

RECOMMENDED SERVICE BULLETIN

RSB 42NG-061

I TECHNICAL DETAILS

I.1 Category

Recommended.

I.2 Airplanes affected

Type: DA 42 NG, DA 42 M-NG

Serial numbers: 42.N001 through 42.N067

42.N100 through 42.N250

42.NC001 through 42.NC004

42.NC006 through 42.NC008

42.MN001 through 42.MN042

42.MN050 through 42.MN052

All airplanes converted to DA 42 NG via OSB 42-068 using WI-OSB 42-068 up to revision 15.

All airplanes converted to DA 42 M-NG via OSB 42-081 using WI-OSB 42-068 up to revision 15.

I.3 Date of effectivity

16-Aug-2016

I.4 Time of Compliance

At owners discretion.

I.5 Subject

Replacement of the turbocharger V-clamps.

ATA-Code: 81-00

I.6 Reason

A new improved and more robust turbo changer V-Clamp has been introduced for newly produced airplanes. This Service Bulletin makes the new V-clamp available to the airplanes already in service.

I.7 Concurrent Documents

None.

I.8 Approval

The technical information or instructions contained in this document relate to the Design Change Advisory No. MÄM 42-963/a, which has been approved under the authority of EASA Design Organization Approval ref. EASA.21J.052.

The technical content of this document has been approved under the authority of DOA ref. EASA.21J.052.

I.9 Accomplishments / Instructions

See WI-RSB 42NG-061, latest effective issue

I.10 Mass (Weight) and CG

No change.

II PLANNING INFORMATION

II.1 Material and Availability

None.

II.2 Special Tools

None.

II.3 Labour Effort

Approx. 1 hour.

II.4 Credit

None

II.5 Reference Documents

DA 42 NG Airplane Maintenance Manual, Doc. No. 7.02.15, latest effective issue.

III REMARKS

1. All work must be done by a certified aircraft service station or a certified aircraft maintenance mechanic.
2. All work, particular that which is not especially described in this Service Bulletin, must be done in accordance with the referenced Maintenance Manual.
3. Completion of all work must be recorded in the log book.
4. In case of doubt contact Diamond Aircraft Industries GmbH.

EXECUTION REPORT TO SERVICE BULLETIN RSB 42NG-061

AIRPLANE INFORMATION

Airplane Serial Number _____

Airplane Registration _____

Airplane Operator _____

Hours of operation of airplane _____

No. of landings _____

Hours of operation-engine LH _____

RH _____

Typical operation of airplane private, club, training, other _____

Date, Name, Sign

Please fax the completed form to Fax No. +43-2622-26700-1369 or e-mail to
airworthiness@diamond-air.at

WORK INSTRUCTION

WI-RSB 42NG-061

I GENERAL INFORMATION

I.1 Subject

Replacement of the turbo connector V-clamps.

I.2 Reference Documents

DA 42 NG Airplane Maintenance Manual, Doc. No. 7.02.15, latest effective issue.

I.3 Remarks

- a) All work must be done by a certified aircraft service station or a certified aircraft maintenance mechanic.
- b) All work, in particular if not described in this work instruction, must be done in accordance with the referenced maintenance manual.
- c) For conversion factors between SI units and US/Imperial units refer to AMM Chapter 02.
- d) In case of doubt, contact Diamond Aircraft Industries GmbH.

II DRAWINGS, SPECIAL TOOLS & MATERIALS

II.1 Drawings

None.

II.2 Special Tools

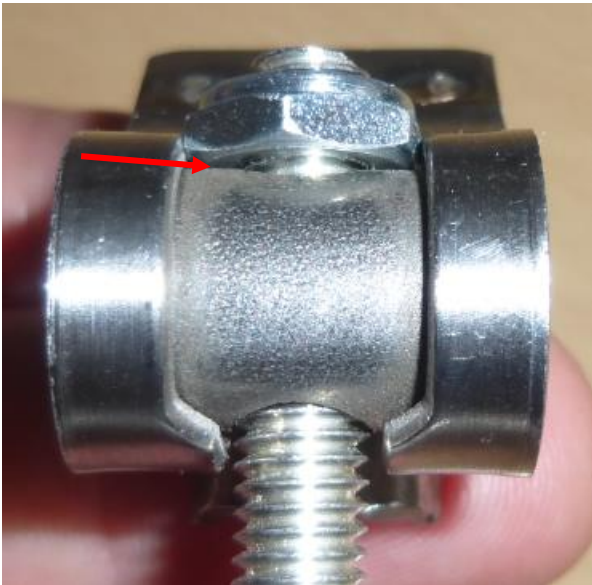

None.

II.3 Material

Quantity	Part No.	Description
2	D44-9081-26-03	V-clamp
2	BN175-M6-ZP	Hexagon Nut, self-locking
a.r.	DS SW1-690-530-006-C1	Shim 0.6 mm
a.r.	DS SW1-690-530-003-C1	Shim 0.3 mm

Material is available from Diamond Aircraft Industries.

