



Continental
Aerospace Technologies GmbH
Platanenstraße 14
D - 09356 St. Egidien

Tel. +49 37204 696-0
Fax +49 37204 696-2912
www.continentaldiesel.com
support@continentaldiesel.com

Operation & Maintenance Manual

CD-170

Doc. No.: OM-02-02B
Version: 1/2

■ CAUTION:

**The Operation and Maintenance Manual
must be read completely before operating the
engine, as it contains important safety information
and information about the operation of the engine.**

◆ Note:

**The Operation and Maintenance Manual
must be included at the time of sale
of the engine / aircraft.**

◆ Note:

**Please report any service difficulties to the
Technical Support Center at
Continental Aerospace Technologies GmbH.
See above for contact information.**

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Engine Maintenance Checklist
- General

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0.1 List of Revisions

Chapter	Issue/ Revision	Remark	Date	Approved by
Issue 1 / Revision -				
02-OM-00-02	1/-	Adapted, based on version OM-02-02 4/12	03.08.2020	Hartung
02-OM-01-02	1/-		03.08.2020	Hartung
02-OM-02-02	1/-		03.08.2020	Hartung
02-OM-03-02	1/-		03.08.2020	Hartung
02-OM-04-02	1/-		03.08.2020	Hartung
02-OM-05-02	1/-		03.08.2020	Hartung
02-OM-06-02	1/-		03.08.2020	Hartung
02-OM-07-02	1/-		03.08.2020	Hartung
Issue 1 / Revision 1				
02-OM-00-02	1/1	Update	25.09.2020	Hartung
02-OM-02-02	1/1	Update	25.09.2020	Hartung
02-OM-03-02	1/1	Update	25.09.2020	Hartung
Issue 1 / Revision 2				
02-OM-00-02	1/2	Update	06.10.2022	Hartung
02-OM-02-02	1/2	Update	06.10.2022	Hartung
02-OM-03-02	1/2	Update	06.10.2022	Hartung
02-OM-04-02	1/1	Update	06.10.2022	Hartung
02-OM-06-02	1/1	Update	06.10.2022	Hartung
02-OM-07-02	1/1	Update	06.10.2022	Hartung

Lists

Revision no.: 2
Revision date: 06.10.2022

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Issue: 1
Issue date: 03.08.2020
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0.2 List of applicable Chapters

Document No.	Document	Issue	Revision	Date
02-OM-00-02	Lists	1	2	06.10.2022
02-OM-01-02	Introduction	1	-	03.08.2020
02-OM-02-02	Description and Dimensions of the Engine	1	2	06.10.2022
02-OM-03-02	Technical Data	1	2	06.10.2022
02-OM-04-02	Operation	1	1	06.10.2022
02-OM-05-02	Airworthiness Limitations	1	-	-
02-OM-06-02	Maintenance Schedules	1	1	06.10.2022
02-OM-07-02	Emergency Procedures	1	1	06.10.2022
FOBL E8-01	Change of Hands	1	-	09/2019
FOBL E8-06	Inspection of the timing chain	1	1	9/2019

Prepared:  D. Dick	Checked:  T. Franke, MPI	Approved:  D. Hartung, MPL
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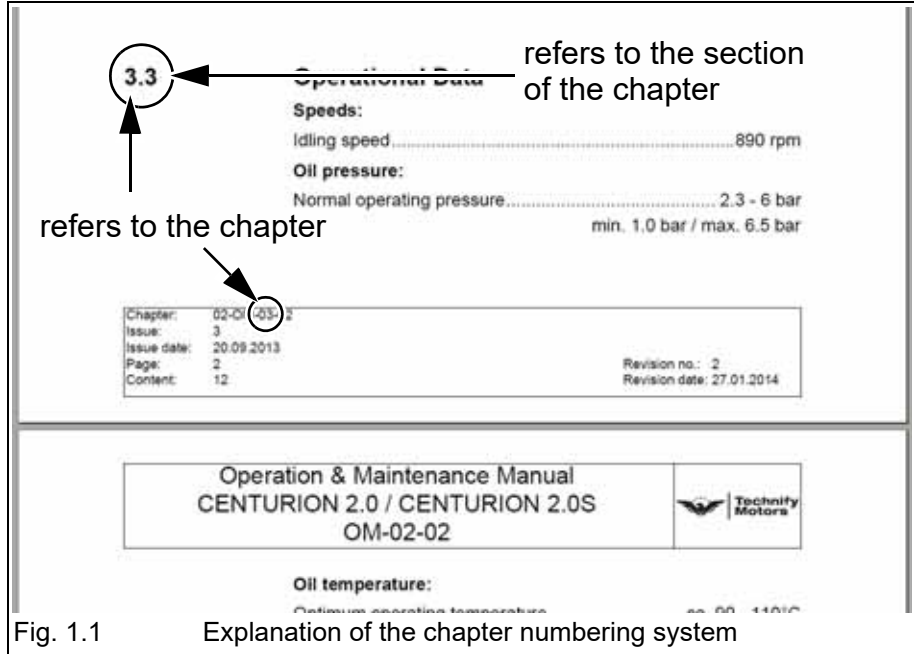
The technical content of this document is approved under the authority of the DOA, ref. EASA.21J.010.

Continental Aerospace Technologies GmbH
Geschäftsführer: Thomas Wunsch, Xiaodong Yu
Amtsgericht Chemnitz HRB 28249 - USt. Ident.-Nr. DE 287721150

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0.3 Preliminary Remarks

1. The chapter numbering of the footer is different to the chapter numbering of the remaining manual. See Fig. 1.1.



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Lists

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1 Introduction

This Operation and Maintenance Manual contains basic information related to the proper operation of the engine in various situations and under different conditions. It also contains instructions for maintenance. The information and descriptions of components and systems in this manual were correct at the time of publication. Any amendments released through the update information service must be taken into account.

Please contact Continental Aerospace Technologies GmbH if you have any questions. We will be glad to provide further assistance.

Contact address:

Continental Aerospace Technologies GmbH
Platanenstr. 14
09356 Sankt Egidien, GERMANY
Fon: +49 37204 696-0
Fax: +49 37204 696-2912

1.1 Accompanying applicable Document

Manual Title	Doc. No.
Installation Manual	IM-02-02B
Repair Manual	RM-02-02
Illustrated Parts Catalogue	IPC-02-02
Aircraft Manufacturers Manual	---

◆ Note: The current version of the manuals are announced in the Service Bulletin **TM TAE 000-0004**.

Introduction	Chapter:	02-OM-01-02
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1.2 Engine Identification

The serial number of the engine is provided on the data plate on the crankcase near the starter flange.

Example:

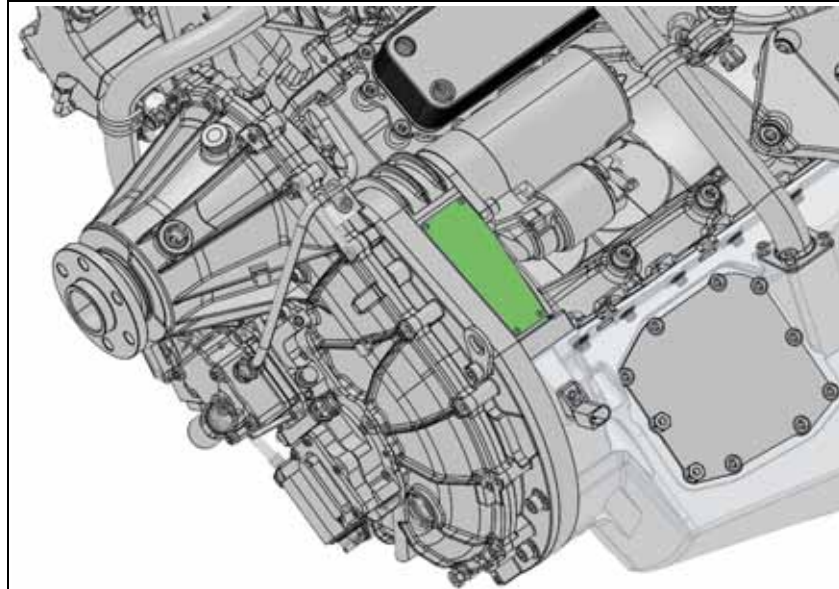


Fig. 1.1 Engine identification

◆ Note: When making inquiries, always have the serial number of the engine ready.

◆ Note: Further information for understanding of the key for serial numbers of the engine is published in the Service Bulletin **TM TAE 000-0005**.

1.3 Copyright ©

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1.4 Safety Recommendations

The following symbols and warning signs are used in the manual. They must be heeded strictly to prevent personal injury and material damage, to avoid impairment of the operational safety of the aircraft and to rule out any damage to the aircraft as a consequence of improper handling

▲ **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 to other components.

◆ **Note:** Additional note or instructions for better understanding of an instruction.

The indications "right", "left", "front" and "rear" are always given in relation to the flight direction. The following symbol is used:

Example of flight direction to the right: 

1.5 Validity of this Manual

Updates and modifications must be taken into account. Effective manuals are announced in the Service Bulletin **TM TAE 000-0004**.

1.6 Abbreviations

The following abbreviations are used in this manual:

- FADEC - Full Authority Digital Engine Control

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1.7 Packaging and Transport

The engine has been packaged at the factory for transport as follows:

- Mounted on a support in a wooden crate
- Supplied with drying agent
- When the engine is transported by ship, it is packed seaworthy

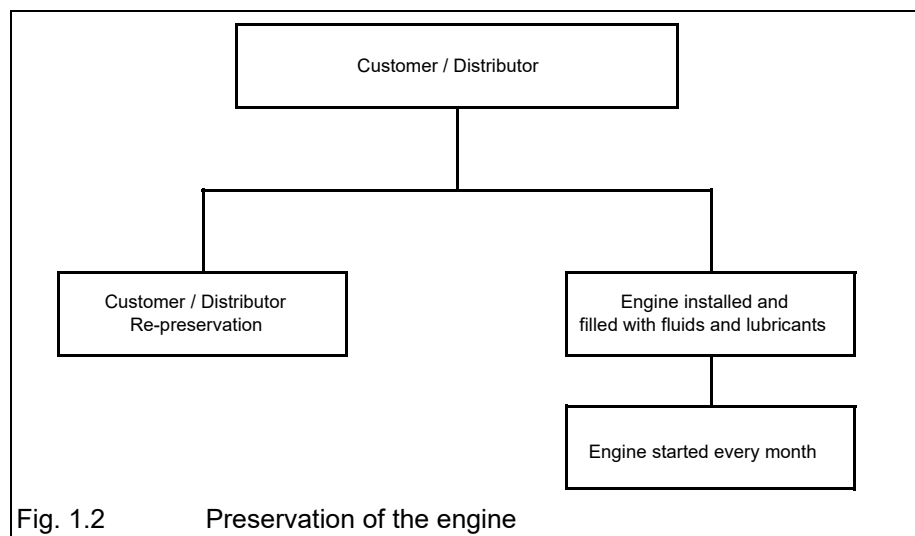
■ **CAUTION:** Under no circumstances storage on the deck is allowed. The engine should be stored as deep as possible below deck.

The packaging should be kept for re-use in a possible future shipment.

1.8 Storage

The following must be observed during transport and subsequent storage:

- Store only in workplaces that are suitable for the purpose
- Never store outside
- Ambient temperature: -25°C to +70°C
- Rel. humidity: less than 70%
- The shipping crate must be kept in a horizontal position during storage
- The max. storage time is noted on the delivery note of the engine
- Preservation of the engine. See Fig. 1.2.



1.9 Scope of Supply

The scope of supply is specified in Chapter 2, Section 2.2, Page 1 of this Manual.

1.10 Qualifications of the Operating and Maintenance Personnel

All tasks and checks described in this manual should only be performed by persons authorized through the competent authority of the respective country.

In order to ensure a high quality standard for our product, Continental Aerospace Technologies GmbH strongly recommends that operators only utilize service-center described in Service Bulletin **TM TAE 000-0003** when performing maintenance.

All applicable national and international regulations must be observed.

1.11 Update Information Service

This manual is covered by a continuous update information service. The engine / aircraft operator is responsible for keeping up-to-date with all amendment bulletins issued by Continental Aerospace Technologies GmbH and integrating them into this manual.

Please inform Continental Aerospace Technologies GmbH if the owner of the engine / aircraft changes. This is the only way to ensure that information about any necessary / recommended changes to the engine / handbook can be passed on. A form is included for this purpose in this manual. See FOBL E8-01 - Change of Hands.

1.12 Service Life of this Engine

▲ **WARNING:**

The service life of the engine is limited.

Continental Aerospace Technologies GmbH therefore most strongly recommends that the engine should be replaced when it reaches the end of the operating period recommended in the relevant current version of the Service Bulletin:

TM TAE 125-0001

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1.13 Safety Information

▲ **WARNING:**

Any Aircraft Engine Ground Run must be conducted in a secure area that is protected from the unauthorized movement of personnel!

Any rotating propeller is a potential safety hazard that can cause severe personal injuries or even death!

- This engine is not suitable for aerobatic use.
- This engine is not approved for rotorcraft (helicopters, gyrocopters, etc.).
- Never leave the aircraft unattended while the engine is running.
- Secure all tools before starting the engine to prevent personal injury or damage.
- When the engine is not in use, protect it and the fuel system from contamination and accidental / unauthorized manipulation.
- Never operate the engine without the specified quality and quantity of fluids.
- Engine monitoring instruments are not included in the scope of supply of the engine. Only use suitable, approved instruments.
- In some areas, at some flight altitudes and under certain operating conditions, it may be necessary to protect the engine from extreme humidity, dust or sand using further special equipment. Please consult the aircraft manufacturer or distributor.
- Under extreme conditions such as low usage combined with operation in a oceanic atmosphere, or in a very dusty or sandy environment, shorter maintenance and inspection intervals are recommended for your own safety.
- The Continental Aerospace Technologies GmbH engine must only be taken into operation by persons who are familiar with the corresponding manuals and who have the required level of authorization.
- Only the approved equipment must be used. The use of any unapproved equipment absolves the manufacturer from any liability.

- Improper installation, the use of non-suitable lines for the fuel, cooling and oil circuits, and operation with non-approved fuels or lubricants/oils absolves the manufacturer from any liability.
- Any unauthorized modifications made to the engine or the aircraft absolve the manufacturer from liability for related damages.
- The pertinent accident prevention regulations as well as other commonly accepted safety, occupational health and air traffic legal requirements must also be observed.
- Operators must also observe any additional regulations and requirements which are applicable in their territory.



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Introduction

Revision no.: -
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2 Description and Dimensions of the Engine

2.1 Engine Designation

CD-170 (TAE 125-02-125)

2.2 Description and Standard Production Version

The Continental Diesel CD-170 is a liquid-cooled 4-cylinder in-line four-stroke diesel engine with DOHC (double overhead camshaft). The valves are activated by cam followers. The operation of the direct diesel-injection engine is based on the common-rail technique and is turbo charged. The engine is controlled by a FADEC system. The propeller is driven via an integrated gearbox ($i=1.69$) with a clutch or dual mass flywheel. The engine is equipped with an electric starter and an alternator.

