

SERVICE INFORMATION NO. SI 42NG-035

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 sent along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

All DA 42 NG and DA 42 M-NG airplanes

1.2 Subject:

Austro Engine Mandatory Service Bulletin MSB-E4-014/2
ATA-Code: 73-10

1.3 Reason:

Austro Engine GmbH has issued Mandatory Service Bulletin MSB-E4-014/2 which supersedes MSB-E4-014/1 and prescribes replacement of the Fuel Injector Return Line and the Banjo Fitting.

1.4 Information:

For detailed technical information refer to Austro Engine Mandatory Service Bulletin MSB-E4-014/2 which is applicable without any further additions or restrictions.

II. OTHERS

Austro Engine Mandatory Service Bulletin MSB-E4-014/2 is attached to this Service Information.

In case of doubt contact Austro Engine GmbH or Diamond Aircraft Industries GmbH.



Mandatory Service Bulletin
No. MSB-E4-014/2

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MANDATORY SERVICE BULLETIN

No. MSB-E4-014/2
SUPERSEDES MSB No. MSB-E4-014/1

1. BASIC INFORMATION

1.1. SUBJECT

Replacement of the Fuel Return Line and Banjo Fitting

1.2. ENGINES AFFECTED

Type: E4 Engine
Serial Number: E4-A-00001 to E4-A-00099
E4-B-00001 to E4-B-00379
E4-C-00001 to E4-C-00020

1.3. REASON

Service experience showed cracks in the fuel return line after about 600 engine operating hours due to inappropriate routing which could lead to fuel leakage.

Additionally this MSB introduces a new return line design which is required to be installed for operating the engine with Diesel fuel.

1.4. TIME OF COMPLIANCE

Time of Compliance from MSB issue date:

- At next 600h maintenance action, **or**
- if the engine is required to be operated with Diesel fuel,

but not later than 31.12.2014.

NOTE: Prior compliance with MSB E4-014 does not preclude compliance with this MSB.

First Issue Date			Rev. No.	Revision Date		Page
3	Apr	2012	2	11	Jun 2012	1-15



Mandatory Service Bulletin
No. MSB-E4-014/2

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1.5. RECURRING ACTION

None.

1.6. CONCURRENT DOCUMENTS / REFERENCES

Maintenance Manual – Doc. No.: E4.08.04, latest effective issue

1.7. OTHER PUBLICATIONS AFFECTED

None.

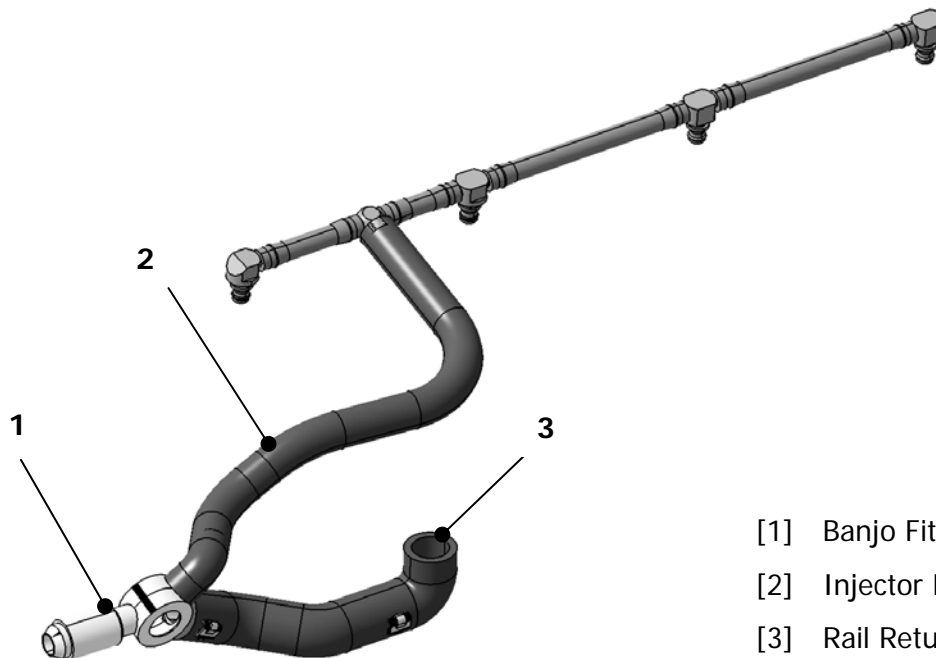
First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	2-15

2. TECHNICAL DETAILS

2.1. ACCOMPLISHMENT / INSTRUCTIONS

The following instructions have to be followed to comply with this MSB.

