

TEMPORARY REVISION

AMM-TR-MÄM 40-474/a & AMM-TR-MÄM 40-479/a

supersedes AMM-TR-MÄM 40-474 & AMM-TR-MÄM 40-479

Water Separator ECU

This Temporary Revision AMM-TR-MÄM 40-474/a & AMM-TR-MÄM 40-479/a is approved in conjunction with the Mandatory Design Change Advisory MÄM 40-474/b & MÄM 40-479/b and is valid in conjunction with the Airplane Maintenance Manual (AMM) until this Temporary Revision has been incorporated into the AMM.

The limitations and information contained herein either supplement or, in the case of conflict, override those in the AMM.

The technical information contained in this document has been approved under the authority of DOA No. EASA.21J.052.

Doc. No.	Section	Affected Pages
6.02.01	05-28-50	6b
	76-01-00	4b, 205c, 205d

Instruction

- Print this document on yellow paper (single-sided).
- Insert this cover page as the first page of the AMM.
- Insert the other pages of this Temporary Revision in front of the corresponding AMM pages.

CHAPTER 05
TIME LIMITS AND MAINTENANCE CHECKS

Section 05-28-50
Maintenance Checklist Airframe

2. Cockpit

The following item is inserted in the existing table:

	Inspection Items	100	200	1000	2000	Time	Initials
9A.	If MÄM 40-474/a or MÄM 40-479/a is installed in a DA 40 D airplane: Examine the ECU water separator: – Disconnect the water separator from the manifold pressure tube. – Remove the lock wire of the water separator. – Unscrew lower part of the water separator. – Check drain hole for blockage. – Check ball and sealing ring for damage or contamination. – Tighten lower part of water separator approx. 270° against O-ring seal. – Secure with lock wire. – Connect the water separator to the manifold pressure tube.		400 hrs.			1 yr.	

Section 76-01
Engine Controls - TAE 125 Diesel Engines

2. Description and Operation

A. Engine Control Units

The first Paragraph is amended to read, the second Paragraph is added:

The ECU A and ECU B are contained in one box located under the pilot's seat in the cockpit. A harness connects the box to the engine, the power lever and some instruments. The manifold pressure is supplied to the ECU by a pressure tube. If MÄM 40-474/a or MÄM 40-479/a (or RSB D4-084) is carried out, a water separator is installed in the manifold pressure tube.

The water separator has a horizontal inlet fitting to which the MAP-line is connected. If water droplets pass through the MAP-line, they will be collected in the separator bowl. The separator bowl has a small hole, which allows collected water droplets to leak out. The hole is closed by a valve provided by the pressure in the MAP-line. The valve is closed as long as the engine is running and as long as there is over-pressure in the MAP-line, so that the system has no influence on the manifold pressure measurement. If the engine is not operating, the hollow ball floats upwards and the water can leak out of the separator bowl.

Maintenance Practices

The Caption of Figure 4 is amended to read:

Figure 4: ECU Installation (Neither MÄM 40-474/a nor MÄM 40-479/a carried out)

Figure 4A is added:

