



- Subject : Drive mount: Inspection and new design
- Effectivity type: DG-1000  
variants: DG-1000M, all serial No.'s
- Accomplishment : Instruction 1. a): Check drive mount for cracks during each daily inspection and during the 25 h inspection.  
Instruction 1. b): 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.  
Instruction 2. or 3: In case cracks are found at the drive mount.  
Instruction 5: latest 30. April 2018.
- Reason : 1. On 1 DG-1000M cracks in the upper area of the drive mount have been detected, This drive mount was the new Version introduced with TN1000/30 (according to drawing 10M112 issue h, installed during production in M27 – 31 and retrofitted to M2, 14, 18, 19).  
2. A new version of the drive mount (according to drawing 10M112 issue k, installed during production from ser. No. M32 on) has been designed. This version is similar to the initial drive mount but with tubes made from aircraft steel 1.7734.5 and has reinforcements at the connection of the tubes to the propeller support area.  
3. A repair method has been designed to repair and reinforce drive mounts according to drawing 10M112 issue h (installed in M27 up to M31 and M2, 14, 18, 19).  
**Revision 1:** Unfortunately during operation new cracks appeared on a repaired drive mount. So also these drive mounts must be replaced as soon as cracks appear.
- Instructions : 1. **Inspections:**  
a) Extend the check of the drive mount for cracks to the upper area during each daily inspection and during the 25 h inspection.  
**Note:** The upper area can be checked with drive belt fairings installed best from the rear.  
b) Remove the drive belt fairings, 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“ (attached to the maintenance manual), extend the check to the upper area.  
a) + b) In case cracks are found perform instructions 2 or install a new drive mount prior to next engine use.  
**Caution:** In case a drive mount according to drawing 10M112 issue k or higher is installed instructions 1b) must no more be performed every 5 engine hours.  
However the check of the powerplant during the daily inspection according to AFM section 4.3.2 item 6 must still be performed.  
The instructions as detailed under 1 a) and 1 b) must still be performed during the 25 h inspection, see MM section 3.6.1 item 18.  
2. **Revision 1 (Only M27 up to M31 and M2, 14, 18, 19)** In case new cracks will be detected on drive mount repaired according to repair instruction RA1000 10M112-2 FE-33-01 these drive mounts have to be replaced.

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**3. Removal and re-installation of the drive mount if needed:**

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 according to drawing 10M112 issue h or higher or to the repaired drive mount, reinstall the powerplant to the fuselage according to MM section 4.10.9 and 4.10.10.

**4. Perform an engine test run** according to MM section 3.6.**5. Manual revision:** Exchange the following manual pages against new pages issued February 2018 marked with TN1000/37. Respect the changes marked in the right hand margin.

MM pages: 0.1, 0.4, 3.7

## Material

:

1. Drive mount according to drawing 10M112 issue k or higher, if needed.
2. Manual pages see instructions 5

## Weight and balance

: Influence negligible if instructions 2 and 3 haven't been performed.

**All except for M27 up to M31 and M2, 14, 18, 19:** If a new drive mount has been installed: Increase in weight approx. 0.07 kg, this is negligible.

**Revision 1 (only M27 up to M31 and M2, 14, 18, 19):** If a new drive mount has been installed: Decrease in weight approx. 0.46 kg, decrease of min. pilot weight in front cockpit approx. 0.26 kg, this is negligible.

## Remarks

: Instructions No. 1, 4 and 5 may be executed by the pilot/owner himself. The correct implementation of instructions 1, 4 and 5 is to be inspected and entered in the aircraft logs by the pilot/owner.

Instruction No. 2 and 3:

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.

If you have any questions concerning this TN please contact DG  
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Bruchsal, date:

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**Revision 1** October  
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Author:

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