III INSTRUCTIONS

1	Make sure AMM-TR-MÄM-42-963/a is incorporated into the AMM.
2	Make sure the airplane is safe.
3	Remove the LH cowling i.a.w. AMM Section 71-10.
4	Remove the V-clamp from the pressure side of the turbo-charger.
5	<p>Install nut BN175-M6-ZP on the end of the screw of the new V-clamp so that there is no gap. Refer to Figure 5.</p>  <p>Figure 5</p>
6	<p>Install the V-clamp.</p> <ul style="list-style-type: none">Put the V-clamp in position on the flanges. <p>Note Do not pull the V-clamp over the turbocharger tube since the V-clamp will be permanently deformed. Refer to Figure 6.</p>  <p>Figure 6</p>

- Position the screw of the V-clamp as shown in Figure 7.
- Before tightening the V-clamp make sure that there is no gap between the aluminium charged air tube and the turbocharger flange. When correctly installed the aluminium charged air tube must fit into the turbocharger flange without tension.
- Tighten V-clamp with 5.5 ± 0.5 Nm (4.0 ± 0.4 lbf.ft).



Figure 7

- Make sure that the distance between V-flanges on the lock is between 6 and 10 mm (refer to Figure 8). If necessary, insert turbo connector shims to obtain the required distance (refer to Figure 9).

6 -10 mm



Figure 8

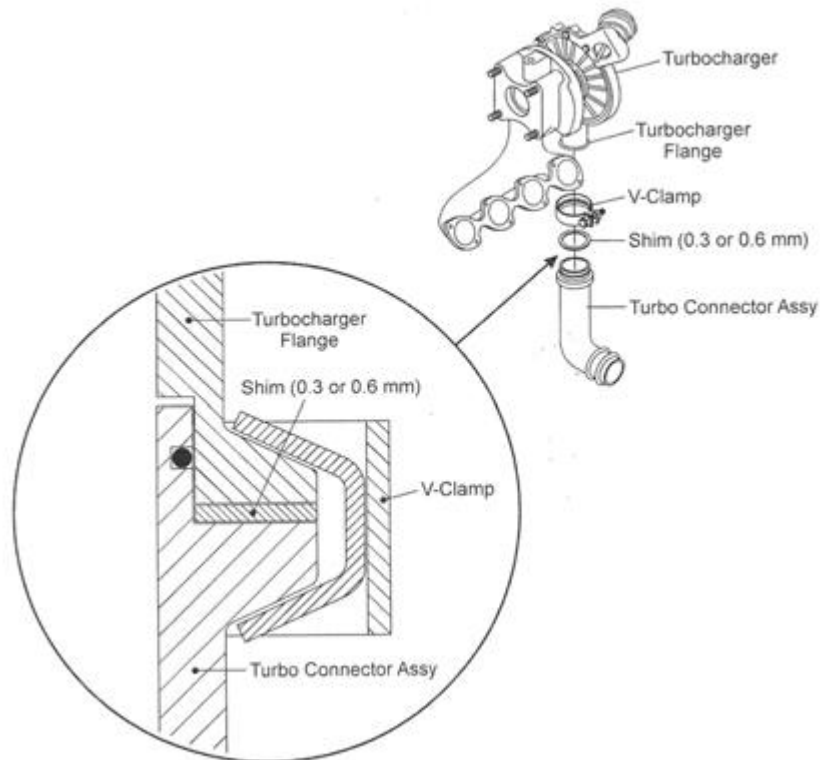


Figure 9

- Make sure the circumferential gap to the turbocharger is equal (if not, use rubber mallet to tap V-clamp into position). If tapping with a rubber mallet was required, retighten to 5.5 ± 0.5 Nm (4.0 ± 0.4 lbf.ft). Refer to Figure 10.

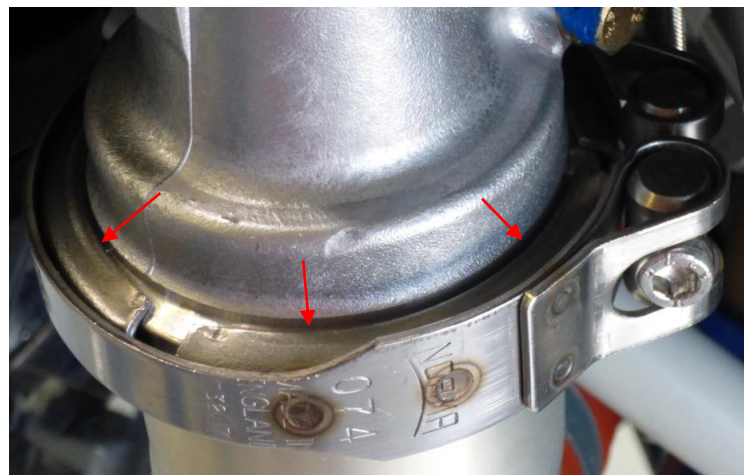


Figure 10

7	Install the cowling i.a.w. AMM Section 71-10.
8	Repeat items 3 through 7 on the RH side.

9	Clean working areas, check for foreign objects.
10	Check all altered, replaced, repaired parts for proper function.
11	Test all systems in working area for function.
12	Record MÄM 42-963/a as installed in the airplane log.
13	Make all necessary entries in the airplane logs.