



- Subject : Main landing gear-brake hose
- Effectivity type: DG-1000
variants: DG-1000M
- Accomplishment : Instructions 1, 2 and 4 a): 30 March 2018
Instruction 3 and 4 b): 31. December 2018
- Reason : 1. It was reported that on one DG-1000M the brake hose has been caught by one bolt of the landing gear. The LG could then be extended only a small portion of its travel.
2. The brake hoses of the first DG-1000M's had been covered by heat shrink tubing at the centre section. This tubing may prevent the movement of the brake hose and shall be removed.
3. **TN1000/35 Rev. 1:** Due to external influences, the brake line may kink and/or get stuck in the eye bolt attached to the left landing gear strut.
4. In MM diagram 15 propeller stopper a steel spring is shown as retaining spring, although this spring has been replaced by part 10M108 (made from rubber cord) in all DG-1000M's.
- Instructions : 1. a) Extend the LG. Remove the bolts which connect the left and the right LG strut 10FW255 to the fork 10FW/1 (see MM diagram 7 cross section E-E).
b) Next remove the left hand bolt which connects the LG struts 10FW255 to the fork 10FW/254 (see MM diagram 7 cross section H-H). Install instead a bolt M8x42 shortened to 36mm the other way round which means from the inside to the outside. (see the new MM diagram 7 cross section H-H). Re-use only 1 of the washers 8.4 M8 DIN125 St zn and use a thin self-locking nut M8SSN003 or M8 DIN439-Treloc. If you use a Treloc nut make sure that the side with the engravings is located to the outside.
c) Reconnect the parts see a). Use new self-locking nuts. Use a self-locking nut M8 DIN985-8 zn at the left hand side. Use a thin self-locking nut M8 SSN003 or M8 DIN439-Treloc at the right hand side. If you use a Treloc nut make sure that the engravings are on the outside.
2. In case the brake hose is covered by a heat shrink tubing, remove this tubing.
3. **TN1000/35 revision 1:** Installation of a shackle as a brake line guide according to Working Instruction No. 1 for Revision 1 of TN1000/35.
4. Manual revision:
a) **Initial TN1000/35:** Exchange the following manual pages against new pages issued December 2017 marked with TN1000/35. Respect the marked changes.
MM: 0.1, 0.6, diagrams 7 and 15
b) **TN1000/35 revision 1:** Exchange the following manual pages against new pages issued March 2018 marked with TN1000/35 Revision 1. Respect the marked changes.
MM: 0.1, 0.6, diagrams 7

The technical content of this document is approved under the authority of DOA Ref. EASA.21J.530.



- Material : a) **Initial TN1000/35:**
1 bolt M8x42 shortened to 36mm
2 thin self-locking nuts M8SSN003 or M8 DIN439-Treloc
1 self-locking nut M8 DIN985-8 zn
Manual pages see instructions 4 a)
b) **TN1000/35 revision 1:**
Working Instruction No. 1 for Revision 1 of TN1000/35.
Material kit DG Part No. 41043000
Manual pages see instructions 4 b)
- Weight and balance : influence negligible
- Remarks : Manual pages and working instructions will be shipped with the material.
- Instructions may be executed by the pilot/owner himself.
The correct implementation of instructions is to be inspected and entered in the aircraft logs by the pilot/owner.
- If you have any questions concerning this TN please contact DG
Flugzeugbau: Tel.: 0049 7251 3020-0, e-mail: dg@dg-flugzeugbau.de

Bruchsal, date:
5. December 2017
Revision 1 24. April 2018

Author: **Initial TN1000/35:** Modifications approved under the authority of DOA Ref. EASA.21J.530 under Minor Change No. TM1000-35, dated 7. Dec. 2017.
TN1000/35 revision 1: Modifications approved under the authority of DOA Ref. EASA.21J.530 under Minor Change No. TM1000-35 Revision 1, dated 25. April 2018

Wilhelm 