



- Subject** : PU fuel hoses, limitation of life-time, replacement by new types of fuel hoses
- Effectivity** type: DG-800  
variants: DG-808C
- Accomplishment** : Instructions 1, 2 and 6 up to 30 April 2018 but prior to the next annual inspection.  
Instructions 3, 4 and 5 when replacing the fuel hoses, latest when the fuel hoses have reached a service time of 6 years, respectively with the interim regulation latest end of 2018.
- Reason** : 1. The PU fuel hoses used so far in the DG-808C had no life-time limitation.  
During maintenance work on a 10 years old DG-808C a broken hose was found. In addition the look of the hoses had changed, see photo on page 3.  
Therefore the life-time of the PU fuel hoses will be limited to 6 years.  
2. When exchanging the fuel hoses new types of fuel hoses shall be used. These new hoses have already been introduced with TN800/44 for other DG variants:  
In the fuselage: Fuel hoses type DIN 73379-2A.  
In the engine area: Fire resistant fuel hoses ISO 7840-A1 (no metal shielding)  
For these types of hoses combined with periodically inspections the life time will be limited to 10 years.  
3. The FAA requires a change of the limitation section in the maintenance manual.
- Instructions** : 1. Limitation of all installed fuel hoses to 6 years. To accomplish this, the manual revision see below must be performed and the "Summary of operating hours" of the powered sailplane must be changed accordingly.  
2. Interim regulation for fuel hoses having already a service-time of more than 6 years: Check the fuel hoses for damage and changed look see the photo on page 3. To enable the inspection you have to remove baggage compartment floors and rear wall.  
To check the hoses with metal shield it is sufficient to perform a random examination: Open the hose clamp at the connection of the fuel supply line (red) to the distributor 8M308/2 (see diagram 11 resp. 11d) and to slide the shield downwards by approx. 10 cm. To accomplish this you have to remove the red heat shrink tubing and may be one cable tie. After the inspection slide up the shield again, fix the hose clamp and replace the cable tie. It is not necessary to replace the heat shrink tubing. If a failure is found, all fuel hoses must be replaced immediately, otherwise the replacement must be done latest end of 2018.  
3. Replace all fuel hoses in the fuselage by fuel hoses DIN 73379-2A and fire resistant fuel hoses ISO 7840-A1 in the engine area according to the issued with this TN:
  - fuel system diagram 11e
  - fuel system diagram 11c
  - working instruction No. 1 for TN 800-46

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



**Notes:** Fuel hoses supplied by DG which are marked “COH-Line 2134“ correspond to DIN 73379-2A.

Any springs which may have been installed to prevent kinking of the hoses are no more necessary.

Enlarge the holes for the fuel hoses in the fire wall to dia. 19 mm. Install rubber sleeves DG part No. 60510523 in the holes.

4. **Only DG-808C from serial No. 8-432 on:** Replace the fuel hose between primer valve and carburettor by a hose 3x1,5 FPM black

5. Establishing the life time of the fuel hoses

a) Fuel hoses according to DIN 73379-2A und ISO 7840-A1 to 10 years.

To make this lifetime possible you have to visually inspect all fuel hoses thoroughly and completely for any damage especially fissures, kinks or leaks after the fuel hoses have reached a life time of 6 years. For the check switch on the ignition to run the electric fuel pump to demonstrate operating fuel pressure. This inspection must be repeated every following year, see MM section 3.5.

b) **Only DG-808C from serial No. 8-432 on:** The life-time of the fuel hose between primer valve and carburettor must be limited to 6 years.

a)+b) Change the “Summary of operating hours” of the powered sailplane accordingly.

6. Exchange the following maintenance manual pages against new pages issued February 2018, marked with TN800/46. Respect the changes marked in the right hand margin.

**Note:** The FAA required change of the limitation section is included.

0.1, 0.3 - 0.7, 0.11 - 0.13, 2.6, 3.11, 8.2, diagram 11c, 8EP210, add diagram 11e, remove diagrams 11 and 11d, file working instruction No. 1 for TN 800/46 at the end of the MM.

Material : Manual pages according to instruction 5.  
Working instruction No. 1 for TN 800-46  
Fuel hoses and hose clamps as given in the respective fuel system diagram 11e and drawing 8EP210 issue a or higher,  
material sets see MM section 8.1  
2 rubber sleeves DG part No. 60510523

Weight and balance : influence negligible

Remarks : Instructions No. 1, 2, 5 and 6 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. 3 and 4:

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



Bruchsal, date:  
March 07. 2018

Author: Wilhelm Dirks      Modifications approved by EASA Date 26 March 2018  
under Approval No. 10065070

*Wilhelm Dirks*

Photo for instruction 3



PU hose with crack lines starting at the inside of the hose