



- Subject : Drive belt tensioning bolt, manual revision
- Effectivity type: DG-1000
variants: DG-1000M all Ser. No.s
- Accomplishment : Instructions 1: When a drive belt tensioning bolt failed or preventive on request, standard from ser.no. 10-262M35 on.
Instructions 2: Latest 31. March 2019
- Reason : 1. Some DG-1000M engines produce vibrations which will cause the drive belt tensioning bolt to fail. Installing the bolt in reverse direction may solve this problem. However there is not enough space between the thread of the bolt and the rear main bulkhead, so a scoop must be installed in the bulkhead to provide the necessary space.
2. Manual corrections
- Instructions : 1. Installation of a new drive belt tensioning bolt in reverse direction and installation of a scoop in the rear main bulkhead to provide the necessary space for the thread of the drive belt tensioning bolt according to working instruction No. 1 for TN1000/40.
2. Manual revision: Exchange the following manual pages against new pages issued September 2018 marked with TN1000/40. Respect the marked changes.
Flight manual: no changes
Maintenance manual: 0.2, 0.5, 0.6, 6.1, diagrams 7 + 20
Note: Remove the existing diagram 20 not prior to accomplishment of instructions 1.
- Material : Working instruction No. 1 for TN1000/40
21000139 Retrofit kit drive belt tensioning bolt, list of included parts in working instruction No.1
Manual pages, see instructions 2
- Weight and balance : influence negligible
- Remarks : Working instructions will be shipped with the material.
Use only genuine spare parts.
Parts (except for standard parts) and material kits shall only be installed if an EASA Form 1 is existent for these products.
The DG invoice is valid as "Certificate of conformity" for standard parts.
Instructions No. 2 may be executed by the pilot/owner himself.
The actions are to be inspected and released by the pilot/owner (according to MA. 801 (b) 3. for EASA registered aircraft).
Instruction No. 1
1. EASA registered aircraft: The pilot/owner is not allowed to perform the actions. The actions have to be performed and released according to M.A.801 (b) 1. or (c).
2. Non EASA registered aircraft: 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 Flugzeugbau: Tel.: 0049 7251 3020-0, e-mail: dg@dg-flugzeugbau.de

DG Flugzeugbau GmbH
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EBH Teil III



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Author:
W. Dirks

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