Scope of Supply

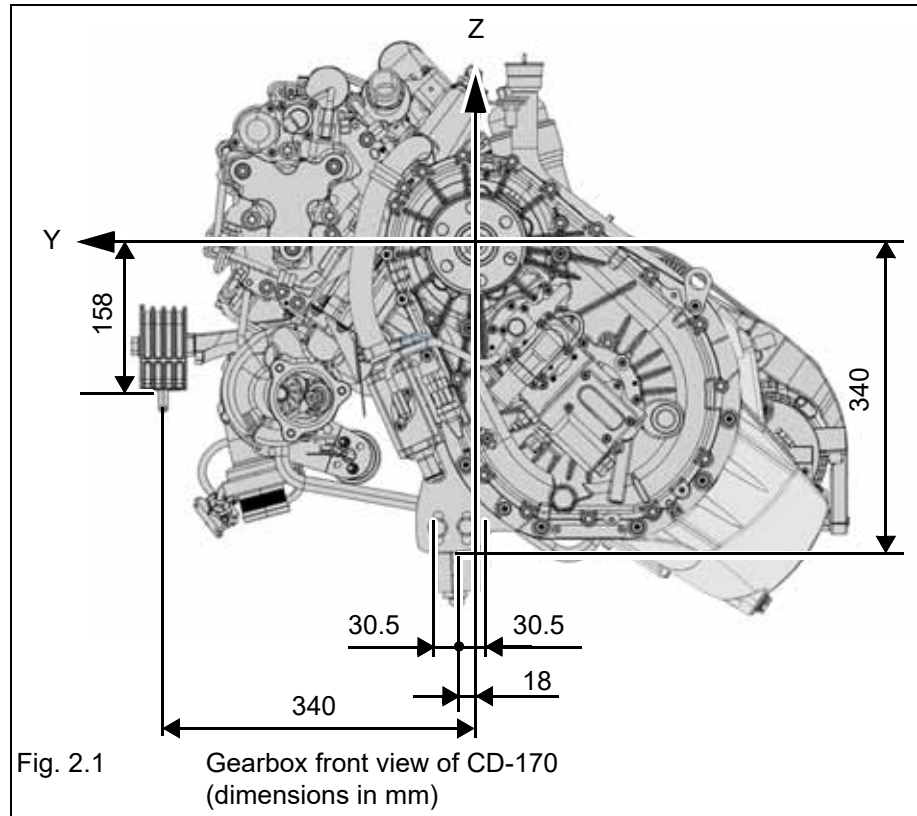
The following components and assemblies are included in the scope of supply of the CD-170:

- Turbocharger
- Integrated propeller controlling and adjusting unit
- Alternator
- Starter
- FADEC system
- Wiring harness
- all of the actuators and sensor required for engine operation
- Water pump
- Engine shock mounts
- Injection system
- Fuel feed pump and high-pressure fuel pump
- Oil pump
- Gearbox

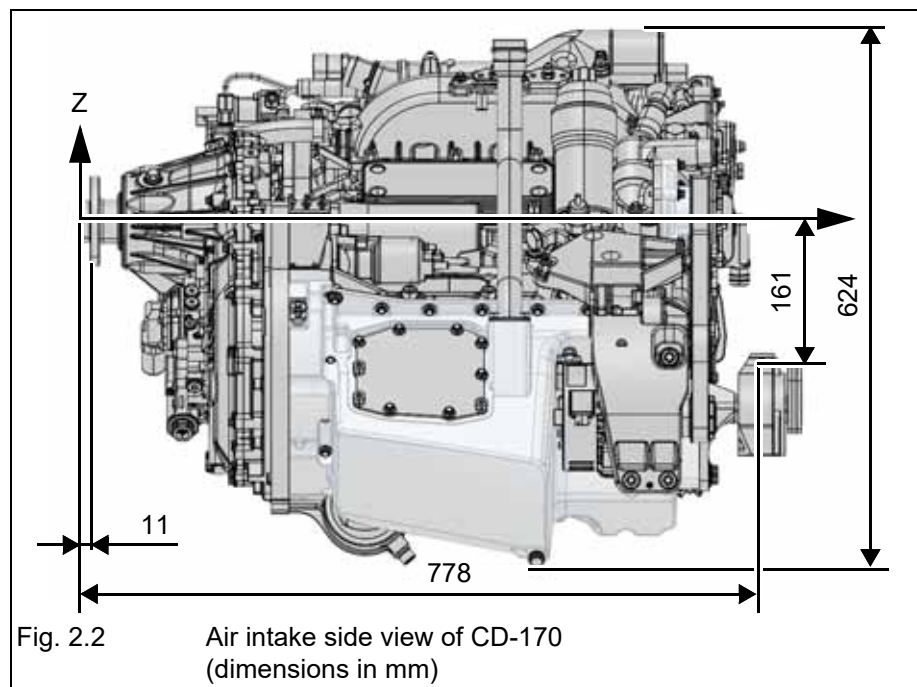
2.3

Engine Views

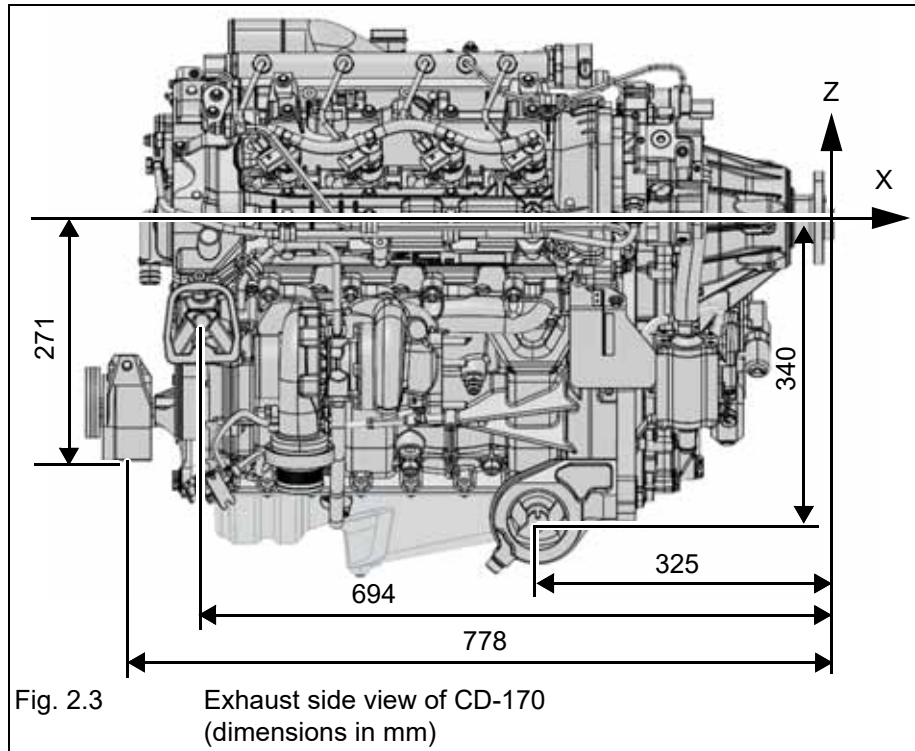
Gearbox front view CD-170



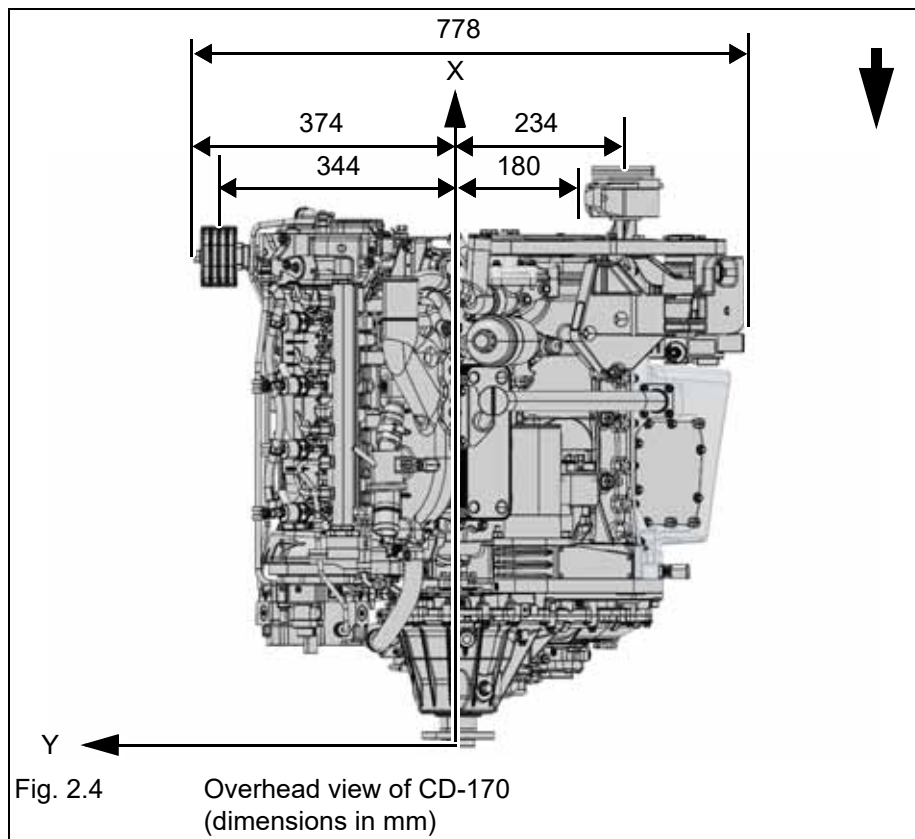
Air intake side view CD-170



Exhaust side view CD-170



Overhead view CD-170





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3 Technical Data

◆ Note: All speed-related data in the operation and maintenance manual refer to propeller speeds if not otherwise explicitly specified as engine speeds.

◆ Note: The performance and operational data refer to sea level at 15°C and 0% relative humidity.

3.1 Dimensions and Weights

Bore.....	83.00 mm
Stroke.....	92.00 mm
Cylinder spacing (center to center)	90.00 mm
Displacement total.....	1991 cm ³
Displacement (per cylinder)	498 cm ³
Compression ratio	15.5:1
Firing order.....	1-3-4-2

◆ Note: The cylinder numbering starts at the firewall.

Weight (dry).....	156 kg
-------------------	--------

3.2 Performance Data

Max. takeoff power (5 minutes).....	125 kW at 2300 rpm
Max. continuous power	114 kW at 2250 rpm
Recommended cruise power	< 88 kW
Best Economy	71 kW at 1925 rpm

3.3

Operational Data

Speeds:

Idling speed.....890 rpm

Oil pressure:

Normal operating pressure..... 2.3 - 6 bar
min. 1.0 bar / max. 6.5 bar

Oil temperature:

Optimum operating temperatureapprox. 90°C - 110°C
min. for starting -25°C
min. for opening up 50°C
max. 120°C

Coolant temperature:

Optimum operating temperatureapprox. 85 - 100°C
min. for starting -25°C
min. for opening up 60°C
max. 105°C

Gearbox temperature:

Optimum operating temperatureapprox. 70°C-100°C
min. for starting -25°C
min. for opening up 50°C
max. 120°C



3.4 Operation Limits

Min. oil temperature OT (starting)	-25°C
Min. oil temperature OT (opening-up)	50°C
Max. oil temperature OT	120°C
Min. coolant temperature CT (starting)	-25°C
Min. coolant temperature CT (opening-up)	60°C
Max. coolant temperature CT.....	105°C
Max. gearbox temperature GT	120°C
Max. takeoff speed	2300 rpm
Max. continuous speed	2250 rpm
Max. engine overspeed (20 sec).....	4220 rpm
Max. propeller overspeed (20 sec).....	2500 rpm

◆ Note: In the case of an emergency, continued engine operation with overspeed is allowed for a maximum of 10 minutes.

Min. oil pressure	1.0 bar
Min. oil pressure (at takeoff power).....	2.3 bar
Min. oil pressure (at cruising power)	2.3 bar
Max. oil pressure	6.0 bar
Max. oil pressure (cold start 20 sec.)	6.5 bar
Max. oil consumption	0.1 l/h

Only applicable for version 1 engines:

Min. Manifold Air Temperature	15°C
	otherwise see Chapter

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3.4.1 Engine Flame Out in Cold Weather Condition (only applicable for version 1 engines):

▲ WARNING: If continuous monitoring of MAT in-flight is not possible, engine operation in the red area of Fig. 3.5 should be avoided, due to the risk of an engine flame out!

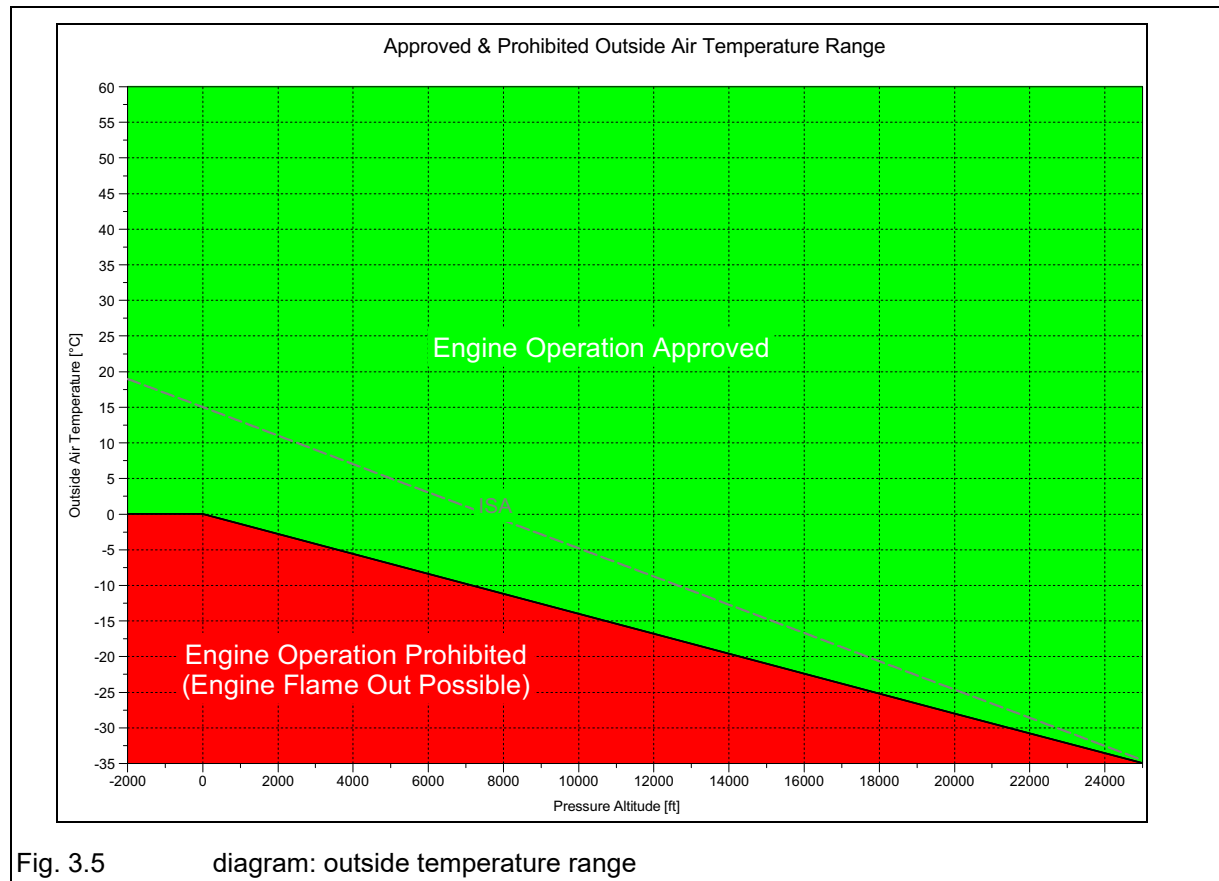


Fig. 3.5 diagram: outside temperature range



3.5 Fuel / Oil / Coolant

■ **CAUTION:** Use of non-approved fuel / oil / coolant can lead to dangerous malfunctions of the engine.

FuelJET A-1 (ASTM D 1655)
 Jet Fuel No. 3 (GB6537-2018)
 Alternative fuel Diesel (EN 590)

▲ **WARNING:** If operating with diesel, the national appendices to standard EN 590 of the relevant country as well as the expected temperatures in the intended operating environment must be taken into account.

▲ **WARNING:** The takeoff with Diesel fuel is not permitted, if the temperature of the fuel in the tank is below -5°C (-10°C, if Liqui Moly Diesel Fliess-Fit was added in an appropriate ratio).

▲ **WARNING:** If you do not know what fuel grade is in the tank, always assume it is additive-free Diesel.

Fungizids Fuel additive Fungizids Biobor JF
 (MIL-S-53021A)

■ **CAUTION:** Fungizids Biobor JF Fuel Additive is allowed in operation with Diesel and JET Fuels.
 Biobor JF kills hydrocarbon utilizing micro-organisms (or, HUM Bugs) which cause fuel tank contamination.
 If operating the engine with Fungizids Biobor JF Fuel Additive, the specifications of the additive manufacturer and the aircraft manufacturer's instructions must be adhered to.

Engine oil Aero Shell Oil Diesel Ultra
 Shell Helix Ultra 5W-30
 Shell Helix Ultra 5W-40

■ **CAUTION:** Use the approved oil with exact declaration only!

Gearbox oilCENTURION Gearbox Oil N1

■ **CAUTION:** Use the approved oil with exact declaration only!

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Coolant: Use of Ready Mix ratio 50:50 is recommended

◆ **Note:** If Ready Mix is not available please use concentrate and distilled water in a ratio of 50:50 to ensure an ice flocculation point at $-38^{\circ}\text{C} \pm 2^{\circ}\text{C}$

Radiator protection BASF Glysantin Protect Plus / G48
..... Valvoline / Zerex Glysantin / G48

▲ **WARNING:** No coolant loss may occur during operation! Any coolant loss must immediately be followed by a technical inspection which has to be carried out by an authorized person. Engine damage could result from coolant loss, and this could cause engine failure.

▲ **WARNING:** If the ice flocculation point of the coolant is outside the specified range, the full anti-corrosion and anti-freeze protection is possibly not guaranteed. If the freezing point is outside this range the coolant has to be exchanged.

■ **CAUTION:** Operation with Glysantin G48 is only permitted with silicate pouch.

3.6 Power Curve

The values refer to 0% relative humidity.

