

## SERVICE INFORMATION NO. SI 42-069

**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 2008-0056R1-E

#### 1.2 Subject:

EASA EAD No. 2008-0056R1-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 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.

### II. OTHERS

The EASA EAD No. 2008-0056R1-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>EAD No.: 2008-0056R1 – E</b></p> <p><b>Date: 11 March 2008</b></p>	
<b>Type Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
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.		
<b>ATA 73</b>	<b>Engine Fuel Injection System – High-Pressure Fuel Line Bracket – Installation</b>	
<b>Manufacturer:</b>	Thielert Aircraft Engines	
<b>Applicability:</b>	<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>	
<b>Reason:</b>	<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> <p>This AD has been revised to confirm that for engines which have already been modified as required by EASA Emergency AD 2008-0027-E, no further action is required</p>	
<b>Effective Date:</b>	10 March 2008	
<b>Compliance</b>	Required as indicated, unless accomplished previously:	

	<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><b>Note:</b> 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> <p>Corrective actions done before the effective date of this AD, in accordance with the accomplishment instructions of Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 1, dated 11 February 2008 are acceptable for compliance with the requirements of the present AD.</p>
<p>Ref. Publications:</p>	<p>Thielert Aircraft Engines Service Bulletin TM TAE 125-1005 P1, Revision 1 dated 11 February 2008.</p> <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>
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated EASA can accept 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 AD Focal Point - 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 content of this PAD, please contact:  <b>Thielert Aircraft Engines</b>  Platanenstraße 14  D-09350 Lichtenstein, 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>