

- Subject : Coolant pump, spark plug connectors, retaining spring for pedal adjustment cable, full tank sensor, manual revision
- Effectivity type : DG-1000
variants: DG-1000M
- Accomplishment : 1. In case the coolant pump is defective. In production from ser. No. M18 on.
2. In case an injection valve of the emergency system is defective, at latest by March. 31. 2013.
3. In case new spark plug connectors are needed.
4. Every 6 years.
5. Check prior to next take-off.
6. Before the next annual inspection or if one of measures 1 up to 5 has to be executed (with exception of the check of instruction 5), at latest by March. 31. 2013.
- Reason : 1. The existing coolant pump is no longer available. A new type of pump has been tested. A voltage converter must be installed with the new pump.
2. The mounting device of the emergency injection valves could be tightened so far that the sealing rings of the valves might become damaged. This shortcoming will be prevented by installing a spacer tube.
3. Instead of the spark plug connectors type "Bosch", connectors type "PVL" may be used.
4. The life time of the full tank sensor is now limited to 6 years (see MM section 0.4.3) as the plastic housing may be impaired by the fuel with the passage of time.
5. If the rubber cord which pulls the pedal adjustment cable tight is defective the handle of the pedal adjustment cable won't be pulled to the front so that it may hook into the trim release lever at the control stick with pedals in a rear position.
6. Revision of DG-1000M flight-, maintenance and repair manuals including changes necessary for the FAA approval.
- Instructions : 1. Coolant pump: Modification according to Working instruction No. 1 for TN1000/22
2. Mounting device of the emergency injection valves: Installation of a spacer tube according to Working instruction No. 2 for TN1000/22.
3. Use of PVL spark plug connectors (part No. see MM section 8.1).
4. Exchange the full tank sensor every 6 years together with the fuel lines.
5. Check if the handle of the pedal adjustment cable will be pulled to the front so that it can't hook into the trim release lever at the control stick, even with pedals in a rear position. If this is not the case exchange the rubber cord according to MM section 1.3.6.
This check is now incorporated in the daily inspection program in the flight manual.
6. Manual revisions DG-1000M:
Exchange the following manual pages with new pages issued October 2012 marked with TN1000/22. Respect the changes marked in the right hand margin
AFM DG-1000M: Title, 0.1, 0.2, 0.4÷0.7, 0.9, 1.5, 2.5, 2.7, 2.10, 2.11, 2.13, 2.14, 3.2, 4.7, 4.9, 4.10, 4.14, 4.15, 4.21, 4.24, 4.29, 4.33, 5.1, 5.4 ÷ 5.12, 6.1 ÷ 6.3, 6.5, 6.7, 6.9 ÷ 6.15, 7.2, 7.6, 7.9, 7.12, 7.25, 7.26, 7.27, 7.28, 7.30, 8.3
MM DG-1000M: 0.0, 0.1, 0.3 ÷ 0.7, 0.9, 0.12, 0.13, 0.14, 1.2, 1.5, 1.8 ÷ 1.12, 1.20, 1.24, 1.31, 1.33, 1.34, 2.1 ÷ 2.4, 2.6, 3.1 ÷ 3.7, 4.6 ÷ 4.8, 4.11, 4.12, 4.19 ÷ 4.24, 4.26, 4.27, 4.29, 4.30, 6.1, 6.4, 7.2, 8.1 ÷ 8.4, diagrams 2, 3, 7, 15, 16, 23, add drawing W59, 10E202 issue C (only with coolant pump Pierburg)
Repair manual DG-1000: 0.1, 0.2, 1.1, 3.1, 4.1, 5.1
- We recommend that you print out the complete manuals instead of exchanging pages due to the many changes.

- Material : 1. Working instruction No. 1 for TN1000/22 with the material listed therein
2. Working instruction No. 2 for TN1000/22 with the material listed therein
3. 45002085 PVL spark plug connectors 5kΩ
4. Full tank sensor, type see MM section 8.1.2.3
5. If defective: 30091130 rubber cord white dia. 2 mm
6. Manual pages see instruction 6, issued October 2012
or
Flight manual DG-1000M change 1 issued October 2012,
Maintenance manual 1000M change 1 issued October 2012,
Repair manual DG-1000 revision 3 issued October 2012
- Weight and balance : influence negligible
- Remarks : Instructions No. 2- 6 may be executed by the pilot/owner himself.
The instructions are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.
- Instruction 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:
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Modifications approved by EASA Date 10. Dec. 2012
under Approval No. 10042595

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