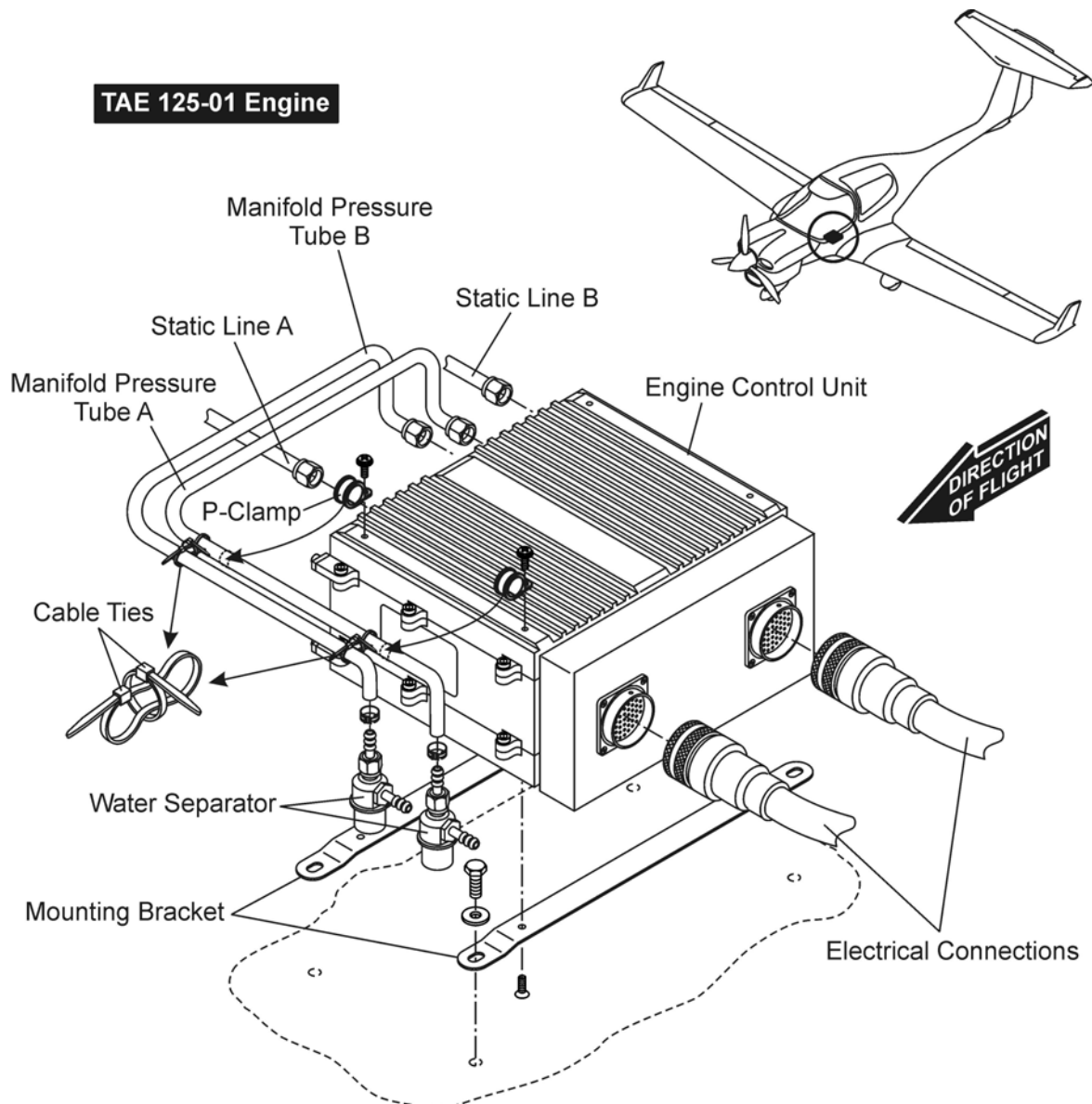


Figure 4A: ECU Installation (TAE 125-01 Engine with MÄM 40-474/a carried out)

Figure 4B is added:

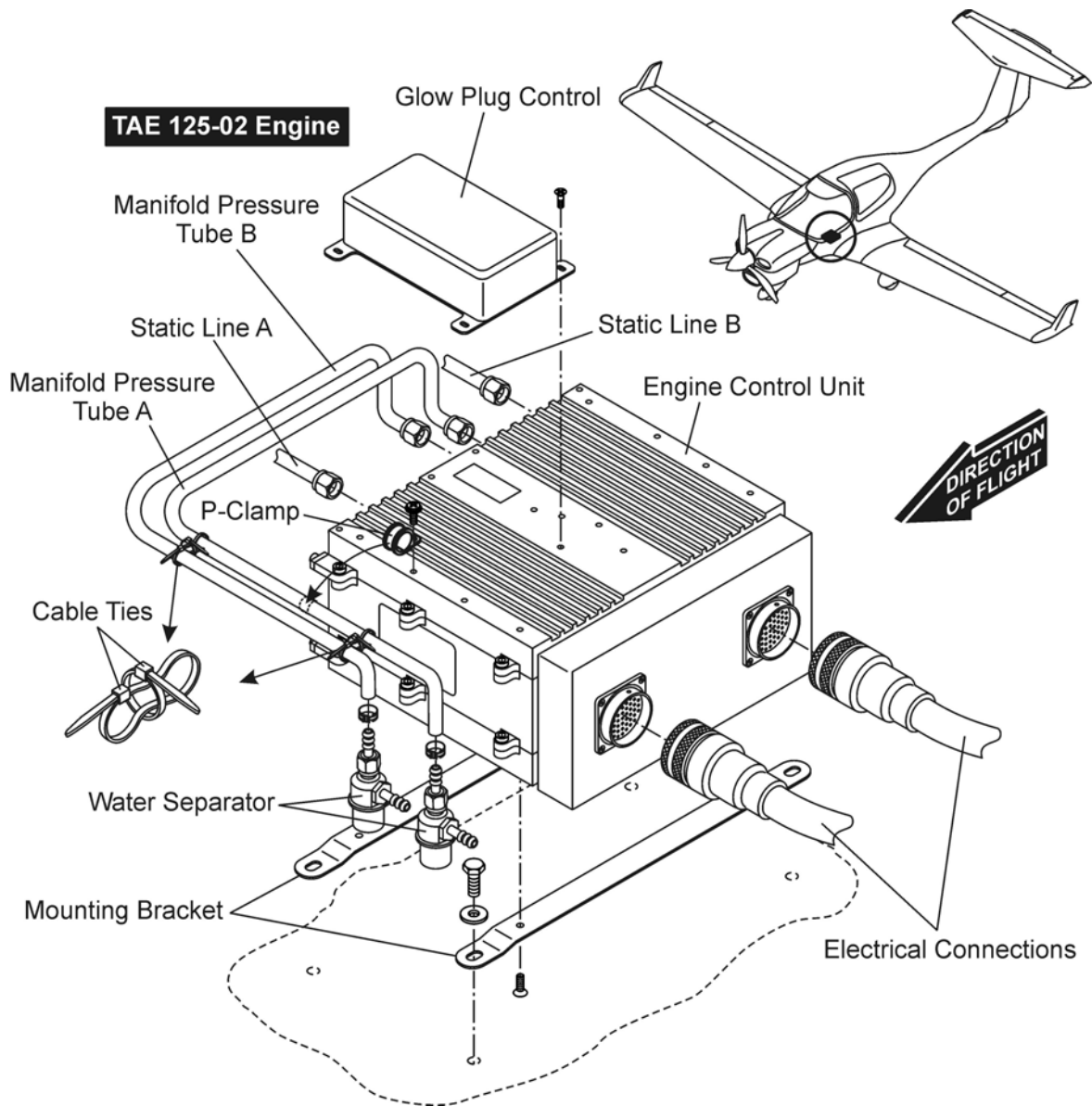


Figure 4B: ECU Installation (TAE 125-02 Engine with MÄM 40-479/a carried out)