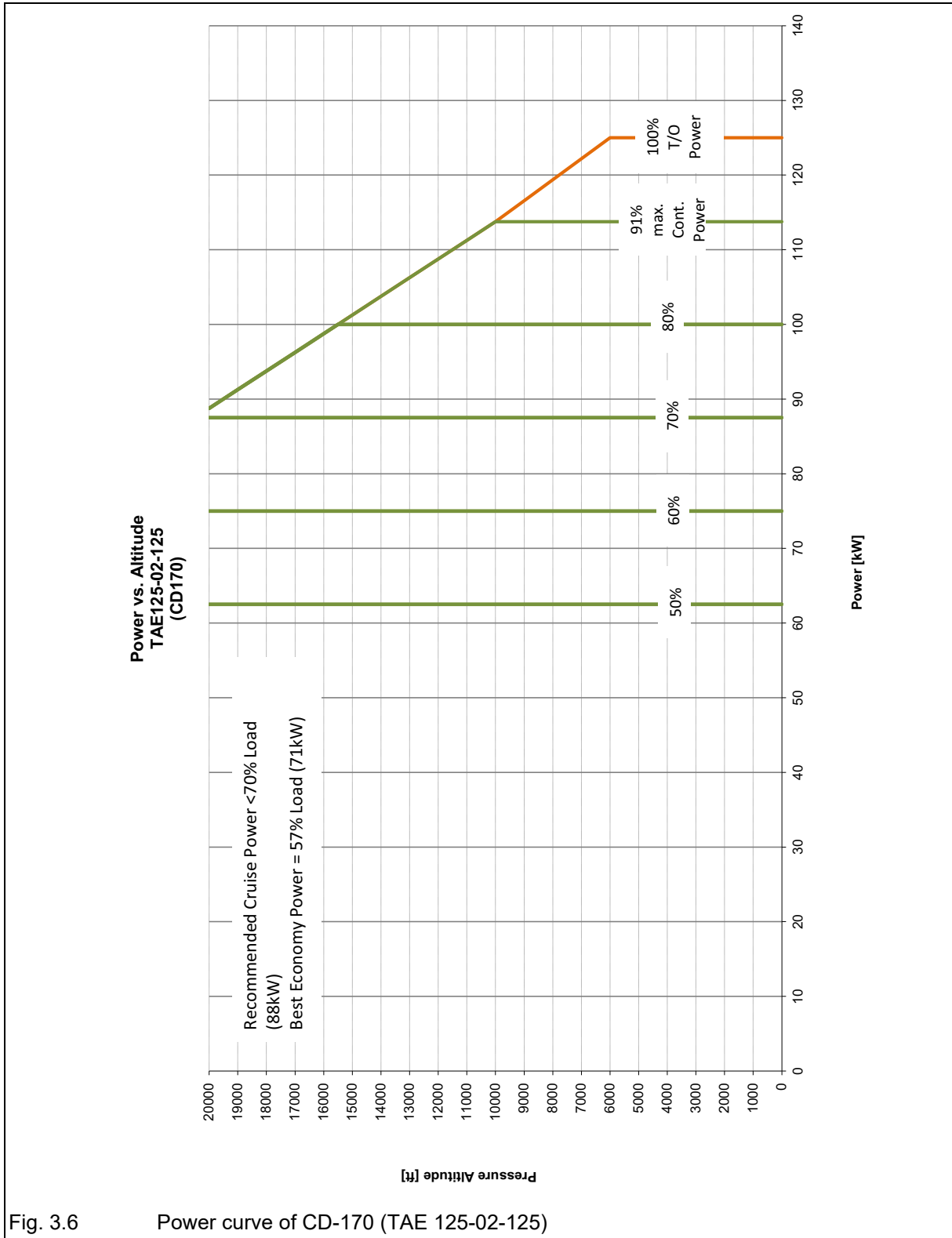


Fig. 3.6 Power curve of CD-170 (TAE 125-02-125)

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4 Operation

▲ **WARNING:** No coolant loss may occur during operation! Any coolant loss must immediately be followed by a technical inspection by an authorized person. Coolant loss could result in engine malfunction, which can lead to engine failure!

◆ **Note:** All speed-related data in the operation and maintenance manual refer to propeller speeds unless otherwise specified explicitly as engine speeds.

4.1 Pre-start Inspection

1. Perform "Pre-flight check" (refer to Chapter 6, Section 6.1, Page 2 of this Manual)
2. Check fuel, oil and coolant quantities (refer to the aircraft manufacturer's specifications)
3. Fuel shut-off valve - "**OPEN**"
4. Main switch for electrical system - "**ON**"
5. Check whether the load selector moves freely, check load indicator: at 0 speed, load must be shown as 0%. The load indicator is described in your Pilot's Operating Handbook.

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4.2 Start-up

▲ **WARNING:** Any Aircraft Engine Ground Run must be conducted in a secure area that is protected from the unauthorized movement of personnel!
Any rotating propeller is a potential safety hazard that can cause severe personal injuries or even death!

◆ **Note:** The electrical fuel pump is not included in the scope of supply of the engine; instead, it is part of the aircraft installation (refer to the aircraft manual).

1. Electric fuel pump (if available) - **"ON"**
2. Load selector - **"IDLE"**
3. Inspect the hazard zone around the aircraft / propeller.
4. Switch on the Engine Master Switch, wait until the glow plug light extinguishes, then activate the starter (max. 10 seconds). Release the key or button immediately after the engine starts and leave the load selector in the idle position.

■ **CAUTION:** Do not overheat the starter. Do not operate the starter for more than 10 seconds. After operating the starter, let it cool down for 20 seconds. After six attempts to start the engine, let the starter cool down for half an hour.

◆ **Note:** At very cold outside temperatures it is recommended to conduct 2-3 glow phases to improve the start behavior. The starter can be activated up to 20s for the 1st start attempt.

5. Electrical fuel pump - **"OFF"**
6. Check the oil pressure (refer to Chapter 3, Section 3.3, Page 2 of this Manual for the values).

■ **CAUTION:** If the minimum required oil pressure of 1 bar is not indicated after 3 seconds:
switch off the engine immediately.

◆ **Note:** The glow plugs are supplied with power by a preheat relay before and during starting as well as after engine start. The FADEC is solely responsible for their activation.

4.3 Engine Warm-up

- Allow the engine to warm up for approximately 2 minutes at idle speed.
- Then increase the propeller speed to 1400 rpm until the oil temperature has reached 50°C and the coolant temperature has reached 60°C.

4.4 Before Takeoff Check

◆ **Note:** The engine instrumentation has to be observed during the subsequent steps.

4.4.1 FADEC and propeller pitch functional check

- a) Set the load selector to idle (both FADEC indicator lights should be off).
- b) Press and hold the FADEC test button for the duration of the entire procedure.
- c) Both FADEC A and FADEC B lights illuminate and the PROPELLER SPEED increases.
(Propeller speed target 1100-1300PropRPM)

▲ **WARNING:** If the indicator lights do not illuminate at this time, a takeoff must not be attempted with the aircraft.

- d) The system then automatically switches to the FADEC B (only the B light is on).
- e) The propeller governor is activated; the propeller speed decreases.
(Propeller speed target 800-900PropRPM)
- f) The system automatically switches to the FADEC A (only the A light is on), the propeller speed increases.
(Propeller speed target 1100-1300PropRPM)
- g) The propeller governor is activated; the propeller speed decreases.
(Propeller speed target 800-900PropRPM)

- h) The A light extinguishes, idle speed is reached; the test is completed.
- i) Release test button.

▲ WARNING: If there are prolonged engine misfires or the engine shuts down during the test, do not attempt a takeoff with the airplane.

▲ WARNING: The entire test procedure must be performed without any faults. Takeoff is not permitted with the airplane if the engine stops or the FADEC warning lights start to flash. This applies even if the engine seems to run perfectly again after completion of the test procedure.

◆ Note: If the test button is released before the self-test is completed, the FADEC immediately switches to normal mode.

◆ Note: While switching from one FADEC to another, it is normal to hear and feel a momentary surge of the engine.

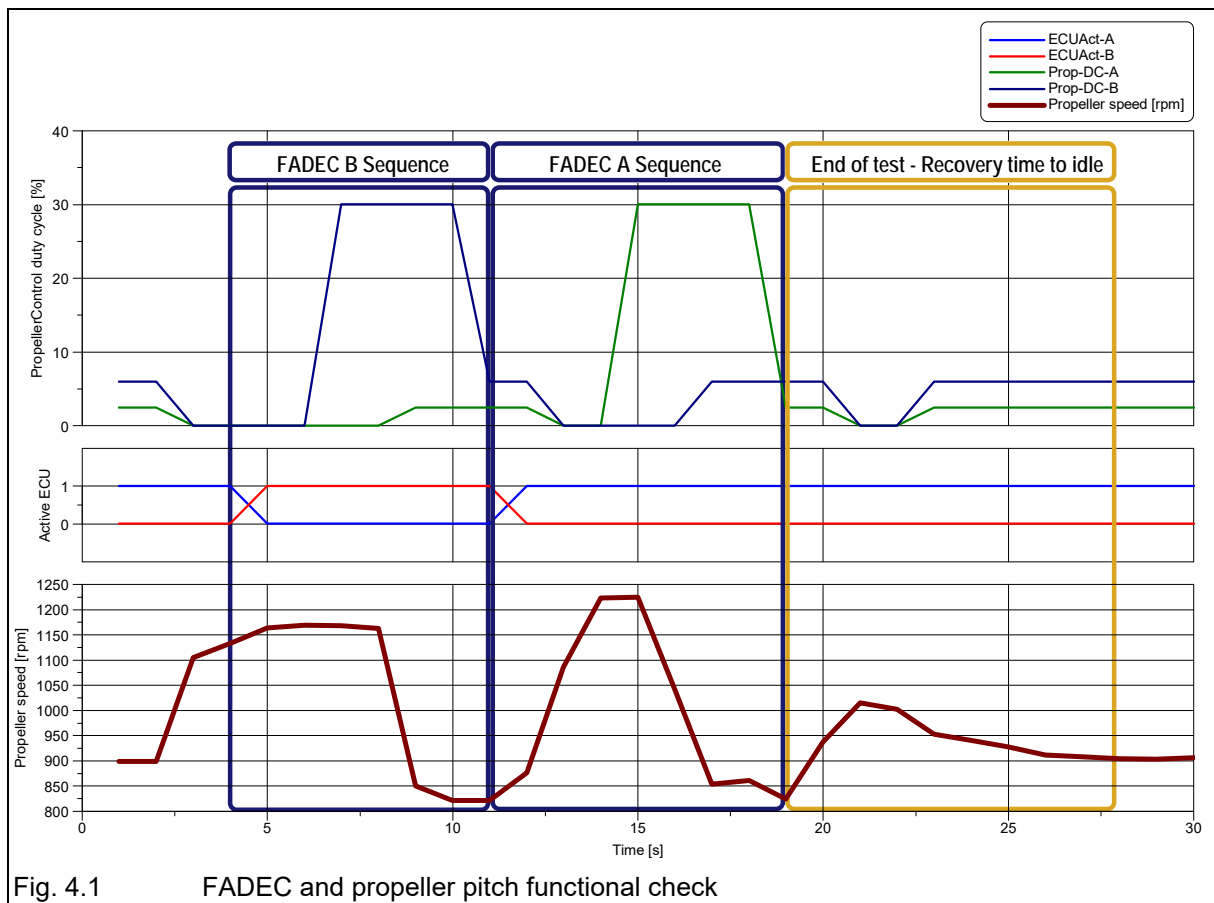


Fig. 4.1 FADEC and propeller pitch functional check

4.4.2 Engine test run for maintenance purposes (Real Time Log File (RTL), Internal Data Logger (IDL), Event Log (EL))

Make sure that the Force B switch is in the automatic position.

1. **Warm-up (in accordance with Section 4.3, Page 3 of this Chapter)**
 - Allow the engine to warm up for approximately 2 minutes at idle speed.
 - Then increase the propeller speed to 1400 rpm until the oil temperature has reached 50° C and the coolant temperature has reached 60°C.
2. **FADEC and propeller pitch functional check (in accordance with Section 4.4.1, Page 3 of this Chapter)**
3. **Check engine acceleration behavior and performance**

◆ Note: CD-170:
Propeller adjustment: 14.5°
Turning nut by a full turn (360°) will produce a path of 1.5mm.
0.3mm are equivalent to one degree blade angle of the propeller, one degree is equivalent to a change of 100 rpm.

- Move the load selector quickly to the full-load position. The propeller must accelerate smoothly and steadily to the following propeller speed limits (rpm):
Single-engined 2240 rpm to 2300 rpm
Twin-engined..... 2240 rpm to 2320 rpm

The load indicator must show more than 95%.
Maintain this status for 30 seconds, then return the load selector to the idle position.



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- Move the Force B switch to the FADEC B position. Move the load selector to the full-load position. The propeller must accelerate smoothly and steadily to the following propeller speed limits (rpm):
Single-engined 2240 rpm to 2300 rpm
Twin-engined..... 2240 rpm to 2320 rpm
The load indicator must show more than 95%. Maintain this status for 30 seconds, then return the load selector to the idle position.
- Return the Force B switch to the FADEC A position.
- Using the FADEC service tool, ensure that the following parameters reach their target values (above 1800 rpm) throughout the operating range of the engine (refer to Chapter 6, Annex 10, Page 36 of this Manual):
 - Manifold Pressure (MAP): Compare MAP to MAP-Tar. Deviation must be within a tolerance of 75 mbar.
 - Prop speed (Prop RPM): Compare PropRPM to Pr-SpdTar. Deviation must be within a tolerance of +/- 50 RPM.
 - Fuel Pressure (P-Rail): Compare PRail to PRaTar. Deviation must be within a tolerance of +100/-70 bar.

▲ **WARNING:** Takeoff must only be attempted after a trouble-free engine start and engine test run.

▲ **WARNING:** Not returning the Force B switch to the FADEC A position will prevent automatic selection of the correctly functioning FADEC.

4. Check engine data

- Check the engine monitoring instrumentation. All of the engine parameters must be within the operating ranges as specified in Chapter 3, Section 3.4, Page 2 of this Manual

4.4.3 **FADEC-Reset (from Software 2.7 on and following)**

In case of a FADEC-warning, one or both FADEC warning lamps are flashing. If the "FADEC" test button then is pressed for at least 2 seconds, the following possibilities will occur:

Temporary failure

The active FADEC-warning will extinguish if it is a LOW category warning and a temporary, not steady, failure.

▲ **WARNING:** If a FADEC-warning occurred, contact your service center! Next flight is not permitted!

In case of a temporary failure the FADEC light will illuminate after the ignition has been switched off and on.

Steady failure or high category failure

The active warning lamps will illuminate steady if it is a steady failure or high category failure.

▲ **WARNING:** If a FADEC-warning occurred, contact your service center! Next flight is not permitted!



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Possible reasons for activation of FADEC-Warnings are:

a) Category LOW, temporary failure (one time reset is possible)

- Engine_Speed High or Low
- FADEC switchover due to FADEC A/B RPM difference
- MAP High or Low
- MAP max. tolerated difference FADEC A/B Exceeded
- P Baro High or Low
- P Baro max. tolerated difference FADEC A/B Exceeded
- P Oil High or Low
- P Oil max. tolerated difference FADEC A/B Exceeded
- P Rail High or Low
- P Rail delta High positive or negative
- P Rail max. tolerated difference FADEC A/B Exceeded
- Propcontrol test Failed
- Sensor CAM Broken
- Sensor FADEC-Select Broken
- Sensor MAP Broken
- Sensor Mapselect Broken
- Sensor P Baro Broken
- Sensor P Fuel Broken
- Sensor P Oil Broken
- Sensor P prop Broken
- Sensor P Rail Broken
- Sensor T Air Broken
- Sensor T FADEC Broken
- Sensor Testswitch Broken
- Sensor T Fuel Broken
- Sensor T Gear Broken
- Sensor T H2O Broken
- Sensor T Oil Broken
- Sensor V Batt. Broken
- Sensor V Ref Broken
- T Air High or Low
- T Air max. tolerated difference FADEC A/B Exceeded
- T FADEC-Box max. tolerated difference FADEC A/B . Exceeded
- T FADEC_Box High or Low
- T Gear High or Low
- T Gear max. tolerated difference FADEC A/B Exceeded
- T H2O High or Low
- T H2O max. tolerated difference FADEC A/B Exceeded
- T Oil High or Low
- T Oil max. tolerated difference FADEC A/B Exceeded
- V Batt. High or Low
- V Batt max. tolerated difference FADEC A/B Exceeded
- V Ref High or Low
- V Ref max. tolerated difference FADEC A/B Exceeded

b) Category HIGH, steady failure or high category failure (no reset possible by FADEC-Test Knob)

- Engine Speed max. tolerated difference ECU A/B Exceeded
- Injector Error
- Injector or InjectorPower Overcurrent
- Mapping Corrupt
- Old version Table Programmed
- Sensor Load Broken
- Sensor IV- Broken
- Sensor IV+ Broken
- Valve or ValvePower Overcurrent
- Watchdog Reset
- 50V Power Overvoltage

4.5 Takeoff and Climb

- Quickly move the load selector to the full-load position.

