

SERVICE INFORMATION NO. SI 42-067

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 42 airplanes with TAE 125-02-99 engine installed and engine S/N as stated in EASA EAD 2008-0056-E

1.2 Subject:

EASA EAD No. 2008-0056-E
ATA-Code: 73-00

1.3 Reason:

EASA has issued an Emergency Airworthiness Directive concerning the TAE Service Bulletin TM TAE 125-1005 P1 Bracket HP Line HPP-Fuel Rail, Revision 2, which requires the exchange of the high pressure line and an additional installation of a supporting bracket to the high pressure fuel line.

1.4 Information:


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

This EASA Emergency Airworthiness Directive supersedes EASA EAD No. 2008-0027-E.

II. OTHERS

The EASA EAD No. 2008-0056-E is attached to this SI.

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

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>EAD No.: 2008-0056 - E</p> <p>Date: 07 March 2008</p>
Type Approval Holder's Name:	Type/Model designation(s):
Thielert Aircraft Engines	TAE125-02-99 engines
TCDS Numbers: EASA E.055	
Foreign AD: None	
Supersedure: This Airworthiness Directive supersedes EASA AD 2008-0027-E, dated 13 February 2008.	
ATA 73	Engine Fuel Injection System – High-Pressure Fuel Line Bracket – Installation
Manufacturer:	Thielert Aircraft Engines
Applicability:	<p>TAE125-02-99 (CENTURION 2.0) engines, all serial numbers (s/n) from 02-02-1500, up to and including s/n 02-02-2279.</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>
Reason:	<p>In-flight engine shutdown incidents were reported on aircraft equipped with a TAE125-02-99 engine.</p> <p>This was found to be mainly the result of a cracked high pressure fuel line between high-pressure pump and fuel rail. These cracks were caused by vibration.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires the installation of a supporting bracket on all affected TAE125-02-99.</p> <p>This AD has been issued, superseding EASA AD 2008-0027-E, to require a compliance time reduction.</p>
Effective Date:	10 March 2008
Compliance	<p>Required as indicated, unless accomplished previously:</p> <p>Before next flight, install supporting high pressure fuel line bracket in accordance with the instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 2</p>

	<p>Note: Further operation is allowed only as Ferry Flight to the next Maintenance Station with a maximum flight duration of 2 hours, limited to VFR conditions.</p>
Ref. Publications:	<p>Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 2 dated 06 March 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated EASA can accept Alternative Methods of Compliance for this AD 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any questions concerning the content of this PAD, please contact: Thielert Aircraft Engines Platanenstraße 14 D-09350 Lichtenstein, Germany Telephone +49-37204-696-0; Fax +49-37204-696-55; E-mail info@centurion-engines.com