

- Subject : Electrical system main plug at firewall, mounting brackets for fuel injection system, manual revision
- Effectivity : DG-1000M all serial No.s
- Accomplishment : 31.03.2017
- Reason : 1. The pins for the generator power in the main plug at the firewall may become worn due to too high electrical power (wires 521, 531 and 541). For the wires concerned a separate plug with more solid pins will be installed.
2. The mounting brackets for the fuel injection system which carry the injection valves for the emergency system may fail due to vibration damage. New brackets from carbon fibre have been designed to replace the aluminium brackets supplied with the engine. The new brackets are a little higher and thicker and in addition carbon fibre has a better fatigue life than aluminium. By this means the fatigue problem will be solved.
3. Manual revision.
- Instructions : 1. Modification of the electrical system according to working instruction No. 1 for TN1000/31.
2. Installation of new CFRP mounting brackets according to working instruction No. 2 for TN1000/31.
Note: To accomplish the installation a small amount of material must be removed from the intake manifolds.
3. Exchange the following manual pages against new pages issued December 2016 marked with TN1000/31. Respect the changes marked in the right hand margin.
Maintenance manual: 0.1, 0.7, drawing 5E202 issue H
- Material : Working instruction No. 1 for TN1000/31 with the material mentioned therein.
Working instruction No. 2 for TN1000/31 with the material mentioned therein.
Manual pages see instruction 3.
- Weight and balance : influence negligible
- Remarks : Instructions No. 3 may be executed by the pilot/owner himself.
The correct implementation of instructions 3 is to be inspected and entered in the aircraft logs by the pilot/owner.
Instructions No. 1 and 2:
1. EASA countries: The actions have to be performed according to the regulations of the Part M in an approved maintenance organisation 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:
7. December 2016

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Modifications approved by EASA Date 24 January 2017
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