

# SERVICE INFORMATION LETTER



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12 May 2010

## SERVICE INFORMATION LETTER NO. SIL20C1-003

NOTE: Service Information Letters are used only:

1. To distribute information from Diamond Aircraft Industries (DAI) to our customers.
2. To distribute applicable information/documents from our suppliers to our customers with additional information.

NOTE: Typically there is no revision service for SILs. Each new information or change will be sent along with a new SIL.

### 1. TECHNICAL DETAILS

#### 1.1 Aircraft Affected

ALL DA20-C1 aircraft.

#### 1.2 Subject

The lubrication schedule for the brake pedal pivot is revised to 100 hours from 200 hours.

#### 1.3 Reason

The lubrication schedule for the brake pedal pivot is revised to 100 hours from 200 hours and the illustration showing the lubrication point for the brake pedal pivot is revised to show the correct location.

#### 1.4 Information

The changes have been incorporated as Temporary Revision 12-01 for the DA20-C1 Aircraft Maintenance Manual No. DA201-C1. A copy of the TR 12-01 dated 12 May 2010 is attached.

It is recommended that at the next inspection or at the next maintenance schedule, do the following:

- Remove the pilot and the co-pilot brake pedals from the pivot shaft
- Clean and inspect the shaft and the pedal tube interior
- Lubricate the pivot shaft and install the pilot and the co-pilot brake pedals.

NOTE: The normal scheduled lubrication application is done through the lubrication points shown in Figure 1 of AMM 12-20-00.

Thereafter, follow the revised lubrication schedule every 100 hours.

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## 2. OTHERS

Contact DAI or your local authorized Diamond Service Center.

To obtain satisfactory results, procedures specified in this service information letter must be accomplished in accordance with accepted methods and current government regulations. Diamond Aircraft Industries Inc. cannot be responsible for the quality of work performed in accomplishing the requirements of this service information letter. Diamond Aircraft reserves the right to void continued warranty coverage in the area affected by this service information letter if it is not incorporated. If you no longer own the aircraft to which this service information letter applies, please forward it to the current owner and send the name of the current owner to Diamond Aircraft Industries Inc. at the address below.

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AIRCRAFT MAINTENANCE MANUAL

# TEMPORARY REVISION 12-01

**FILING INSTRUCTIONS:** Print this Temporary Revision on double sided 8.5 X 11 inch yellow paper. Put this Temporary Revision facing page 1 of 12-20-00 (which is a permanent pageblock).

Record the incorporation of this Temporary Revision on the yellow RECORD OF TEMPORARY REVISIONS sheet at the front of the manual.

Keep this Temporary Revision until normal revision service incorporates the information into the DA201-C1 Aircraft Maintenance Manual.

**DESCRIPTION:** This Temporary Revision revises the lubrication schedule of the brake pedal pivot and Figure 1 - Lubrication Points (Sheet 1 of 2) for the brake pedal pivot in Chapter 12-20-00, Scheduled Servicing.

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**SCHEDULED SERVICING**
1. General

This chapter gives the lubrication data. It describes where components are located and gives a list of approved lubricants. It also gives the components which **MUST NOT** be lubricated.

Most systems and components have maintenance-free bearings. These can be sealed ball/roller bearings or Teflon bushings. These bearings **MUST NOT** be lubricated.

Table 1 shows the items which **MUST NOT** be lubricated.

Table 1 - Items that <b>MUST NOT</b> be Lubricated	
Rudder pedal sled	DO NOT LUBRICATE
Flap rod-end bearings	DO NOT LUBRICATE
Aileron rod-end bearings	DO NOT LUBRICATE
Elevator rod-end bearings	DO NOT LUBRICATE
Nose wheel bearings (1)	DO NOT LUBRICATE
Throttle control cable (2)	DO NOT LUBRICATE
Elastomeric spring (3)	DO NOT LUBRICATE

## Notes:

- (1) The nose wheel bearings are sealed and maintenance-free.
- (2) The throttle control cable is sealed and maintenance free.
- (3) The elastomeric spring is maintenance free.

2. Lubrication Schedule

Table 2 shows the lubrication schedule. Clean each lubrication point before lubrication. See Figure 1 (Sheets 1 and 2) for the location of the lubrication points listed on the left side of the table. Refer to Table 3 for the type of lubricant that is required for each item.