◆ Note: If the oil and / or water temperature approach their respective upper limits during the climb, reduce the angle of climb for a better cooling, if possible.

4.6 During Flight

- Constantly monitor whether the oil pressure, oil temperature and coolant temperature is within the operation limits (refer to Chapter 3, Section 3.4, Page 2 of this Manual for these values).
- Monitor the fuel temperature in the tank (refer to Chapter 3, Section 3.4, Page 2 of this Manual for these values).
- Monitor the FADEC warning lights.

4.7 Shutting Down the Engine

1. Load selector - **"IDLE"**
2. All electrical consumers - **"OFF"**
3. Engine Master switch - **"OFF"**
4. Main Bus switch - **"OFF"**

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5 Airworthiness Limitations

AIRWORTHINESS LIMITATIONS APPROVAL SHEET (EASA)

This Airworthiness Limitations Section is EASA approved and mandatory. It specifies required maintenance unless an alternative program has been EASA approved.

AIRWORTHINESS LIMITATIONS APPROVAL SHEET (FAA)

The Airworthiness Limitations section is FAA approved and specifies maintenance required under Sec. 43.16 and 91.403 of Title 14 of the Code of Federal Regulations unless an alternative program has been FAA approved.

5.1 Mandatory Maintenance Actions

The following maintenance actions are mandatory due to airworthiness reasons. Any changes have to be approved by the local airworthiness authority.

5.1.1 Every 100 operating hours

- Replace fuel filter
(refer to the aircraft manufacturer's specifications)
- Replace gearbox oil filter
(refer to Chapter 6, Annex 8 of this Manual)
- Check the presetting of the proportional pressure reducing valve (refer to RM-02-02)

5.1.2

Every 600 operating hours

- Replace high-pressure pump
(refer to Chapter 6, Annex 1 of this Manual)
- Replace rail pressure valve
- Replace Injectors

5.1.3

Every 1200 operating hours

- Replace engine shock mounts
- Replace v-ribbed belt
(refer to Chapter 6, Annex 1 of this Manual)
- Inspect fuel feed pump
(refer to Chapter 6, Annex 18 of this Manual)
- Exchange coolant
(refer to Chapter 6, Annex 14 of this Manual)
- Replace proportional pressure reducing valve
(part of the gearbox)
- Inspect gearbox
(refer to Chapter 6, Annex 15 of this Manual)
- Inspect timing chain
(refer to RM-02-02, Chapter 05-20.04)

5.1.4

**Every 1200 operating hours or every 24 months,
whichever occurs first**

- Exchange coolant
(refer to Chapter 6, Annex 14 of this Manual)

5.1.5

Every 12 months

- Replace excitation battery of the alternator
(refer to Chapter 6, Annex 16 of this Manual)

5.1.6

Every 60 months

- Replace all fuel, oil and cooling lines

5.2 Claimable Exceeds of Maintenance Actions

■ CAUTION: Exceedings must not be cumulated!

5.2.1 Maintenance Actions based on operating hours

Operating Hours Intervals	Claimable Exceeding of the Basic Interval
up to and including 100 operating hours	± 10 %
between 101 and 1000 operating hours	± 5 %
more than 1000 operating hours	± 50 operating hours

5.2.2 Maintenance Actions based on time

Time Intervals	Claimable Exceeding of the Basic Interval
up to and including 2 months	± 5 days
between 2 months and 1 year	± 15 days
more than 1 year	± 30 days

5.2.3

Examples

a) Limited intervals based on operating hours

- Maintenance action due on:
300 operating hours (100 hours check)
- Maintenance action must be performed between:
290 and 310 operating hours

The maintenance action is performed at the latest at 310 operating hours. Assume the basic interval for the next 100 hours check, i.e.:

400 operating hours (100 hours check) must be performed between 390 and 410 operating hours.

b) Limited intervals based on time

- Maintenance action due on:
01.Nov.2004 (12 months check)
- Maintenance action must be performed between:
15.Oct.2004 and 15.Nov.2004

The maintenance action is performed at the latest at 15. Nov. 2004. Assume the basic interval for the next maintenance action with the same interval, i.e.:

01. Nov. 2005 (12 months check) must be performed between

15. Oct. 2005 and 15. Nov. 2005.

5.3 Log of Revisions to Airworthiness Limitations

Issue / Revision No.	Description of Revision
1 / -	first publication

Airworthiness Limitations

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6 Maintenance Schedules

The specified maintenance schedule applies to all aircraft regardless of type and ensures the reliability of the engine. The maintenance work on Continental Aerospace Technologies GmbH engines must be carried out after specific time intervals or upon reaching a specific number of operating hours. It is recommended to perform a "Pre-flight inspection" before each flight.

Components that are not part of the scope of supply of the engine must be maintained and checked in accordance with the aircraft manufacturer's specifications (refer also to the aircraft manual).

▲ **WARNING:** The entire engine has a service life ("time between replacement") recommended by the manufacturer; refer to Service Bulletin **TM TAE 125-0001**.

▲ **WARNING:** It is strongly recommended that the maintenance intervals specified by the manufacturer will be observed. Non-compliance with the maintenance schedule can lead, among other things, to a forfeiture of any claims of warranty.

◆ Note: For this engine there is a lifetime extension program for service life (time between replacement). Up-to-date information about the recommended service life is published in Service Bulletin **TM TAE 125-0001**.

◆ Note: Further information concerning service partners and servicing or parts to be replaced is published in Service Bulletin **TM TAE 000-0003**.

◆ Note: Continental Aerospace Technologies GmbH should be informed immediately in the event of any engine malfunction and diagnosis. (support@continentaldiesel.com)

6.1 "Pre-flight Check"

- All switches - "OFF"
- Check the engine oil level (refer to IM-02-02, Chapter 4 for filling quantities)

■ **CAUTION:** When checking the engine oil level screw in the dipstick completely!

■ **CAUTION:** Checking the oil level at operating start temperature but not until 5 minutes after shut down the engine.

◆ **Note:** The engine oil level can vary, because of the back flow of engine oil. After 5 minutes 80% of the engine oil returned into the oil pan, after 15 minutes 90% and after 30 minutes 100%.

- Check gearbox oil level (refer to Annex 9 of this Chapter)
- Check each of the fuel tanks for water and debris
- Electrical Master switch - "ON"
- Engine Master switch - "ON"
- Check coolant level by observing control lamp

■ **CAUTION:** The lamp "Water level" must be OFF.

- Start the engine according to Chapter 4, Section 4.2 of this Manual and conduct a FADEC test run

6.2 Maintenance Actions based on Operating Hours

▲ **WARNING:** Under extreme conditions such as low usage combined with operation in a salt-water environment, or in a a very dusty or sandy environment shorter maintenance and inspection intervals are recommended for your own safety.

◆ **Note:** Chapter 1, Section 1.10 of this Manual must be observed.

6.2.1

After the 3rd - 6th operating hour

- Check the oil system for leakage (refer to Annex 2 of this Chapter)
- Check the fuel system for leakage (refer to Annex 2 of this Chapter)
- Check the cooling system for leakage (refer to Annex 3 of this Chapter)
- Visual inspection of the air filter
- Visual inspection of hoses and fuel pipes (refer to RM-02-02, Chapter 05-20.03)
- Visual inspection of the FADEC sensors (refer to Annex 7 of this Chapter)
- Visual inspection of the exhaust system
- Visual inspection of the v-ribbed belt (refer to Annex 1 of this Chapter)
- Perform an engine test run (refer to Chapter 4, Section 4.4.2 of this Manual) read out the FADEC. E-mail both the Real Time Log Files and Event Log Files to Continental Aerospace Technologies GmbH eventlog@continentaldiesel.de (refer to Annex 10 of this Chapter)
- Exchange the gearbox oil filter (refer to Annex 8 of this Chapter);

◆ Note:

A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.

Quantity of oil sample: 100ml

We need this oil samples in case of an occurrence with the engine for investigation reason.

If the engine works fine over engine lifetime the samples can be disposed.

- Check the presetting of the proportional pressure reducing valve (refer to RM-02-02, Chapter 72-10.22)

6.2.2

Every 100 operating hours

- Visual inspection of the air filter
- Visual inspection of the oil system
(refer to Annex 2 of this Chapter)
- Visual inspection of the fuel system
(refer to Annex 2 of this Chapter)
- Visual inspection of the cooling system
(refer to Annex 3 of this Chapter)
- Check the mixture ratio of the coolant
- Visual inspection of the FADEC sensors
(refer to Annex 7 of this Chapter)
- Visual inspection of the exhaust system
- Visual inspection of the v-ribbed belt
(refer to Annex 1 of this Chapter)
- Visual inspection of the clamp on the turbocharger
- Visual inspection of all fuel, oil, cooling system lines and hoses for chafe marks
(refer to RM-02-02, Chapter 05-20.03)
- Visual inspection of the engine mount for chafe marks
- Check the airframe fuel pump
(refer to the aircraft manufacturer's specifications)
- Test the cooling system under pressure at 2.3 bar
Duration: 2 minutes. Max. 2.3 bar must not be exceeded!
Afterwards check for leakage
(refer to the aircraft manufacturer's specifications).
- Perform an engine test run according to Chapter 4, Section 4.4.2 of this Manual and read out the FADEC.
E-mail both the Real Time Log Files and Event Log Files to Continental Aerospace Technologies GmbH
(refer to Annex 10 of this Chapter).

- Exchange the engine oil and the oil filter
(refer to Annex 5 of this Chapter)

◆ Note: A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
Quantity of oil sample: 100ml
We need this oil samples in case of an occurrence with the engine for investigation reason.
If the engine works fine over engine lifetime the samples can be disposed.

- Replace the fuel filter
(refer to the aircraft manufacturer's specifications)
- Exchange gearbox oil and the gearbox oil filter
(refer to Annex 13 of this Chapter)

◆ Note: A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
Quantity of oil sample: 100ml
We need this oil samples in case of an occurrence with the engine for investigation reason.
If the engine works fine over engine lifetime the samples can be disposed.

- Check the presetting of the proportional pressure reducing valve (refer to RM-02-02, Chapter 72-10.22)

6.2.3 Every 200 operating hours

- Carry out all steps described in Section 6.2.2, Page 4 of this Chapter
- Replace air filter

◆ Note: When replacing the air filter check carefully that no foreign objects are in it.

6.2.4

Every 300 operating hours

- Carry out all steps described in Section 6.2.2, Page 4 of this Chapter.

6.2.5

Every 600 operating hours

- Carry out all steps described in Section 6.2.4, Page 6 of this Chapter.
- Replace high-pressure pump
(refer to Chapter 6, Annex 11, Page 40 of this Manual)
- Replace rail pressure valve
- Replace Injectors
(refer to RM-02-02, Chapter 73-10.05)
- Replace the alternator
(refer to Chapter 6, Annex 12, Page 41 of this Manual)
- Inspect the dual mass fly wheel
(refer to RM-02-02, Chapter 72-10.19)

6.2.6

Every 1200 operating hours

- Carry out all steps described in Section 6.2.5, Page 6 of this Chapter
- Replace engine shock mounts
(refer to RM-02-02, Chapter 71-20.01)
- Replace v-ribbed belt
(refer to Chapter 6, Annex 1, Page 9 of this Manual)
- Inspect fuel feed pump
(refer to Chapter 6, Annex 18, Page 57 of this Manual)
- Exchange coolant
(refer to Chapter 6, Annex 14, Page 49 of this Manual)
- Replace proportional pressure reducing valve
(part of the gearbox)
- Inspect gearbox
(refer to Chapter 6, Annex 15, Page 50 of this Manual)
- Inspect timing chain
(refer to RM-02-02, Chapter 05-20.04)

6.3 Maintenance Actions based on Time

▲ **WARNING:** Under extreme conditions such as low usage combined with operation in a salt-water environment, or in a very dusty and sandy environment, shorter maintenance and inspection intervals are recommended for your own safety.

◆ **Note:** Chapter 1, Section 1.10 of this Manual must be observed.

6.3.1 Every month

- Protect engine against corrosion. Start-up the engine for at least 20 minutes (refer to Chapter 4, Section 4.2, Page 2 of this Manual)

6.3.2 Every 12 months

- Replace excitation battery of the alternator (refer to Annex 16 of this Chapter)
- Exchange engine oil and oil filter (refer to Annex 5 of this Chapter)

◆ **Note:** A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
Quantity of oil sample: 100ml
We need this oil samples in case of an occurrence with the engine for investigation reason.

- Exchange gearbox oil and gearbox oil filter (refer to Annex 13 of this Chapter)

◆ **Note:** A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
Quantity of oil sample: 100ml
We need this oil samples in case of an occurrence with the engine for investigation reason.

6.3.3

Every 24 months

- Exchange coolant
(refer to the engine manufacturer's specifications)

6.3.4

Every 60 months

- Replace all fuel, oil and cooling system lines

◆ Note:

Flexible hose / hose assemblies replacement times are in-service times. In-service times must be determined by

1. the date the aircraft was licensed, if new or
2. the date entered in the logbook for the replacement hose placed in service.

Do not use the date stamped on the hose / hose assembly, as time may be included for shelf life, and not in-service use.

- Replace the v-ribbed belt (refer to Annex 1 of this Chapter)

6.3.5

Every 72 months

- FADEC maintenance
(to be carried out by the engine manufacturer)

Annex 1 Inspecting the V-Ribbed Belt

This is a general visual inspection. The v-ribbed belt is to be checked for indications of wear such as abrasion and cracks. The v-ribbed belt tension is determined by spring pressure automatically.

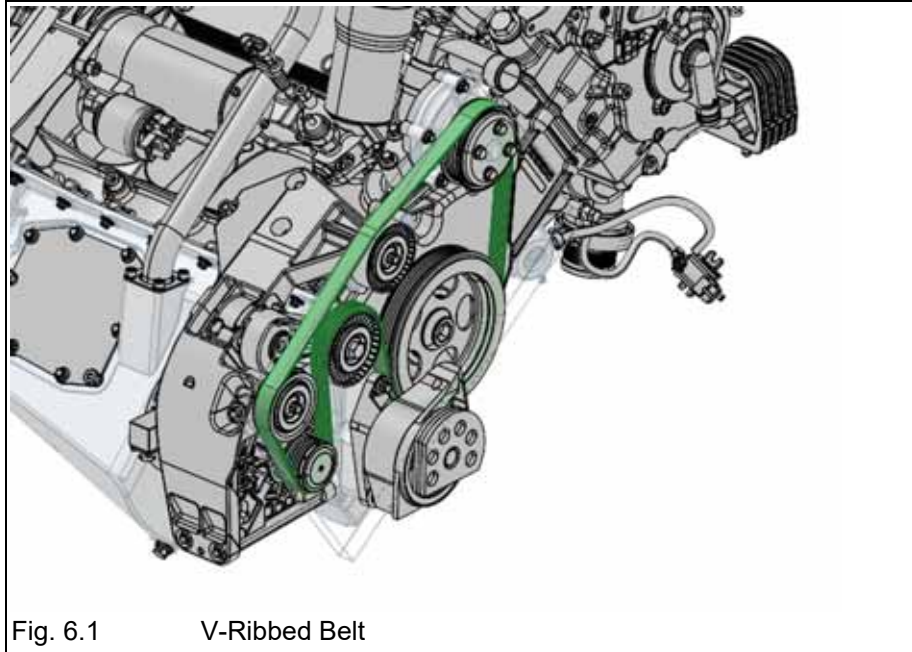


Fig. 6.1 V-Ribbed Belt

Annex 2 Inspecting the Oil and Fuel System for Leakage

This is a visual inspection. Check all pipes, pipe joints, supply connections and engine housing separation points (e.g. cylinder head gasket, cylinder head cover gasket) for leakage, seepage points and correct routing. Visual inspection of oil for water contamination and water for oil contamination. For more details see RM-02-02.

▲ WARNING: No leaks or seepage points are permitted!

