

## SERVICE INFORMATION NO. SI D4-100

**NOTE:** SI's are used **only**:

- 1) To distribute information from DAI to our customers.
- 2) To distribute applicable information / documents from our suppliers to our customers with additional information.

Typically there is no revision service for SI's. Each new information or change of that will be send along with a new SI.

### I. TECHNICAL DETAILS

#### 1.1 Airplanes affected:

All DA 40 D airplanes equipped with TAE 125-02-99 engine, except those with clutch P/N as stated in EASA EAD 2008-0100-E installed

#### 1.2 Subject:

EASA EAD No. 2008-0100-E  
ATA-Code: 72-00

#### 1.3 Reason:

The EASA has issued an Emergency Airworthiness Directive concerning the TAE Service Bulletin TM TAE 125-1006 P1 - Clutch, which requires an inspection of the clutch and if broken disk springs are found replace with serviceable parts in accordance with the mentioned Thielert Service Bulletin.

#### 1.4 Information:

For detailed technical information see the mentioned EASA EAD which is applicable without any further additions or restrictions.

### II. OTHERS

The EASA EAD No. 2008-0100-E is attached to this SI.

In case of doubt contact Thielert Aircraft Engines GmbH or Diamond Aircraft Industries GmbH.

<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2008-0100-E</b></p> <p><b>Date: 23 May 2008</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p><b>Type Approval Holder's Name :</b></p> <p>Thielert Aircraft Engines GmbH</p>	<p><b>Type/Model designation(s) :</b></p> <p>TAE125-02-99 engines</p>
<p>TCDS Number : EASA E.055</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 72</b>	<b>Engine – Clutch Assembly – Inspection / Replacement</b>
<p>Manufacturer(s): Thielert Aircraft Engines GmbH</p>	
<p>Applicability:</p>	<p>TAE125-02-99 (commercial designation Centurion 2.0) engines, all serial numbers, except those with clutch Part Number (P/N) 05-7211-K006001 installed.</p> <p>These engines are known to be installed on, but not limited to, Cessna 172 and (Reims-built) F172 series (EASA STC Nr. EASA.A.S.01527), Piper PA-28 series (EASA STC Nr. EASA.A.S.01632), APEX (Robin) DR 400 series (EASA STC Nr. EASA.A.S.01380) and Diamond DA40 and DA42 aircraft.</p>
<p>Reason:</p>	<p>In-flight engine shutdown incidents have been reported on aircraft equipped with TAE125-02-99 engines. Investigation showed that this was mainly the result of cracked disc springs in the clutch. This condition, if not corrected, could result in further cases of engine in-flight shutdown and the consequent loss of control of the aircraft.</p> <p>To correct the unsafe condition, Thielert Aircraft Engines GmbH (TAE) recommends repeat inspections until a new clutch P/N 05-7211-K006001 is installed.</p> <p>For the reasons stated above, this EASA AD requires the inspection of the clutch on all affected TAE125-02-99 engines and, in case of a broken disc spring, the replacement of the clutch with a serviceable part.</p>
<p>Effective Date:</p>	<p>27 May 2008</p>

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) At the time indicated in Table 1 below, inspect the clutch in accordance with the instructions of TAE Service Bulletin (SB) TM TAE 125-1006 P1:</p> <p style="text-align: center;"><b>Table 1</b></p> <table border="1" data-bbox="504 371 1417 851"> <thead> <tr> <th data-bbox="504 371 922 495">Flight hours (FH) accumulated on the effective date of this AD since last clutch inspection:</th> <th data-bbox="922 371 1417 495">Required Compliance time:</th> </tr> </thead> <tbody> <tr> <td data-bbox="504 495 922 584">More than 100 FH</td> <td data-bbox="922 495 1417 584">Within 10 FH after the effective date of this AD</td> </tr> <tr> <td data-bbox="504 584 922 707">Between 50 and 100 FH</td> <td data-bbox="922 584 1417 707">At the next scheduled 100 FH maintenance after the effective date of this AD</td> </tr> <tr> <td data-bbox="504 707 922 851">Less than 50 FH</td> <td data-bbox="922 707 1417 851">Prior to accumulating 50 FH since the last clutch inspection, or within 10 FH after the effective date of this AD, whichever occurs later</td> </tr> </tbody> </table> <p>(2) Thereafter, at intervals not to exceed 100 FH (+/- 10 FH), inspect the clutch in accordance with the instructions of TAE SB TM TAE 125-1006 P1.</p> <p>(3) When a broken disk spring is found during any inspection as required by paragraph (1) or (2) of this AD, before further flight, replace the clutch with a serviceable part and, within 7 days after replacement, report to TAE in accordance with the instructions of TAE SB TM TAE 125-1006 P1.</p>	Flight hours (FH) accumulated on the effective date of this AD since last clutch inspection:	Required Compliance time:	More than 100 FH	Within 10 FH after the effective date of this AD	Between 50 and 100 FH	At the next scheduled 100 FH maintenance after the effective date of this AD	Less than 50 FH	Prior to accumulating 50 FH since the last clutch inspection, or within 10 FH after the effective date of this AD, whichever occurs later
Flight hours (FH) accumulated on the effective date of this AD since last clutch inspection:	Required Compliance time:								
More than 100 FH	Within 10 FH after the effective date of this AD								
Between 50 and 100 FH	At the next scheduled 100 FH maintenance after the effective date of this AD								
Less than 50 FH	Prior to accumulating 50 FH since the last clutch inspection, or within 10 FH after the effective date of this AD, whichever occurs later								
<p>Ref. Publications:</p>	<p>Thielert Aircraft Engines GmbH SB TM TAE 125-1006 P1, Initial Issue, dated 22 May 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>								
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA; E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any questions concerning the technical content of the requirements in this AD, please contact: Thielert Aircraft Engines, Platanenstraße 14, D-09350 Lichtenstein, Federal Republic Germany; telephone +49-37204-696-0; fax +49-37204-696-55; E-mail <a href="mailto:info@centurion-engines.com">info@centurion-engines.com</a></li> </ol>								