

- Subject : Drive mount inspection and new design, protection against chafing damage of the wiring loom, manual revision
- Effectivity : DG-1000M all ser. No.s
DG-1000M from ser. No. M27 on: Drive mount with new design and chafing protection are standard
- Accomplishment : 1. Check drive mount for cracks during each daily inspection and during the 25 h inspection.
2. Check drive mount for cracks in the areas covered by the drive belt fairings prior to next engine use and thereafter every 5 engine hours and during the 25 h inspection.
3. In case cracks are found the drive mount must be exchanged against a mount of the new design prior to next engine use.
4. Instruction 3 asap, latest within the next 2 engine hours.
5. Instruction 5 latest 30. April 2016.
- Reason : 1. On 2 DG-1000M cracks in the middle of the drive mount have been detected, which means at other places as described in TN 1000/23. To check these areas we have produced the "Inspection instruction No. 1 for TN1000/30". In these instructions the content of the instructions published with TN 1000/23 are included.
2. A new version of the drive mount with tubes with larger wall thickness and from more crack-resistant material has been designed.
3. The wiring loom may suffer chafing damage at a CFRP bracket.
4. Manual revision to include the checks and due to other corrections and amendments.
- Instructions : 1. a) Check the drive mount for cracks during each daily inspection and during the 25 h inspection according to "Inspection instruction No. 1 for TN1000/30".
b) Check the drive mount for cracks in the areas covered by the drive belt fairings prior to the next engine use and thereafter every 5 engine hours and during the 25 h inspection according to "Inspection instruction No. 1 for TN 1000/30".
a)+b) In case cracks are existing perform instructions 2 prior to next engine use.
c) As soon as instructions 2 have been performed instructions 1 must no more be performed with each daily inspection resp. every 5 engine hours.
However the check of the powerplant during the daily inspection according to AFM section 4.3.2 item 6 must be performed. The instructions as detailed under 1 a) and 1 b) must be performed during the 25 h inspection.
2. Remove the powerplant from the fuselage and the engine from the drive mount according to MM section 4.10.9 and 4.10.10.
Install the engine to the new drive mount according to drawing 10M112 issue h or higher, reinstall the powerplant to the fuselage according to MM section 4.10.9 and 4.10.10.
3. Install the protection against chafing damage of the wiring loom according to "working instructions No. 1 for TN1000/30".
Note: If the powerplant must be removed see 2. it is easier to perform instructions 3. prior to reinstallation of the powerplant.
4. Perform an engine test run according to MM section 3.6.
5. Manual revision: Exchange the following manual pages against new pages issued March 2016 marked with TN1000/30. Respect the changes marked in the right hand margin.
Maintenance manual: pages 0.1, 0.4 ÷ 0.7, 3.7, 4.25, 7.1, 7.2, 8.3, diagram 2, 10E202, ,, file "Inspection instruction No. 1 for TN1000/30" as attachment

- Material : 1. Inspection instruction No. 1 for TN1000/30
2. Drive mount according to drawing 10M112 issue h or higher, if needed
3. Working instructions No. 1 for TN1000/30 with material listed therein
4. Manual pages see instructions 5
- Weight and balance : Influence negligible if instructions 2 haven't been performed
If instructions 2 have been performed: Increase in weight approx. 0.53 kg, increase of min. pilot weight in front cockpit approx. 0.3 kg, this is negligible.
- Remarks : This TN supersedes TN1000/23
- Instructions No. 1, 4 and 5 may be executed by the pilot/owner himself and are to be inspected and entered in the aircraft logs by a licensed inspector at latest with the next annual inspection.
- Instructions No. 2 and 3:
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: 1.03.2016

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Modifications approved by EASA Date April 6, 2016,
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