The right column shows the lubrication interval.

No.	Location See Figure 1 and 2	Type of Lubricant (See Table 3)						Interval (Hours) see Notes (1), (2)
		1	2	3	4	5	6	
(NS)	Parking brake, cabin heat, defrost, and alternate air control cables		•					200
1.	Brake pedal pivot (see Note 4)		•					100
2.	Rudder cable S-tubes			•				200
3.	Flap actuator universal pivot block	•						1000
4.	Stick support pivot pins	•						1000
5.	Flap actuator extension rod			•				200
6.	Upper rudder pivot bearing	•						200
7.	Main wheel bearings (see Note 3)	•						200
8.	Brake caliper locating pins						•	1000
9.	Nose landing gear fork pivot (see Note 4)	•						200
10.	Nose landing gear transverse tube interior (see Note 4)					•		1000
11.	Upper nose landing gear journal bearing (left and right) (see Note 4)	•						1000
12.	Elastomeric spring top mounting spherical bush	•						1000
13.	Brake pedal pivot shaft interior					•		1000
14.	Mixture control cable		•					200
15.	Horizontal stabilizer front mounting spherical bush	•						1000
16.	Battery terminals				•			1000
17.	Cable eyes on rudder	•						200

Table 2 - Lubrication Schedule

No.	Location	Type of Lubricant (See Table 3)						Interval  (Hours) see Notes (1), (2)
		1	2	3	4	5	6	
NS	Rudder hinge bushing			•				200
18.	Flap, Aileron, Elevator hinge bearings (Oil Lite) (see Note 5)		•					200
18A	Flap horn bearing	•						200
19.	B-bolt spherical bearing	•						1000
20.	B-bolt below spherical bearing (not threaded) (see Note 6)	•						1000
21.	B-bolt shank and mid-bar end fitting					•		1000
22.	A-bolt spherical bearing	•						1000
23.	A-bolt	•						1000
24.	Wing bolts (wing attachment)	•						1000
25.	Main bolts locking device		•					200

## Notes:

(NS) Item is not shown in the Figures

(1) Lubricate at the time shown or at every disassembly/assembly.

(2) Lubricate more frequently in severe climates or operating conditions.

(3) Lubricate the main wheel bearing felt seals with SAE 10 oil (commercial).

(4) Lubricate at the time shown and at annual service.

(5) The flap, aileron and elevator hinge bearings may also be lubricated with engine oil.

(6) Do not grease on the threads. It will reduce the friction of the lock-nut

Table 3 - Lubricant Specifications		
Specification	Product	Manufacturer
TYPE 1		
MIL-G-81322	AeroShell Grease 22	Shell Canada Products Limited P O Box 100 Station M Calgary, Alberta, T2P 2H5 Canada Shell Oil Co P O Box 2463, One Shell Plaza Houston, TX 77001, USA
Preferred for MLG wheel bearings. Not compatible with MIL-G-81322	Mobil Aviation Grease SHC 100	Exxon Mobil Corporation 3225 Gallows Road Fairfax, VA 22037-0001, USA
TYPE 2		
MIL-L-7870	Royco 363	Royal Lubricants Co Inc. River Road East Hanover, NJ 07936, USA
	Brayco 363	Bray Oil Company 3344 Medford St Los Angeles, CA 90032, USA
Warm climates only	LPS 2	LPS (Canada) 378 Hersey Crescent Bolton, ON, L7E 4A1, Canada 1-800-241-8334 LPS (Corporate Office) 4647 Hugh Howell Rd Tucker, GA 30084, USA 1-800-543-1563
TYPE 3		
Greaseless Lubricant	LPS 1	LPS (Canada) 378 Hersey Crescent Bolton, ON L7E 4A1, Canada 1-800-241-8334 LPS (Corporate Office) 4647 Hugh Howell Rd Tucker, GA 30084, USA 1-800-543-1563

Table 3 - Lubricant Specifications		
TYPE 4		
VV-P-236 (petrolatum)	Royco 1	Royal Lubricants Co Inc. River Road East Hanover, NJ 07936, USA
	DC 4	Dow Corning S Saginaw Rd Midland, MI 48641, USA
TYPE 5		
MIL-C-16173 (grade 2)	LPS 3	LPS (Canada) 378 Hersey Crescent Bolton, ON L7E 4A1, Canada 1-800-241-8334 LPS (Corporate Office) 4647 Hugh Howell Rd Tucker, GA 30084, USA 1-800-543-1563
TYPE 6		
MIL-A-907	Loctite Antisieze 767	Loctite Canada Inc 270 Britannia Rd East Mississauga, ON L4Z 1S6, Canada (416) 890-6511 Loctite Corp (Industrial Group) 705 North Mountain Rd Newington, CT 06111, USA (203) 278-1280



NOTE: On some aircraft the lubrication hole may be on the back side.