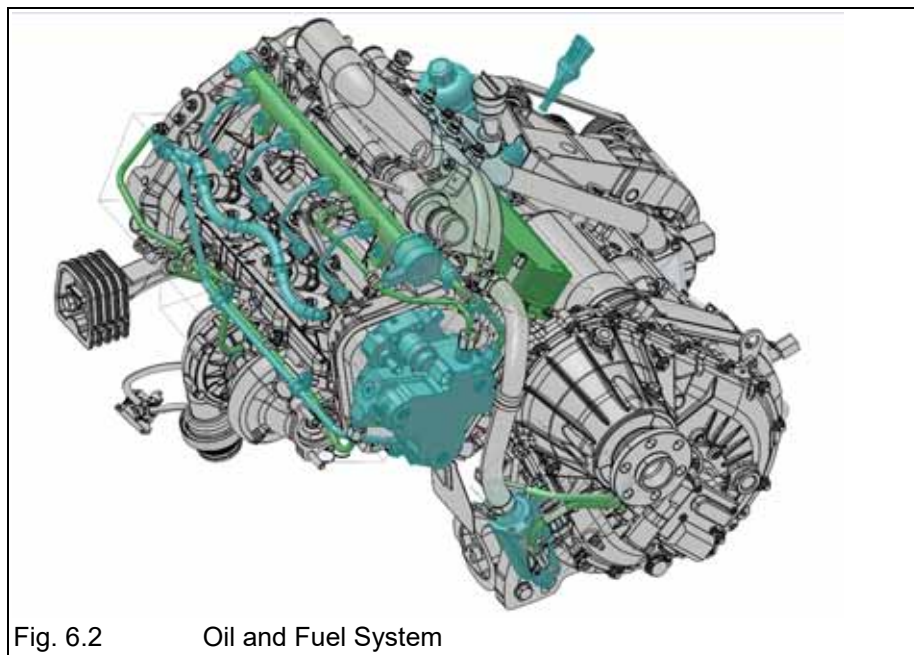


Fig. 6.2 Oil and Fuel System

Annex 3 Inspecting the Cooling System for Leakage

This is a visual inspection. The pipes, pipe joints and supply connections are inspected for leakage and seepage points.

▲ **WARNING:**

No leakage and seepage points are permitted! No coolant loss during operation is permitted! Any coolant loss must be followed immediately by a technical inspection, as this can lead to engine damage and failure!

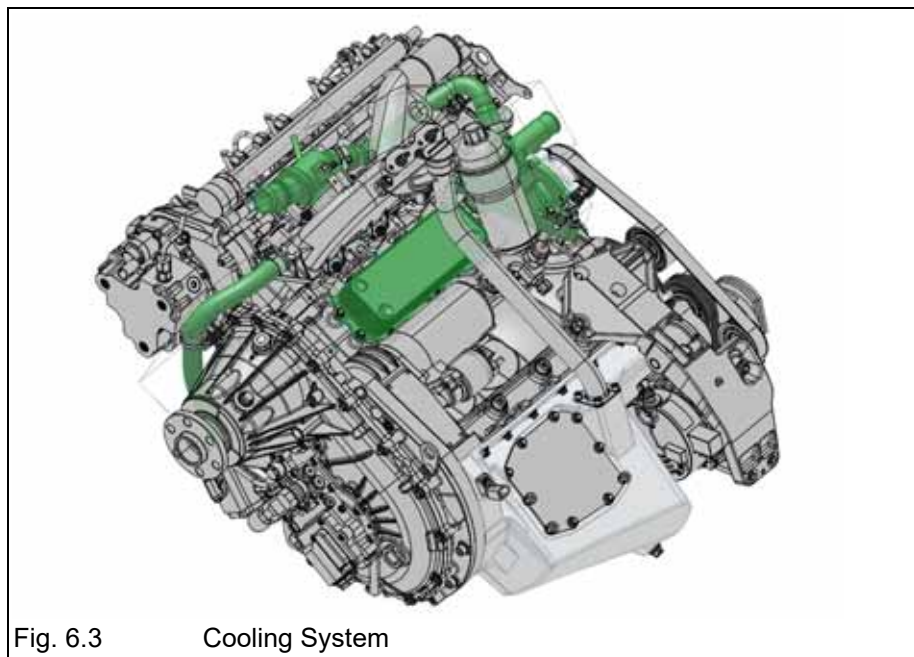


Fig. 6.3 Cooling System

Annex 4 **Engine Test Run**

Check the starting behavior:

■ **CAUTION:** Do not overheat the starter. Do not operate the starter for more than 10 seconds. After operating the starter, let it cool down for 20 seconds. After six attempts to start the engine, let the starter cool down for half an hour.

1. Start the engine according to Chapter 4, Section 4.2 of this Manual.
2. Warm up the engine according to Chapter 4, Section 4.3 of this Manual.
3. Perform the engine test run according to Chapter 4, Section 4.4.2 of this Manual.
4. Shut down the engine according to Chapter 4, Section 4.7 of this Manual.

Annex 5 Exchanging the Engine Oil and Oil Filter

1. Allow the engine to warm up,
refer to Chapter 4.2 and Chapter 4.3 of this manual.

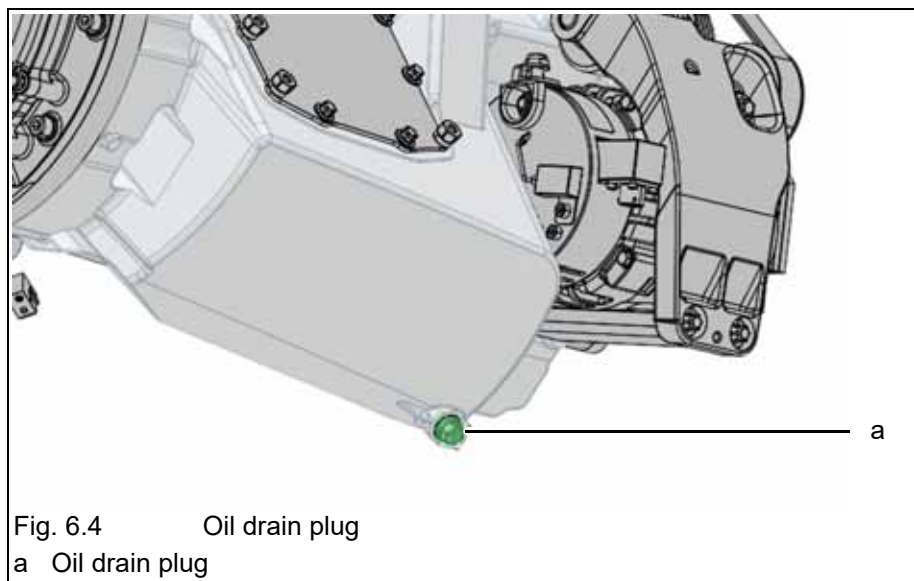
▲ **WARNING:** The engine warm-up must be conducted in a secure area that is protected from the unauthorized movement of personnel!
Any rotating propeller is a potential safety hazard that can cause severe personal injuries or even death!

■ **CAUTION:** After the engine has been warmed up, shut down the engine.
Refer to Chapter 4.7 of this manual.

2. Drain the engine oil from the oil sump by unscrewing the drain plug (a) and allow the oil to drain. See Fig. 6.4.

■ **CAUTION:** The regulations regarding the disposal of waste oil must be observed. Never discharge waste oil into the sewage system or to the ground.

◆ **Note:** A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
Quantity of oil sample: 100ml
We need this oil samples in case of an occurrence with the engine for investigation reason.
If the engine works fine over engine lifetime the samples can be disposed.



3. Replace the seal ring at the drain plug.
4. Refit the drain plug and tighten it up to the specified tightening torque, see Fig. 6.5.

Tightening Torque:

20 Nm (177 inch-lbs.) / 30 Nm (266 inch-lbs.)

5. Secure the drain plug with a locking wire/locking sheet.

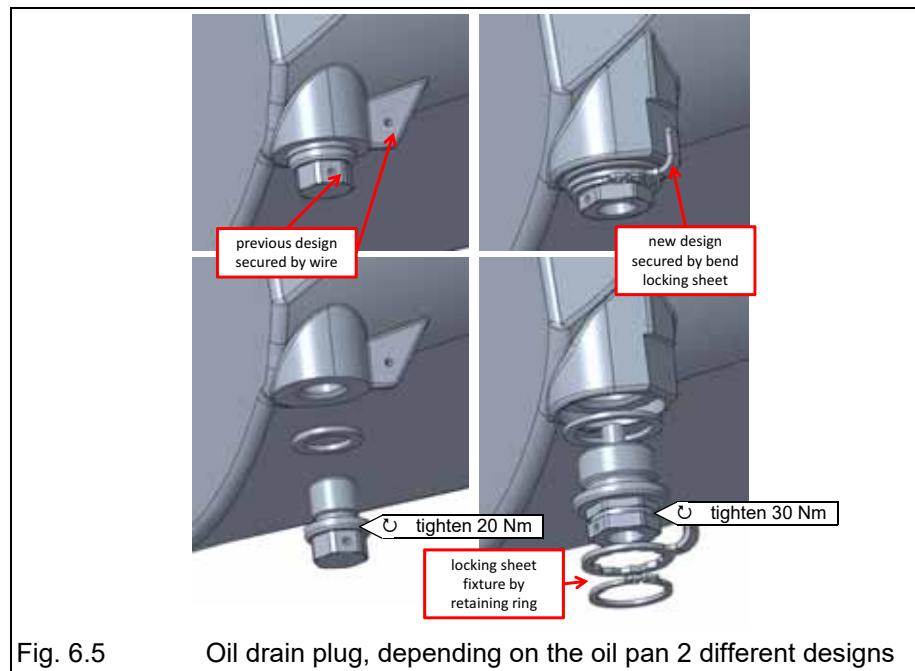


Fig. 6.5 Oil drain plug, depending on the oil pan 2 different designs

6. Remove the screw cap (b) together with the oil filter cartridge (c). See Fig. 6.6.

◆ **Note:** Check the oil filter cartridge for swarf and other signs of abrasion (e.g. from the bearings). Contact the Continental Aerospace Technologies GmbH if any are found.

7. Replace the o-ring (a) and then insert the new oil filter cartridge (c) into the screw cap (b). See Fig. 6.6.

■ **CAUTION:** Only use the original Continental Aerospace Technologies GmbH oil filter.

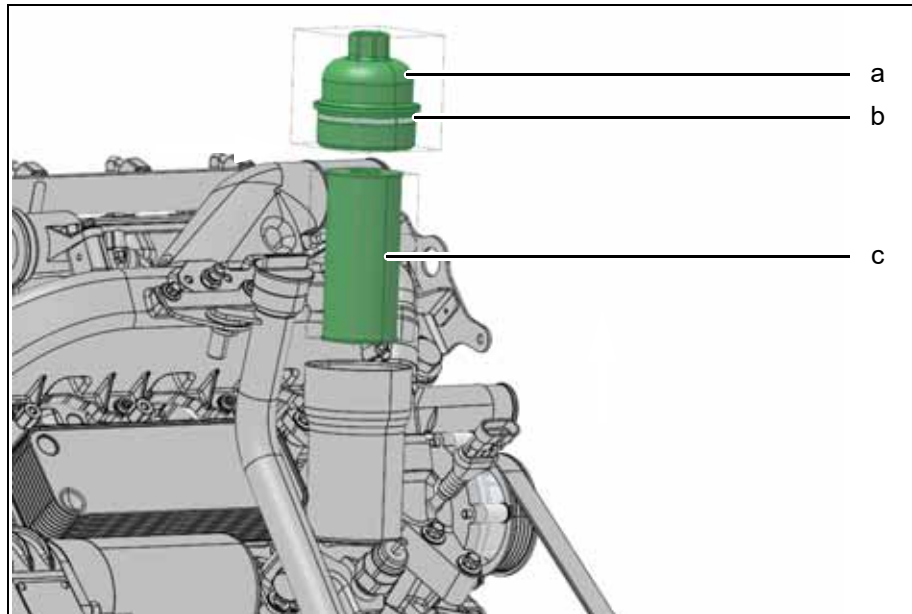


Fig. 6.6 Oil filter assy
a Screw cap, P/N 05-7253-K00030x
b O-ring, part of P/N 05-7253-K0044 01
c Oil filter cartridge, P/N 05-7253-K0044 01

8. Refit the screw cap (b) and tighten it up to the specified tightening torque.
Tightening Torque:
25 Nm (221 inch-lbs.)
9. Refill the engine oil.

■ **CAUTION:** Only engine oil according to Chapter 3, Section 3.5 of this Manual may be used.

◆ **Note:** A min. and max. oil quantity is specified by the engine manufacturer for installations.
min.: 4.5 liters (1.2 gal)
max.: 6.0 liters (1.6 gal)

◆ **Note:** Before refilling, in order to mix the oil and the additives, either shake the engine oil bottle, or stir the oil barrel.

10. Check engine oil level.

◆ **Note:** After checking the engine oil level, screw in the dipstick completely.

11. Perform an Engine Test Run, refer to Annex 4 of this Chapter.
12. Check engine oil level. Refill, if necessary.

Annex 6 **Cleaning the Engine**

The engine must be cleaned with care. If leakage points are found, their positions must be clearly identified before they are cleaned. The engine must be cleaned only when it is cooled down. Generally, the use of cold cleaners is recommended

-
- **CAUTION:** The use of easily flammable and caustic cleaning agents is not allowed. Also, avoid cleaning the engine's electrical system, as this may be damaged. The use of high-pressure cleaning equipment is not allowed.
-

The engine must be dried after cleaning, ideally with compressed air (≤ 8 bar).

Annex 7 **Checking the FADEC Sensors**

This is a visual inspection. Check whether the plug connections of the sensors are firmly in place. In addition, the wiring harness has to be checked for indications of abrasion.

The sensors which should be checked are listed below:

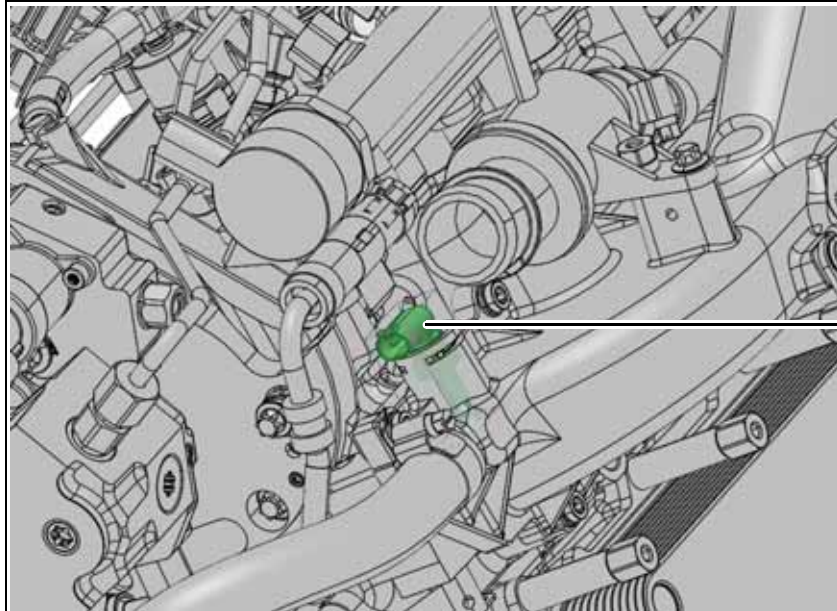


Fig. 6.7 Coolant temperature sensor

a Coolant temperature sensor

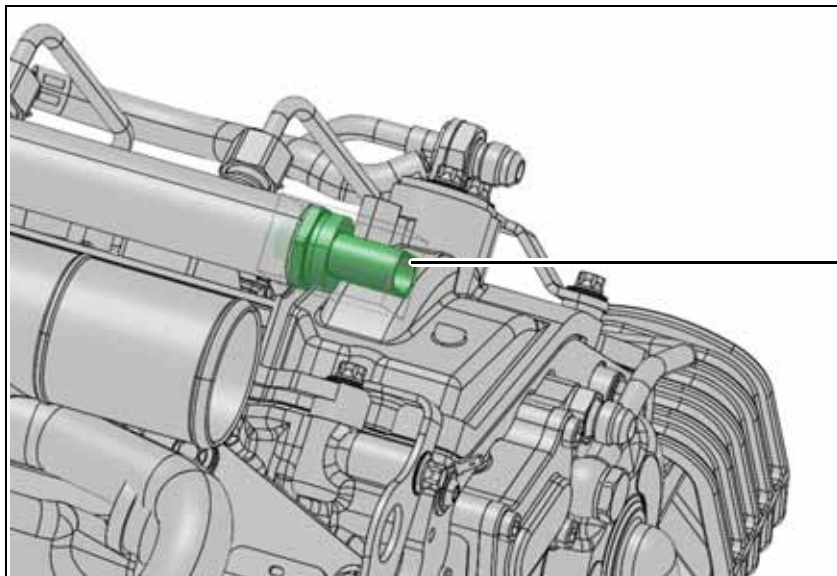


Fig. 6.8 Rail pressure sensor

a Rail pressure sensor

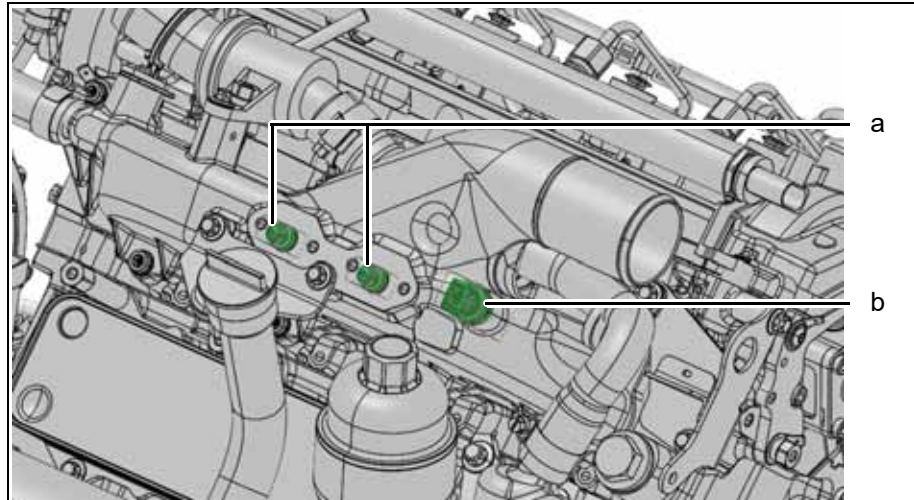


Fig. 6.9 Air temperature sensor and MAP connections of the intake manifold

- a FADEC connection for MAP sensor
- b Air temperature sensor

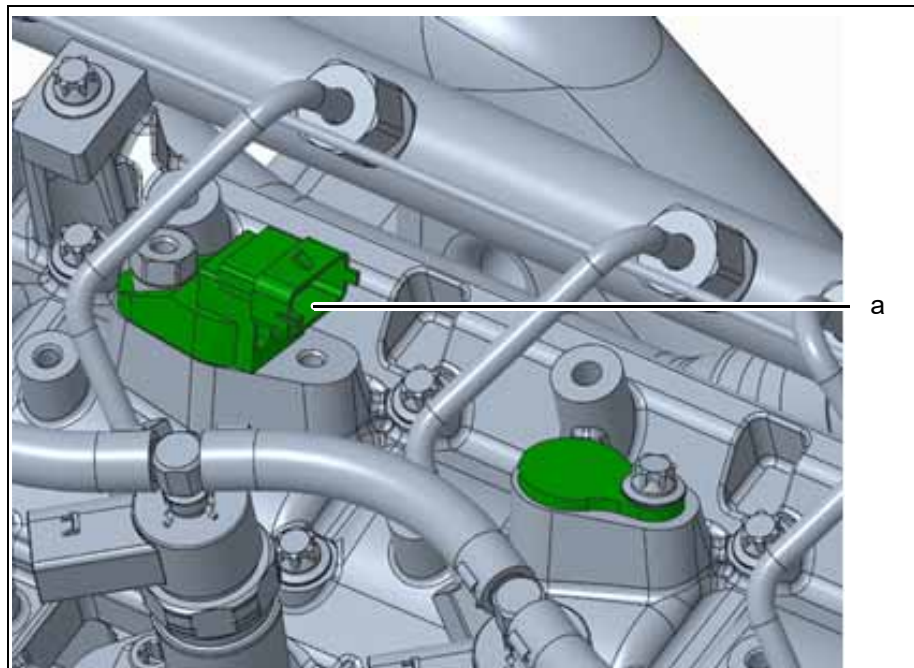


Fig. 6.10 Camshaft sensor 1

- a Camshaft sensor FADEC A (1 of 2)

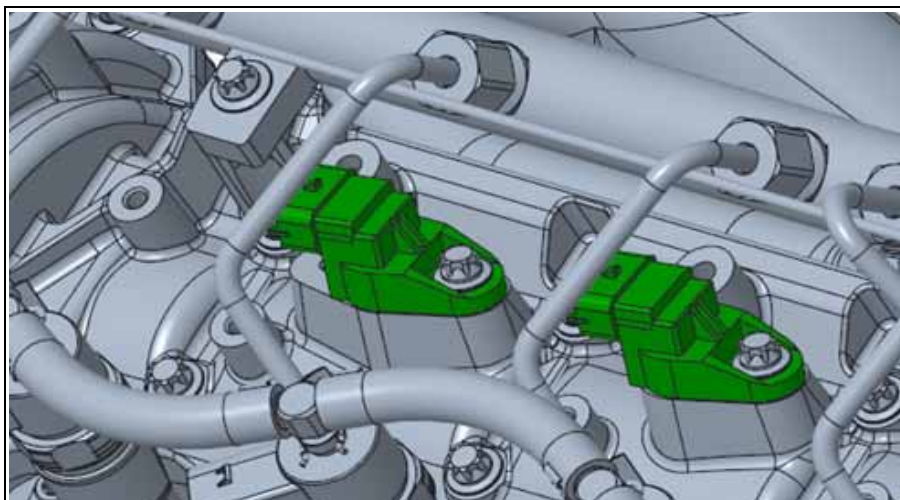


Fig. 6.11 Camshaft sensor (TWIN CAM)

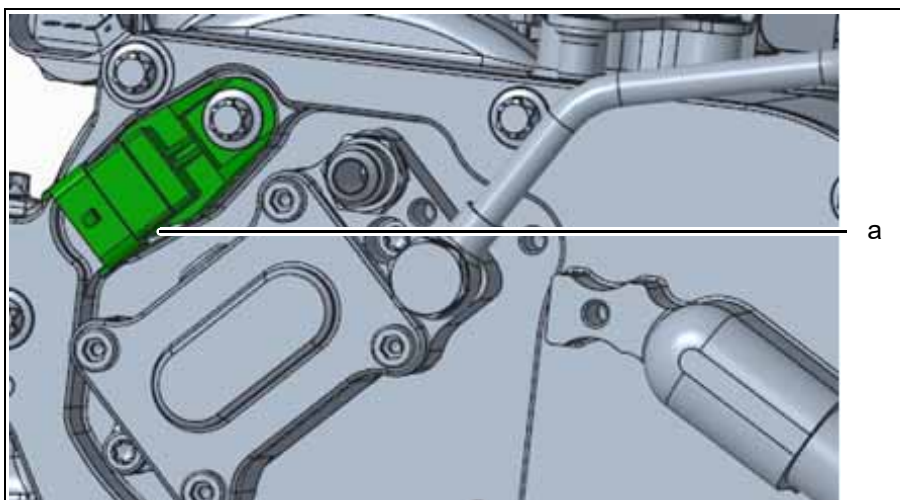


Fig. 6.12 Camshaft sensor 2
a Camshaft sensor 2 FADEC B (2 of 2)

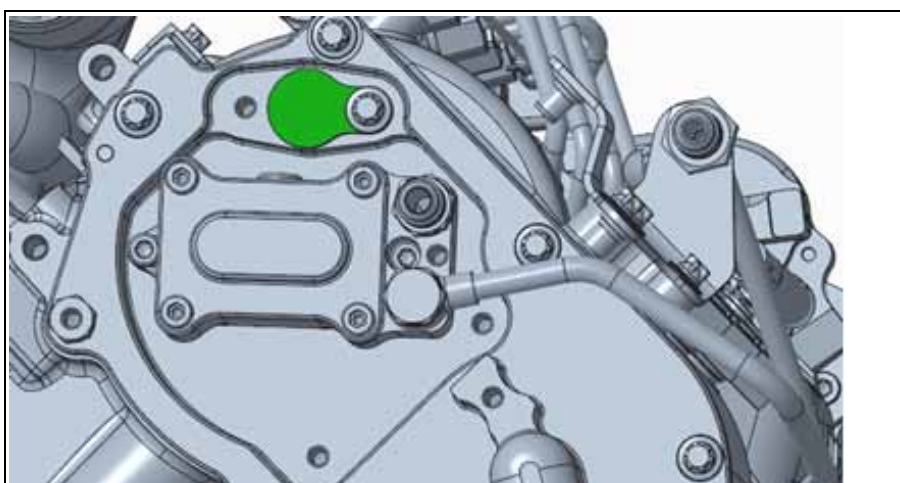


Fig. 6.13 Camshaft sensor (TWIN CAM)

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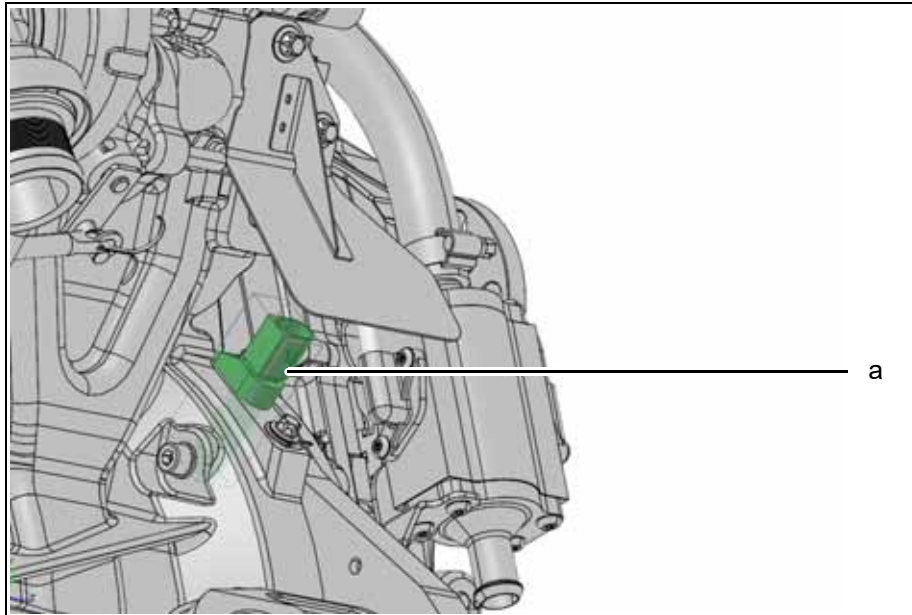


Fig. 6.14 Crankshaft sensor 1
a Crankshaft sensor FADEC A (1 of 2)

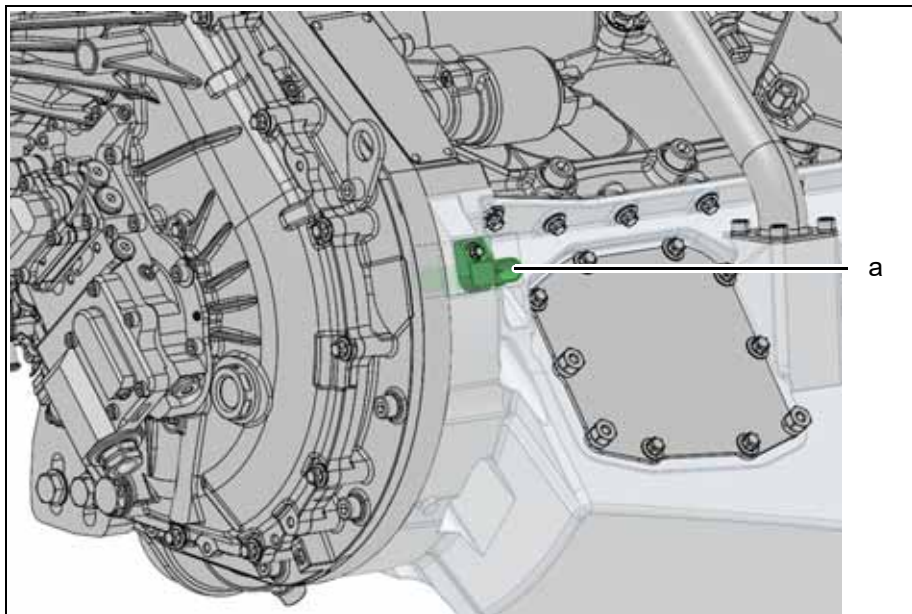


Fig. 6.15 Crankshaft sensor 2
a Crankshaft sensor FADEC B (2 of 2)

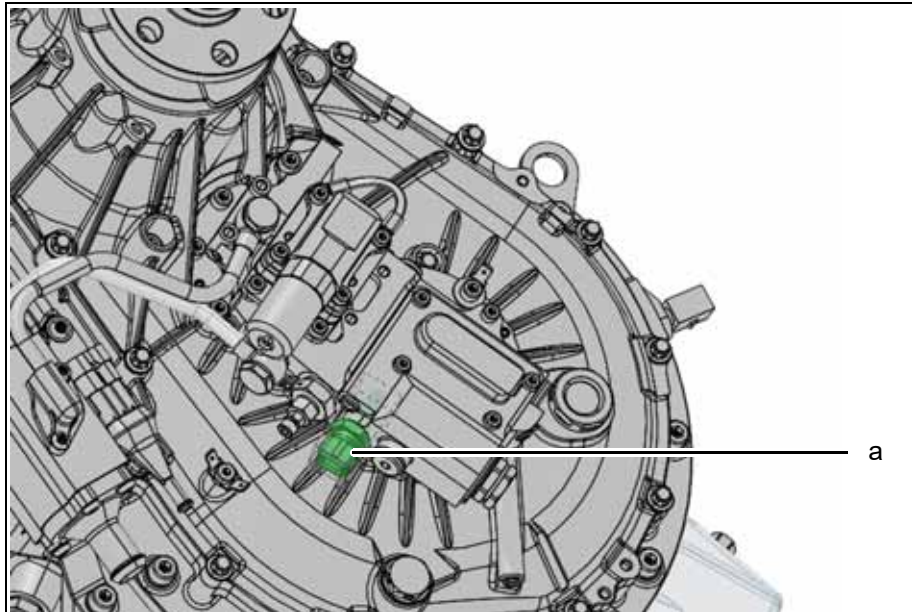


Fig. 6.16 Gearbox temperature sensor
a Gearbox temperature sensor

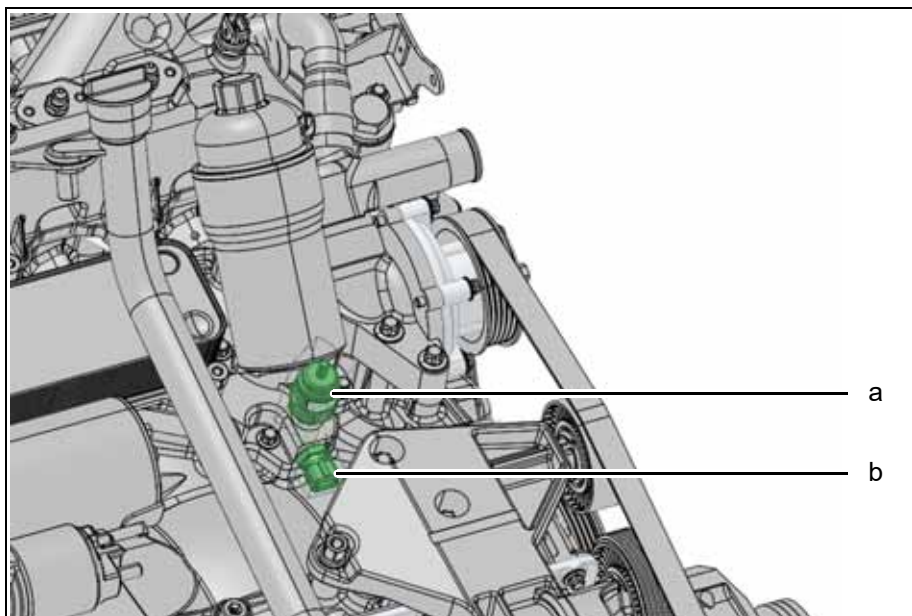


Fig. 6.17 Oil pressure- and oil temperature sensor
a Oil pressure sensor
b Oil temperature sensor

Annex 8 Exchanging the gearbox oil filter

Item	Part Number	Description 1	Description 2	Quantity
1	03-7212-K004001	Filter element		1
2	NM-0000-0150401	O-Ring	DIN 3771-25x2,5-80FKM610	1

1. Loosen the filter cap of the gearbox oil filter and remove it. Catch draining oil with an appropriate container. See Fig. 6.18.

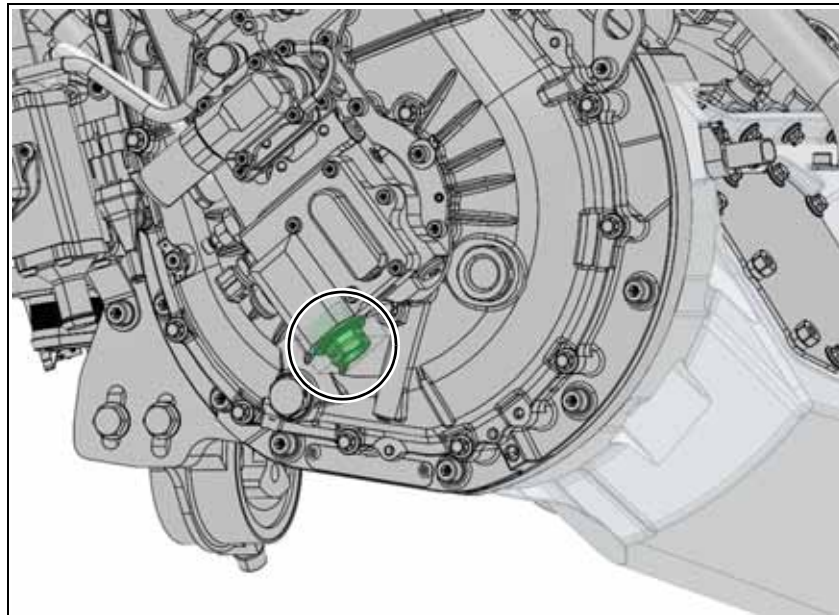


Fig. 6.18 Position of the oil filter cap

2. Remove the old gearbox oil filter with a M6 screw.

◆ **Note:** The used gearbox oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.