1. "Removal of the Injector Cover" according to Maintenance Manual E4.08.04, chapter 85-00-11.
2. Replacement of the Injector Return Line and Banjo Fitting according the following steps:



- [1] Banjo Fitting
- [2] Injector Return Line
- [3] Rail Return Line

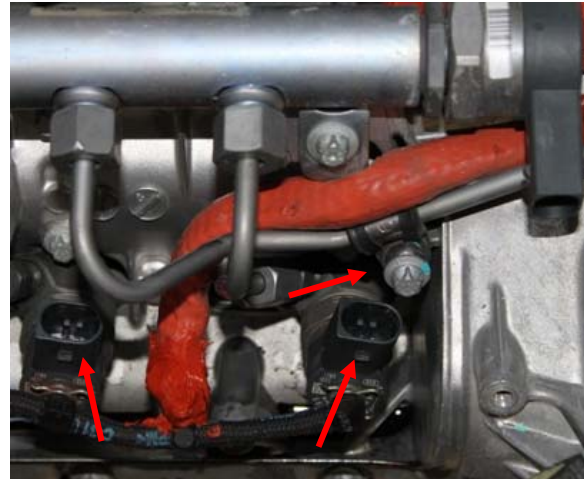
First Issue Date			Rev. No.		Revision Date		Page
3	Apr	2012	2	11	Jun	2012	3-15

Step 1

Initial situation.


Step 2

Disconnect the harness.


Step 3

Disconnect the Banjo Fitting [1].


Step 4

Plug the High Pressure Pump outlet to avoid contamination of the fuel system.



First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	4-15

Step 5

Disconnect the Rail Return Line [3].

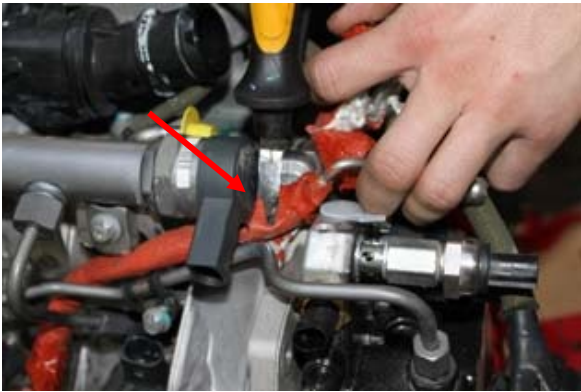
■ Take care not damaging the Rail Return Line while demounting the fire sleeve. The Rail Return Line including Clamps need to be reinstalled.


Step 6

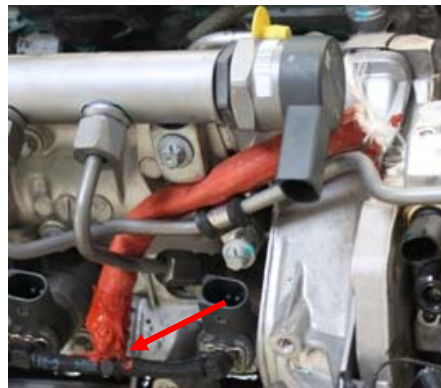
Plug the Rail outlet to avoid contamination of the fuel system.


Step 7

It is possible to cut the Injector Return Line [2] for an easier disassembly.


Step 8

Leave the rest of the Injector Return Line [2] connected till the final assembly to avoid contamination of the fuel system.



First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	5-15

Step 9

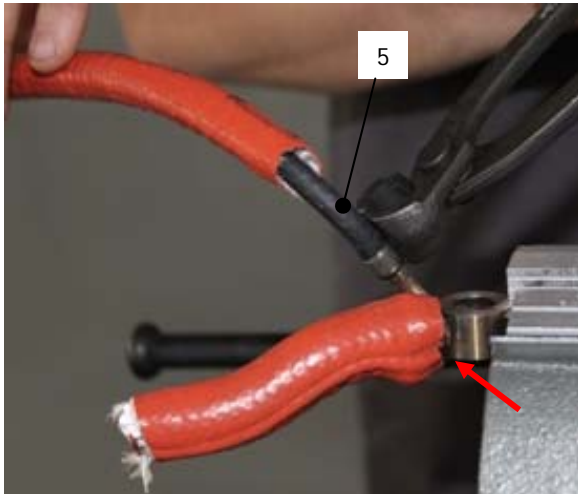
Disassemble the Rail Return Line [3] from the old Banjo Fitting [1] and clean them from remaining sealant and fire sleeve.


Step 10

Take the new Banjo Fitting [4] and assemble them with the Rail Return Line [3], clamp and new fire sleeve.