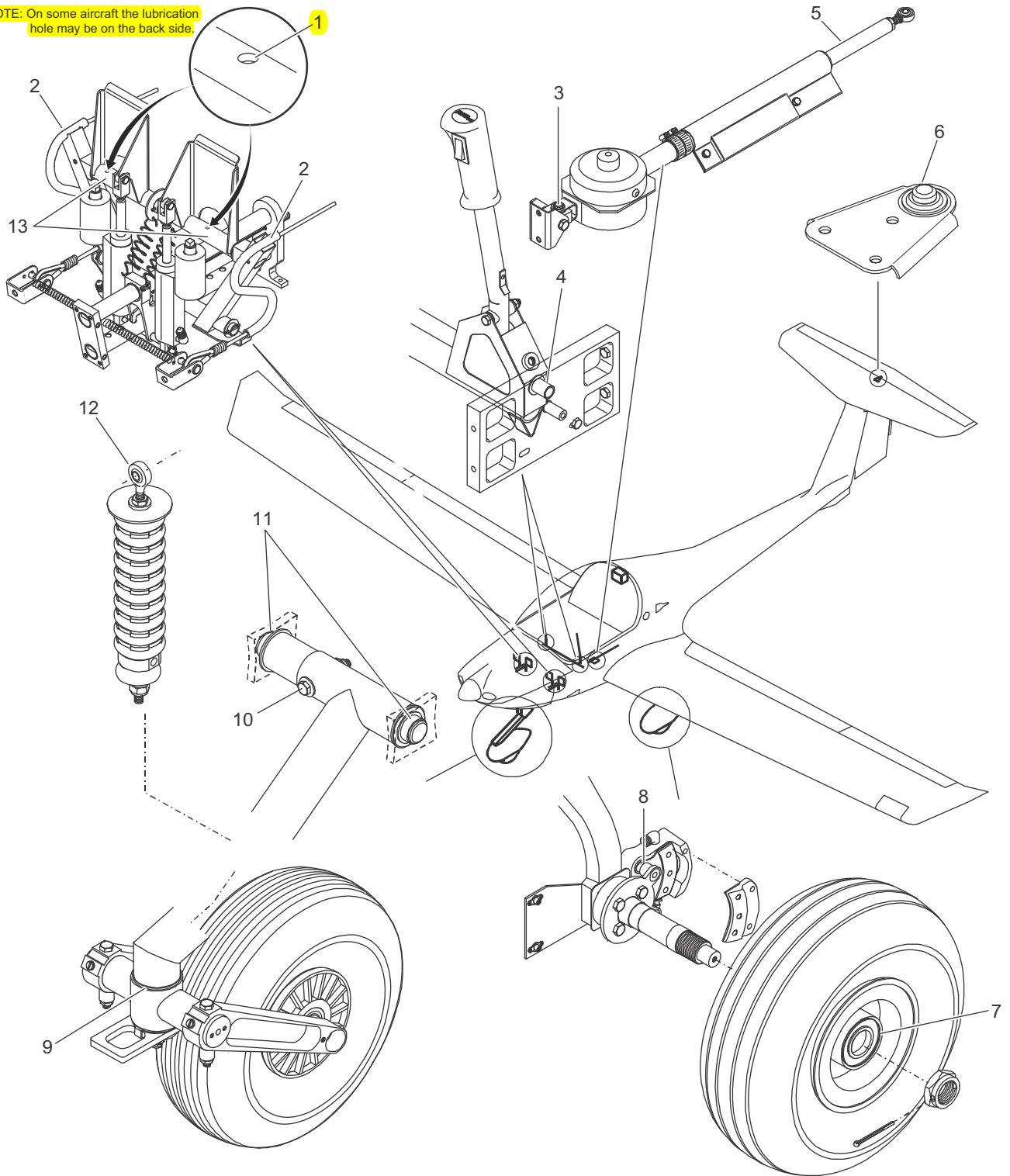


Figure 1 - Lubrication Points - Sheet 1 of 2

