pages against new pages issued July 2011 marked with TN1000/21: 0.2, 0.6, diagrams 8 and 9.
- Material : working instruction no. 1 for TN1000/21  
1 ring 5FW4/3  
1 bush 5FW4/1length 29.5 mm (or shorten existing bush yourself)  
4 bolts M6x24 LN9037  
5 selflocking nuts M6 DIN985-8 zn  
1 selflocking nut M8 DIN985-8 zn  
8 washers 6.4 DIN125 St zn  
suitable metal glue e.g. Uhu Plus schnellfest  
lock wire
- Weight and balance : influence negligible
- Remarks : Instructions No. 2 may be executed by the pilot/owner himself and is to be inspected and entered in the aircraft logs by a licensed inspector at the latest with the next annual inspection.  
  
Instructions No. 1:  
1. EASA countries: The actions have to be performed 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:  
26.08.2011

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Modifications approved by EASA Date 21.09.2011  
under Approval No. 10036593

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