Step 11

Assemble the new Injector Return Line [5] with the new clamp and the new fire sleeve to the Banjo Fitting [4]. Pull the fire sleeves over the clamps.


Step 12


Use sealant (for material specification see chapter 3.1) to insolate the fire sleeve ends.



First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	6-15

Step 13

Disassemble the Injector Return Line [2].

 Take care **not** damaging the connector.

Step 14

Before assembly blast the preassembly to avoid contamination of the fuel system.


Step 15

Route the hose as shown and connect the Injector Return Line [5] with new clamp.


Step 16


Connect the Rail Return Line [3] to the Rail outlet using clamp tool.



First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	7-15

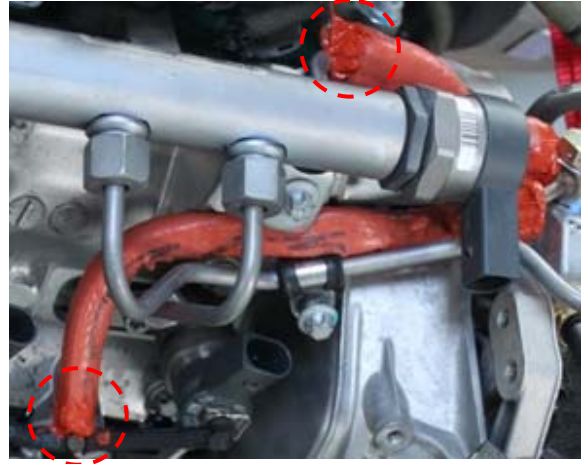
Step 17


Torque the Banjo Fitting [4] with the Banjo Bolt with 25Nm.

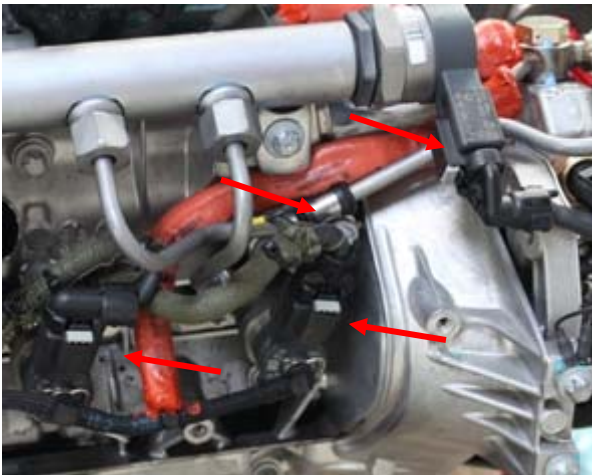
 Do not forget to use two new washers.


Step 18

Pull the fire sleeves over the clamps and use sealant (for material specification see chapter 3.1) to insolate the fire sleeve ends.


Step 19

 Do not forget to reconnect the harness.




First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	8-15

3. Clean surface and install the oil separator hose and injector cover according the following steps:

Step 20

Clean hose connection [1] on the cylinder head cover by using a dry and clean rag only.

 Do not use any detergent to avoid engine oil contamination.



Step 21

Guide the oil separator hose [2] beneath the high pressure fuel lines as shown.



Step 22

Preassemble the hose clamp [3] to the oil separator hose as shown.



Step 23

Disconnect the injector plug [4] for an easier mounting of the oil separator hose, if required.




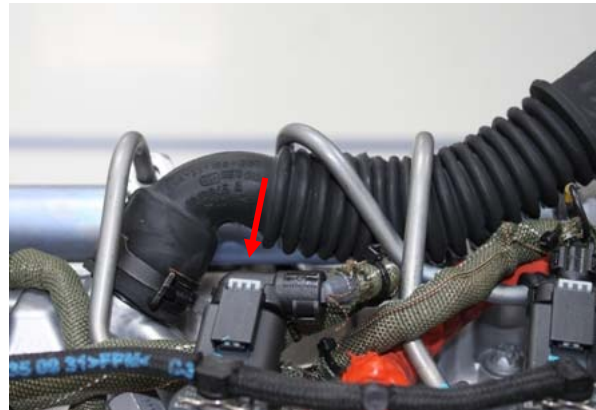
First Issue Date			Rev. No.		Revision Date		Page
3	Apr	2012	2	11	Jun	2012	9-15

Step 24

Push the oil separator hose [2] over the hose connection [1] and fix it with the hose clamps [3].