3. Insert the new gearbox oil filter. For mounting direction see Fig. 6.19 and Fig. 6.20.

■ **CAUTION:** Only use an original Continental Aerospace Technologies GmbH gearbox oil filter.

◆ **Note:** Make sure that the new o-ring is correctly mounted to the new oil filter. The o-ring is part of the new oil filter.



Fig. 6.19 Mounting direction of the oil filter

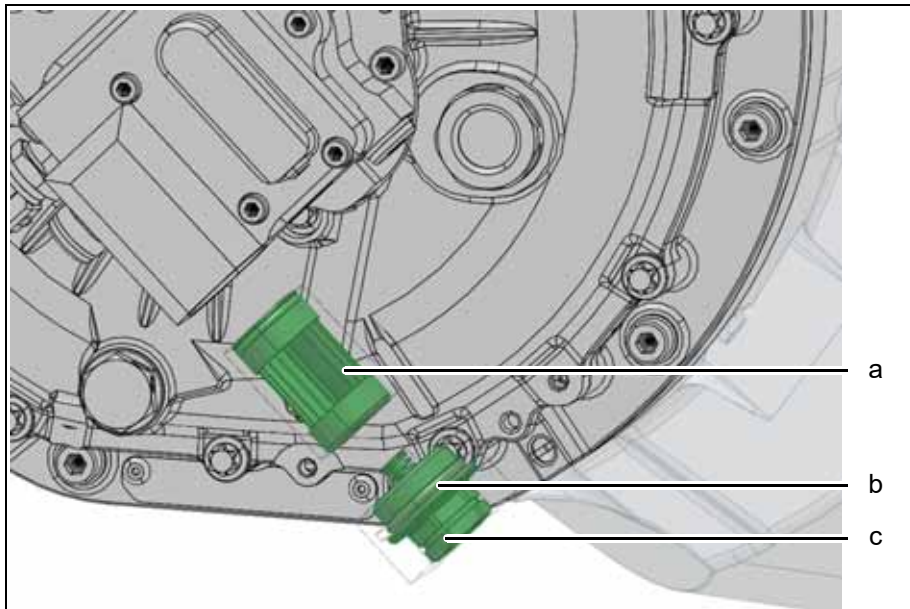


Fig. 6.20 Gearbox oil filter assembling (CD-170)

- a Filter element with o-ring
- b O-ring
- c Filter cap with spring

4. Attach the new o-ring to the filter cap. See Fig. 6.20.

◆ Note:

Make sure that the spring in the filter cap is fixed.

5. Remount the filter cap and tighten it to the specified tightening torque.
Tightening Torque:
30 Nm
6. Preset the proportional pressure reducing valve (refer to RM-02-02).
7. Secure the gearbox oil filter cap with a locking wire. See Fig. 6.21.



Fig. 6.21 Lock wiring between oil drain plug and oil filter cap

8. Do an Engine Test run according to Annex 4 of this Chapter.
9. Do a visual inspection and a check for leaks.
10. Check the gearbox oil level according to Annex 9 of this Chapter.

Annex 9 Checking the level of the gearbox oil Gearbox with oil cooler:

Item	Part Number	Description 1	Description 2	Quantity
Required if oil needs to be refilled:				
1	NM-0000-0021701	Sealing Ring	DIN 7603-A18x24-AI	1

■ **CAUTION:** Only use gearbox oil specified in Chapter 3, Section 3.5 of this Manual.

1. Check oil level through the inspection glass of the gearbox. See Fig. 6.22.

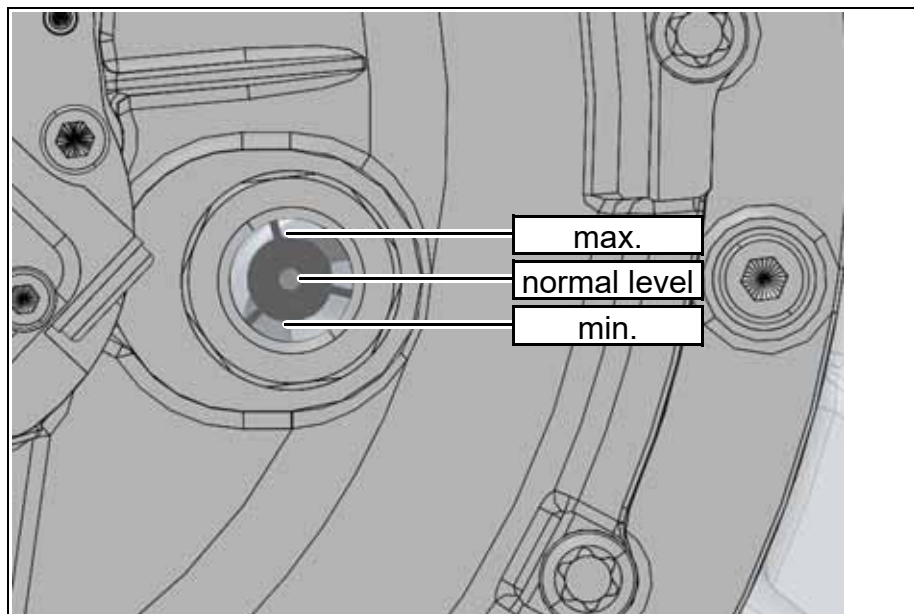
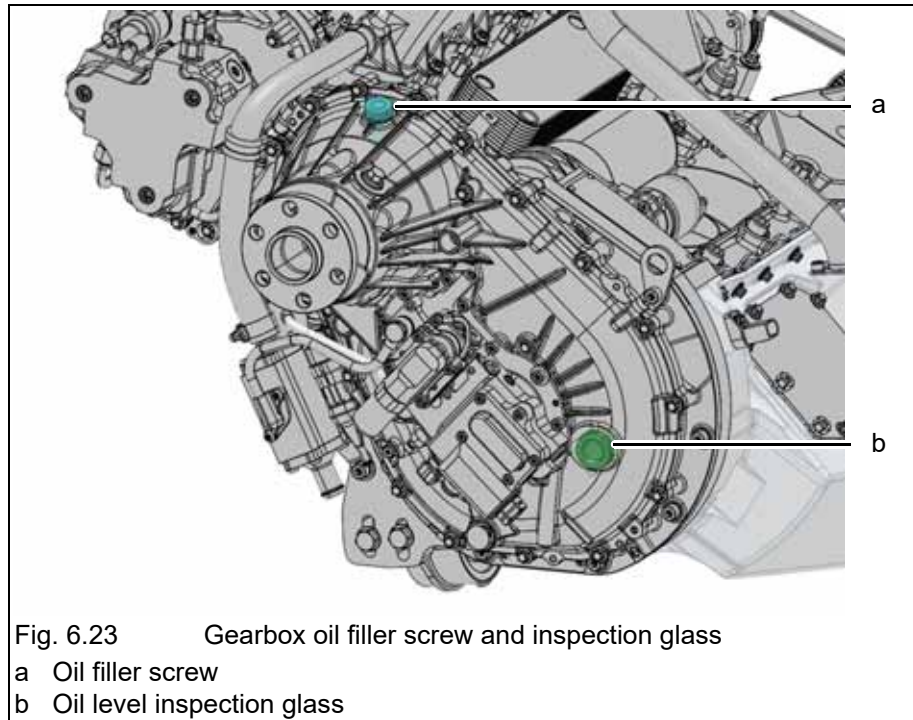


Fig. 6.22 Check the oil level

2. If the oil level is not OK, check the gearbox for leaks.
3. If leaks were found contact Continental Aerospace Technologies GmbH, if no leaks were found do the following work steps.
4. If oil needs to be refilled loosen the oil filler screw and remove it. See Fig. 6.23.



5. Fill in the new gearbox oil until the oil level reaches the top border of the oil level inspection glass (marking line in Fig. 6.22). Air bubbles must not be visible.

◆ **Note:** Before refilling, shake the gearbox oil bottle, in order to mix the gearbox oil and the additives.

6. Fill another 150ml of the new gearbox oil to reach the ideal oil level.
7. Remount the oil filler screw with a new sealing ring and tighten it to the specified tightening torque.
Tightening Torque:
 35 Nm
8. Preset the proportional pressure reducing valve. Refer to RM-02-02.

9. Secure the oil filler screw with a lock wire. See Fig. 6.24.



Fig. 6.24 Lock wiring the oil filler screw

10. Do an Engine Test run according to Annex 4 of this Chapter.
11. Do a visual inspection and a check for leaks.
12. Check the gearbox oil level again.

Annex 10 FADEC Read-out

1. General

The FADEC service tool is designed to provide the user access to Real time data, the onboard logger system as well as the event log information available from the Continental Aerospace Technologies GmbH FADEC system, and to facilitate organizing the data and to send this data to Continental Aerospace Technologies GmbH.

The tool is a requirement for standard maintenance as well as troubleshooting of the powerplant. This document provides instructions for using the software. Consult the operation & maintenance manual, the fault isolation manual as well as other available documentation for instructions and limitations of operation, maintenance, repair and troubleshooting. Routine maintenance must consist of a regular maintenance download and include:

- Event Log (FADEC DATA)
- Real Time Log File from Ground Run
(refer to Chapter 4, Section 4.4.2 of this Manual for ground run procedures and requirements)

and shall be sent to:

eventlog@continentaldiesel.de

Request for diagnosis must consist of an extended download and must include all of the above plus

- download of the onboard logger (both ECUs),
- a detailed description of the abnormality.

and shall be sent to

support@continentaldiesel.de

The software tool is capable of providing the appropriate download in a single operation to reduce time and effort spent by the user. Please proceed to section 4 or 5 of this annex, as appropriate to perform a regular maintenance or an extended download.

-
- ◆ **Note:** Please use a compressed file format such as .zip to send any data. This greatly reduces transfer times and facilitates data handling on both sides. The tool offers this function automatically for the regular maintenance download and the extended download. After completing the download (maintenance or extended), the folder for the desired engine will contain a compressed file including all relevant data. Please send only one compressed file containing all the appropriate data for the event.
-

2. Viewing the Event Log

-
- ◆ **Note:** The Tool gives the user the capability to view the eventlog separately. This is not generally necessary, as the tool provides all necessary files in a single download. Please proceed to section 4 or 5 of this annex as appropriate.
-

The event log may be viewed without generating a file. For data to be sent to Continental Aerospace Technologies GmbH, the complete download appropriate to the situation should be used. Refer to section 4 and 5.

- a) Establish CAN communication, by connecting the computer to the aircraft, starting the program and powering up the FADEC.
- b) Menu FADEC => Show Event Log

3. Generating a Real Time Log File

◆ **Note:** The Tool gives the user the capability to generate a Real Time Logfile separately. This is not generally necessary, as the tool provides all necessary files in a single download. Please proceed to section 4 of this annex.

A Realtime Logfile may be generated without additional download if necessary. For routine maintenance and diagnostic support from Continental Aerospace Technologies GmbH the complete download appropriate to the situation should be used. Refer to section 4 and 5 of this annex.

- a) Establish CAN communication by connecting the computer to the aircraft, starting the program and powering up the FADEC (Engine Master).
- b) Menu FADEC => Start Real Time Log File. The following screens will appear:

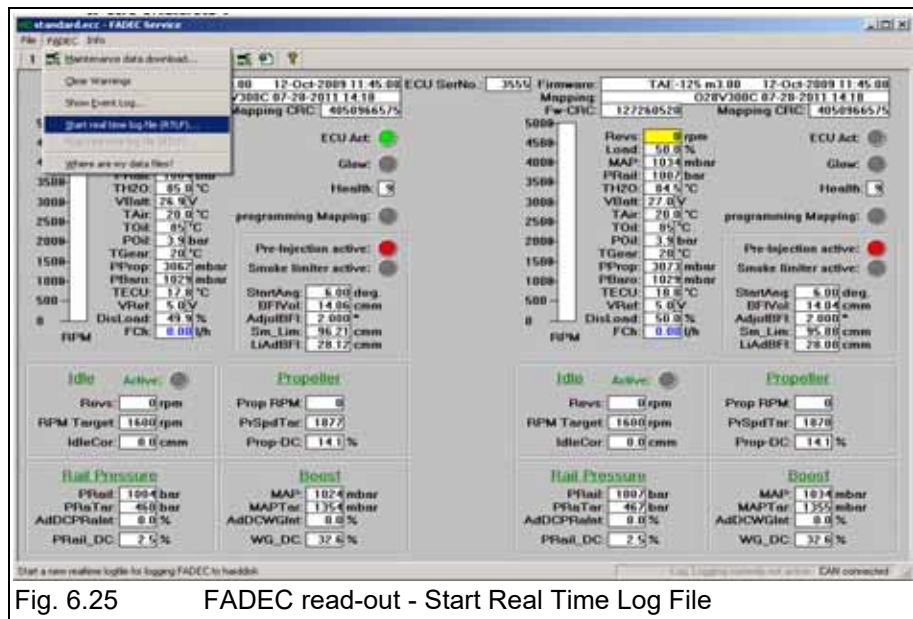


Fig. 6.25 FADEC read-out - Start Real Time Log File

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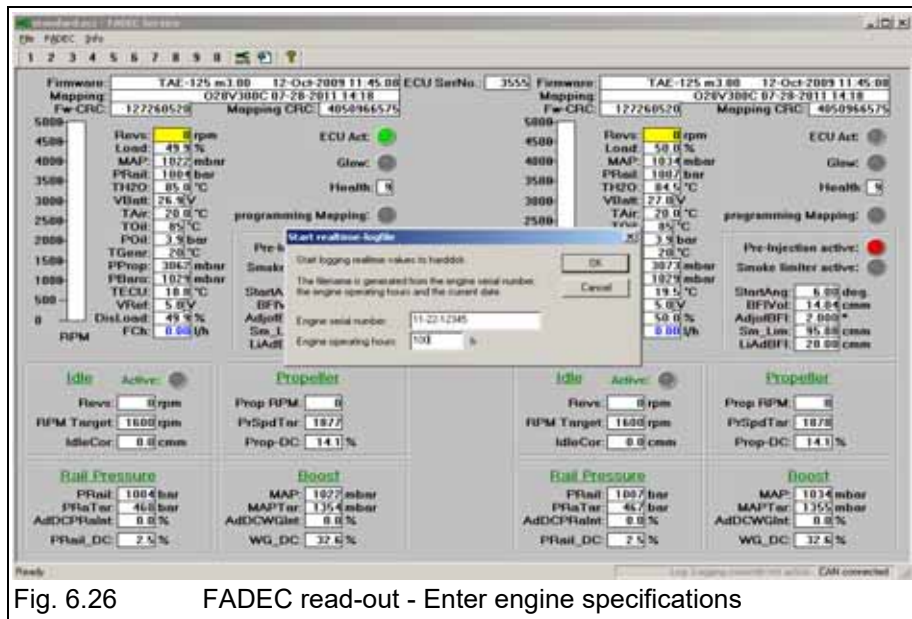


Fig. 6.26 FADEC read-out - Enter engine specifications

- c) Enter the engine S/N and engine run time in the fields provided. Select OK. The window at the bottom right of the screen will indicate that the logging function is active by showing the file name in blue text.

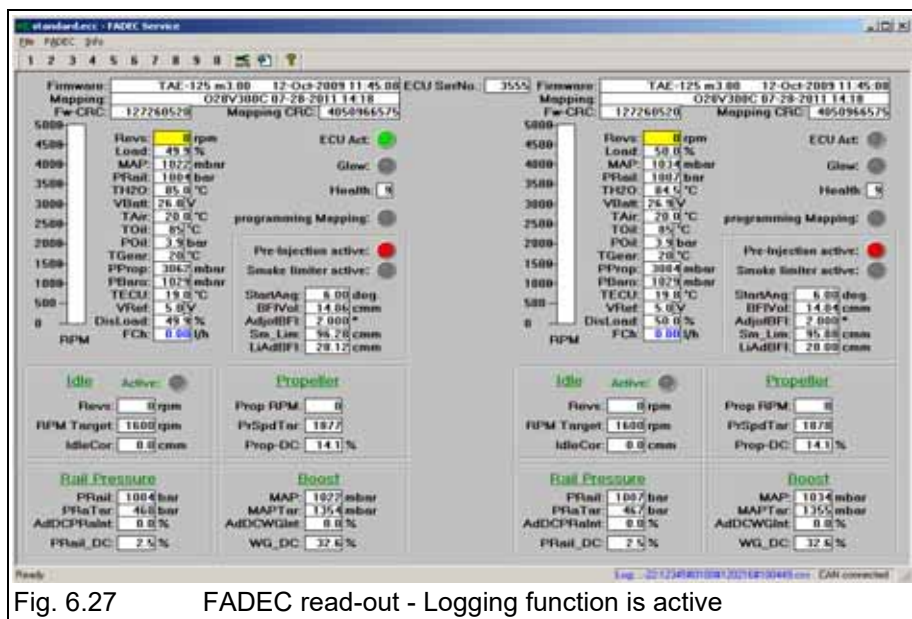


Fig. 6.27 FADEC read-out - Logging function is active

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d) Conduct the engine ground run according to the operating manual.