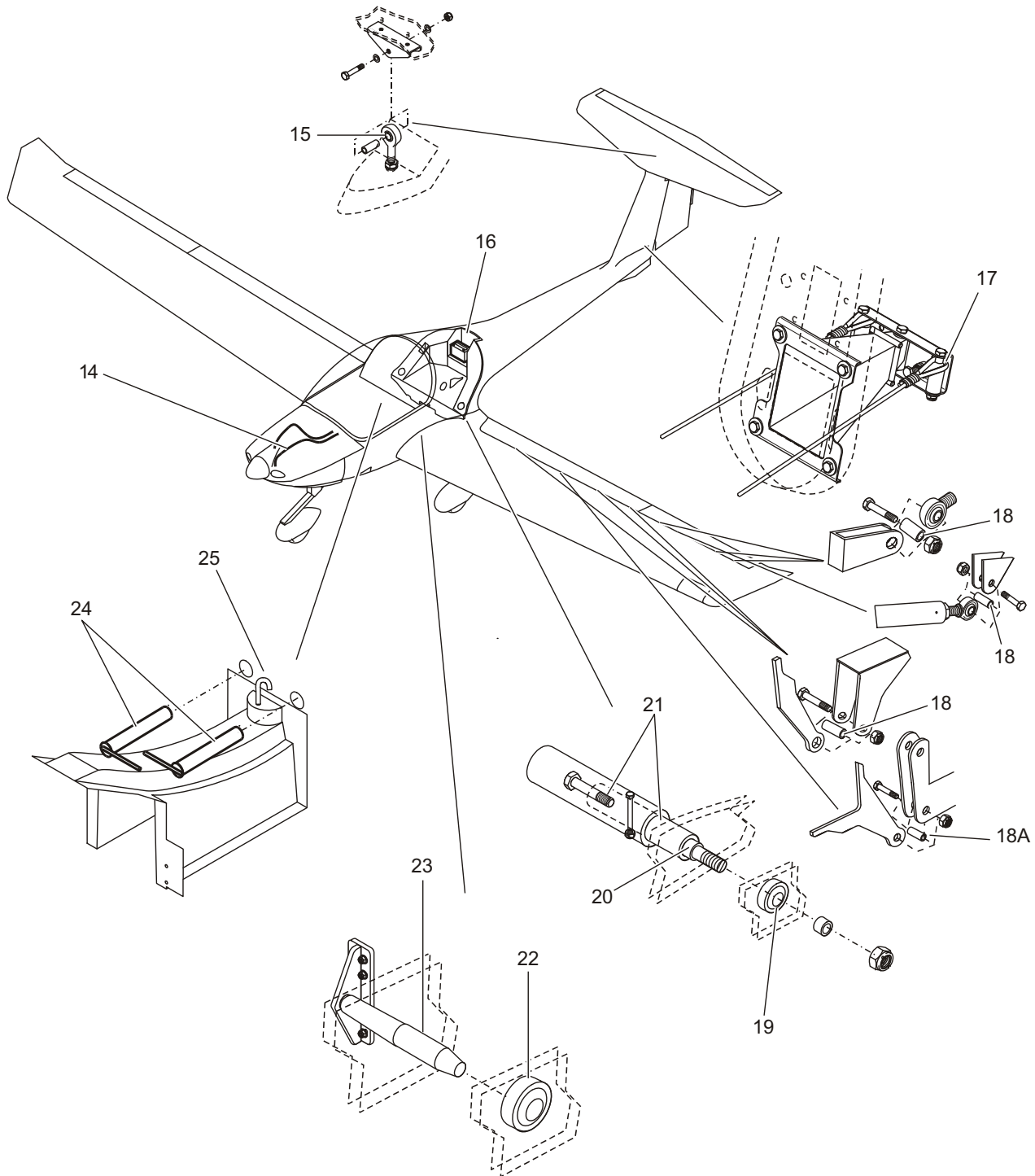


Figure 1 - Lubrication Points - Sheet 2 of 2