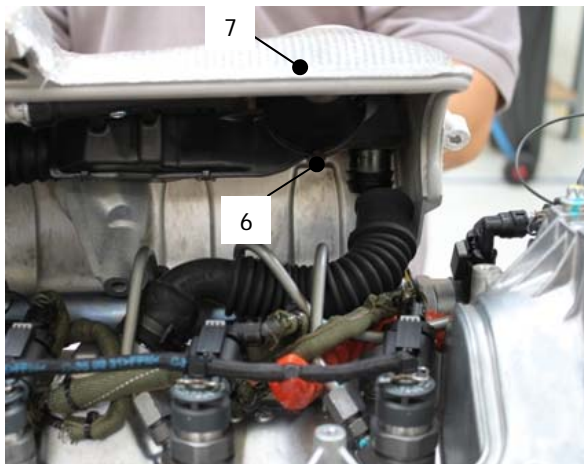

Step 25

 Do not forget to reassemble the injector plug [4].



Step 26: In case the oil separator hose has been disassembled from the oil separator assembly:

After assembly of the oil separator hose to the cylinder head cover, the hose needs to be connected to the oil separator assembly [6] which is installed on the injector cover [7].




Step 27: In case the oil separator hose has been disassembled from the oil separator assembly:

Push the oil separator hose [2] on to the oil separator assembly [6] and fix them with the hose clamps [3].




First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	10-15


Step 28

 Please take care during the oil separator hose installation that the hose is not stressed by torsion.


Step 29

 Close the injector cover carefully to avoid stress to or jamming of the oil separator hose.


Step 30

 Before mounting of the injector cover slightly push the hose towards the direction shown. This helps to avoid jamming of the oil separator hose.



4. For final installation refer to Maintenance Manual E4.08.04 chapter 85-00-12 – *“Installation of Injector Cover”*.
5. After engine ground run (which is part of scheduled maintenance procedure) torque the Banjo Bolt again with 25Nm.

First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	11-15



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No. MSB-E4-014/2

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2.2. ILLUSTRATIONS

Refer to chapter 2.1.

2.3. MASS (WEIGHT)

No change.

2.4. APPROVAL STATEMENT

The technical information or instructions contained in this document relate to the Basic Type Design which has been approved by EASA and to the Design Change Report No. MDC-E4-276 which has been approved under the authority of DOA No. EASA.21J.399.

The technical content of this document has been approved under the authority of DOA No. EASA.21J.399.

First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	12-15

3. PLANNING INFORMATION

3.1. MATERIAL & AVAILABILITY

Amount	Part Name	Part Number	Rev. Number
1	Banjo Fitting	E4A-33-400-000	030
2	Washer	DIN7603-12x16x2.0	---
1	Injector Return Line	E4A-32-100-804	010
1	Fire Sleeve Ø 10mm x 200mm	E4A-32-100-805	010
1	Fire Sleeve Ø 13mm x 90mm	E4A-32-100-806	010
2	Clamp (1-Ear clamp with insert 8.5-10mm)	E4A-32-100-807	010
---	Heat Resistant/Sealant	DOW_CORNING_736	---

3.2. SPECIAL TOOLS

No special tools required.

3.3. LABOR EFFORT

Replacement of Fuel Return Line: 1/2 hours

3.4. CREDIT

1/2 hour labor effort for installation
(1 hour of labor effort is credited with EUR 68,- per working hour).

Parts mentioned in 3.1, except DOW_CORNING_736.

Transport of required parts is paid by AE.

First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	13-15

4. REMARKS

NOTE:

- All measures must be carried out by a certified engine station and certified engine mechanic.
- The accomplishment of the instructions shown under chapter 2.1 must be confirmed in the respective engine log book.
- The accomplishment of the instructions must be carried out within the time of compliance according chapter 1.4.
- In case of doubt please contact the Austro Engine GmbH – After Sales Support (e-mail: service@austroengine.at; Tel: +43 2622 23000 2525).
- For credit information contact Austro Engine GmbH – After Sales Support (e-mail: service@austroengine.at; Tel: +43 2622 23000 2525)

5. EXPLANATORY NOTES

5.1. SYMBOL EXPLANATION



WARNING: Disregarding these safety rules can cause personal injury or even death



CAUTION: Disregarding these special instructions and safety measures can cause damage to the engine or other components.



NOTE: Additional note or instruction for better understanding of an instruction

6. APPENDIX

None.

First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	14-15



Mandatory Service Bulletin
No. MSB-E4-014/2

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EXECUTION REPORT TO SERVICE BULLETIN MSB-E4-014/2

ENGINE DATA

Engine Serial Number: _____

Airplane Registration: _____

Engine operating hours: _____

Date of exchange: _____

Date, Name, Signature

Please fax the completed form to Fax No.: +43(0)2622-23000-2709 or e-mail to service@austroengine.at.

First Issue Date			Rev. No.	Revision Date			Page
3	Apr	2012	2	11	Jun	2012	15-15