- ◆ **Note:** During the ground run, the user should verify that engine parameters are to spec. Compare the values of Map to MapTar, Prop RPM to PrSpdTar and PRail to PRaTar to determine any discrepancy.
- Manifold pressure (MAP): Compare MAP to MAPTar. Deviation must be within a tolerance of ± 50 mbar.
 - Propeller speed (Prop RPM): Compare PropRPM to PrSpdTar. Deviation must be within a tolerance of ± 50 RPM.
 - Fuel Pressure (P-Rail): Compare PRail to PRaTar. Deviation must be within a tolerance of ± 50 bar.

e) Menu FADEC => Stop RTLF. The following screens will appear:

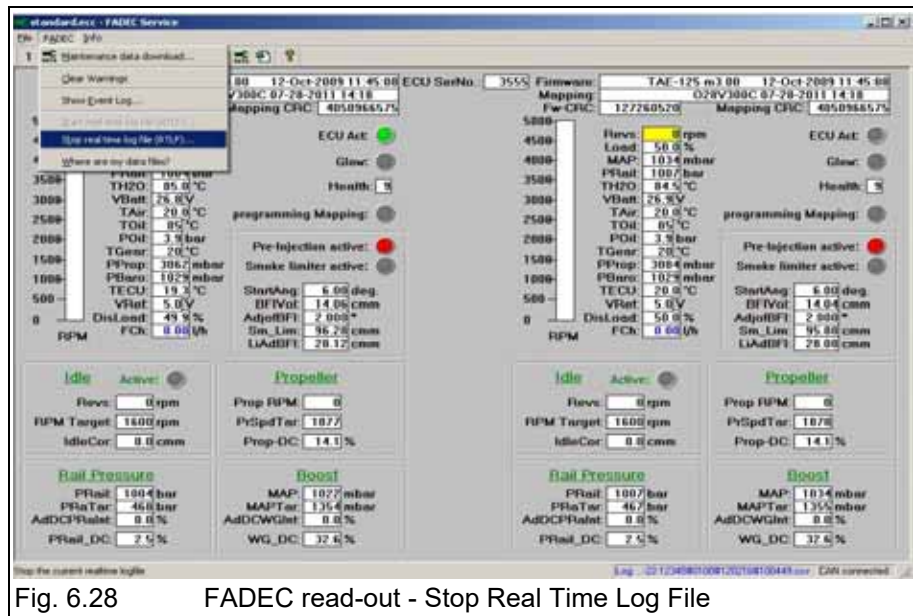


Fig. 6.28 FADEC read-out - Stop Real Time Log File

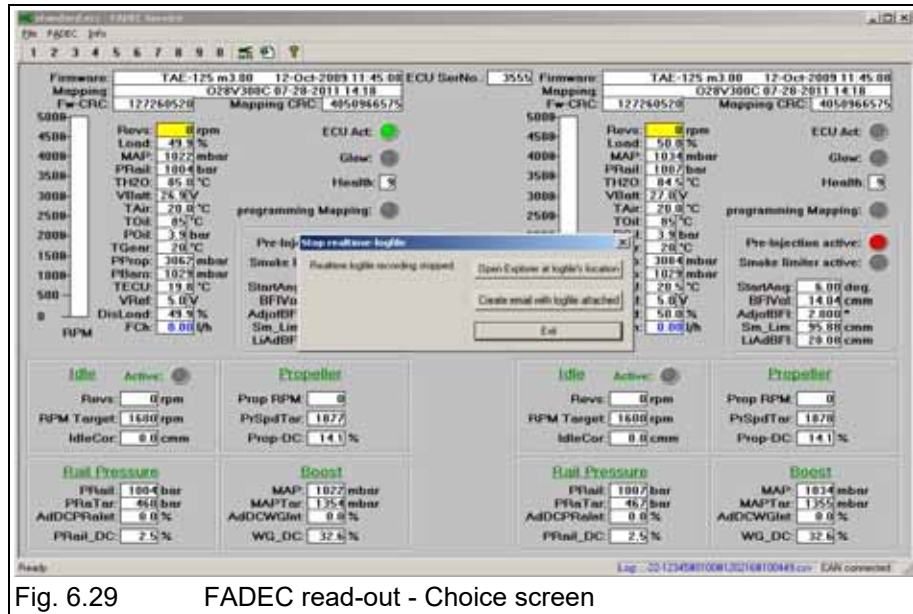


Fig. 6.29 FADEC read-out - Choice screen

- f) Select the action you wish to perform:
- Open Explorer at Logfile's location to locate the file just created
 - Create E-Mail with logfile attached if you wish to send the mail
 - Exit to return to the screen

4. Regular Maintenance Event

◆ Note: Please send only the compressed (.zip) file generated by the tool to Continental Aerospace Technologies GmbH. This file will already include the eventlog and the real time log file. It is not necessary to attach these again.

◆ Note: Depending on the engine's operating hours the data download may take up to 10 minutes.

The maintenance software tool has the ability to generate a single compressed file containing the data necessary during a regular maintenance event. This function should be used after a regular maintenance event.

- a) Menu FADEC => Maintenance Data Download. The following screens will appear:

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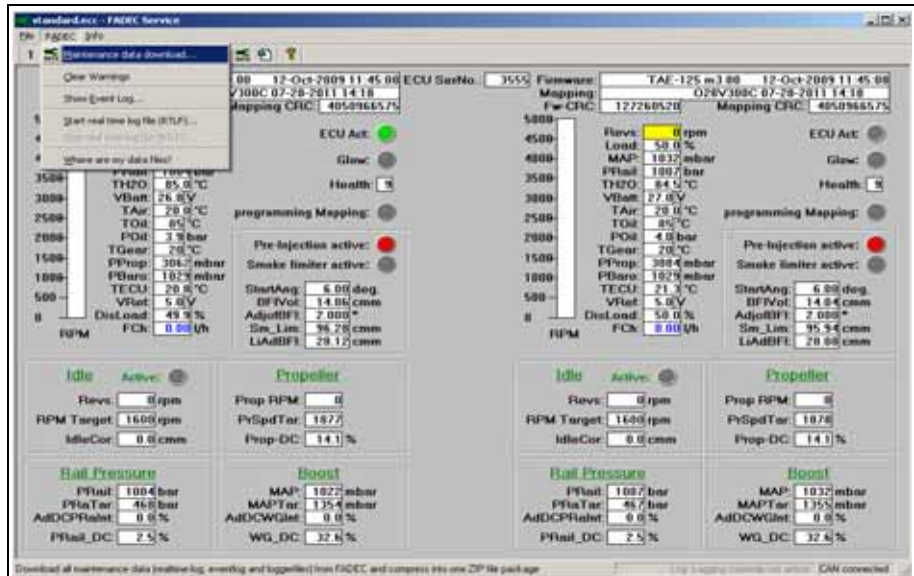


Fig. 6.30 FADEC read-out - Maintenance data download

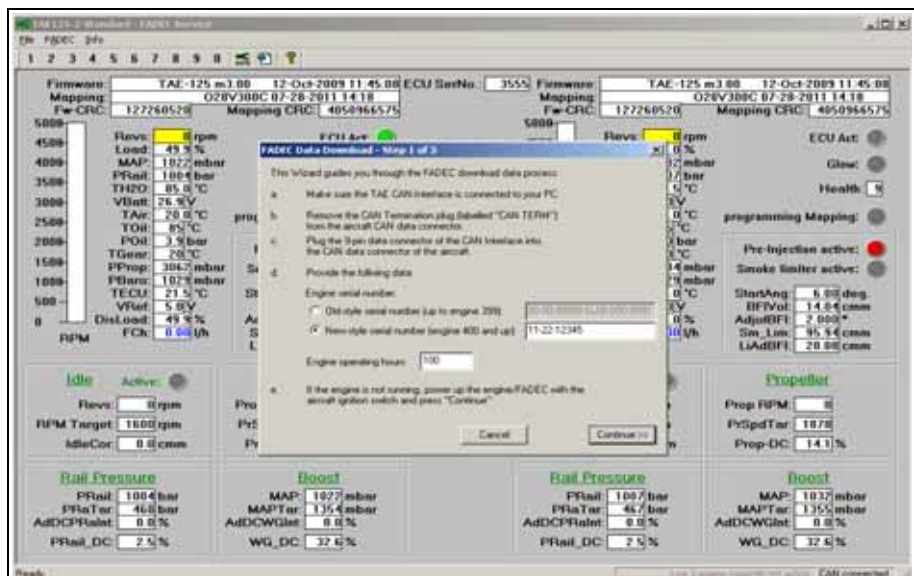


Fig. 6.31 FADEC read-out - Enter engine specifications

- b) If not already active, establish CAN communication with the FADEC by following the steps on the screen. Enter the required engine S/N and engine run time. Select Continue. The following screen will appear:

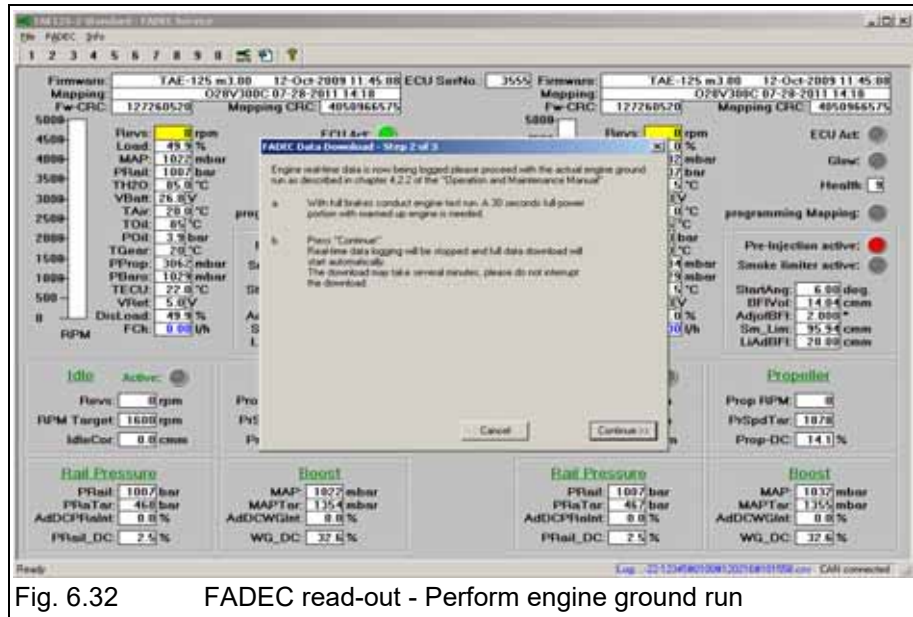


Fig. 6.32 FADEC read-out - Perform engine ground run

- c) Follow the instructions on the screen, performing the engine ground run according to Chapter 4, Section 4.4.2 of this Manual. Press Continue. The following screen will appear:

- ◆ Note: During the ground run, the user should verify that engine parameters are to spec. Compare the values of Map to MapTar, Prop RPM to PrSpdTAr and P-Rail to PRaTar to determine any discrepancy.
- Manifold Pressure (MAP): Compare MAP to MAPTar. Deviation must be within a tolerance of ± 50 mbar.
 - Propspeed (Prop RPM): Compare PropRPM to PrSpdTAr. Deviation must be within a tolerance of ± 50 RPM.
 - Fuel Pressure (P-Rail): Compare P-Rail to PRaTar. Deviation must be within a tolerance of ± 50 bar.

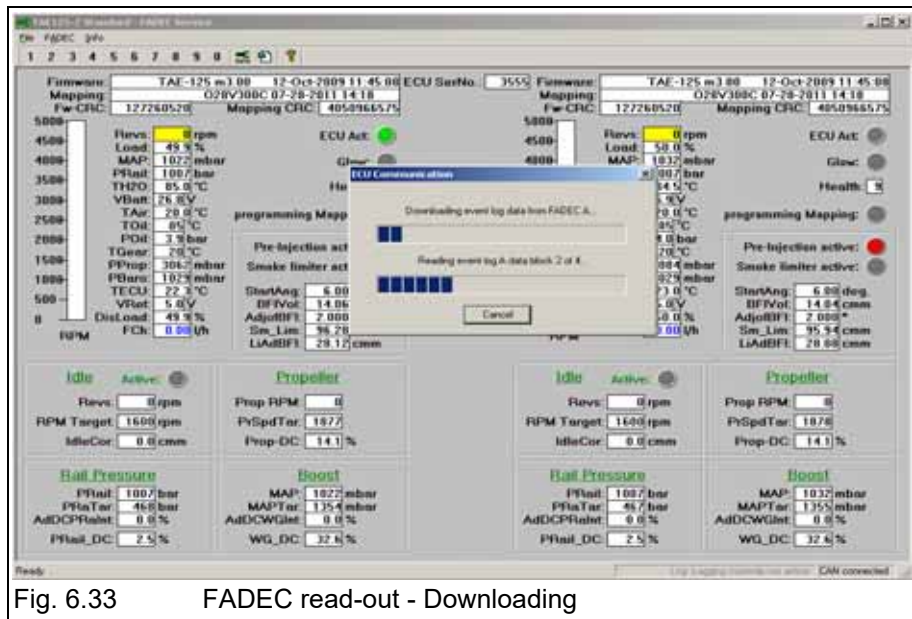


Fig. 6.33 FADEC read-out - Downloading

d) When the download is completed, the following screen will appear:

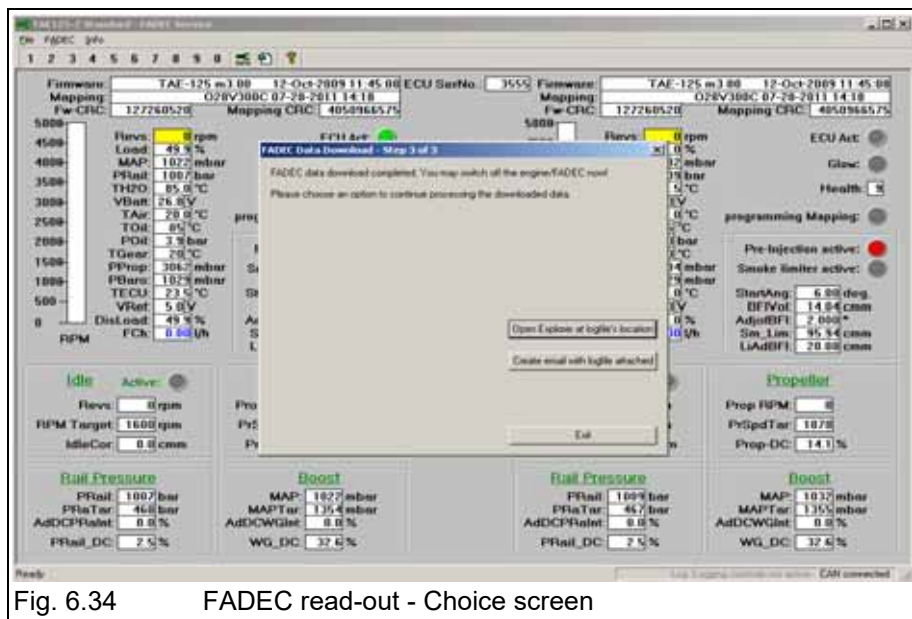


Fig. 6.34 FADEC read-out - Choice screen

e) Select the action you wish to perform:

- Open Explorer at Logfile's location to locate the file just created
- Create E-Mail with logfile attached if you wish to send the mail

- Exit to return to the main screen

◆ **Note:** The files generated from this download will include a real time log file, the event log, logger files and a zip file containing all of the above. Refer to section 5 for additional information.

5. Locating/Sending Files

After performing a download, the tool compresses all files associated with that download into a single file with the format

EngineS/N#enginertime#date#time

The FADEC tool stores these files into a separate folder for each engine.

The general folder may be accessed through the following Menu:

FADEC => Where are my data files?

Or by selecting the appropriate icon after the download completes.

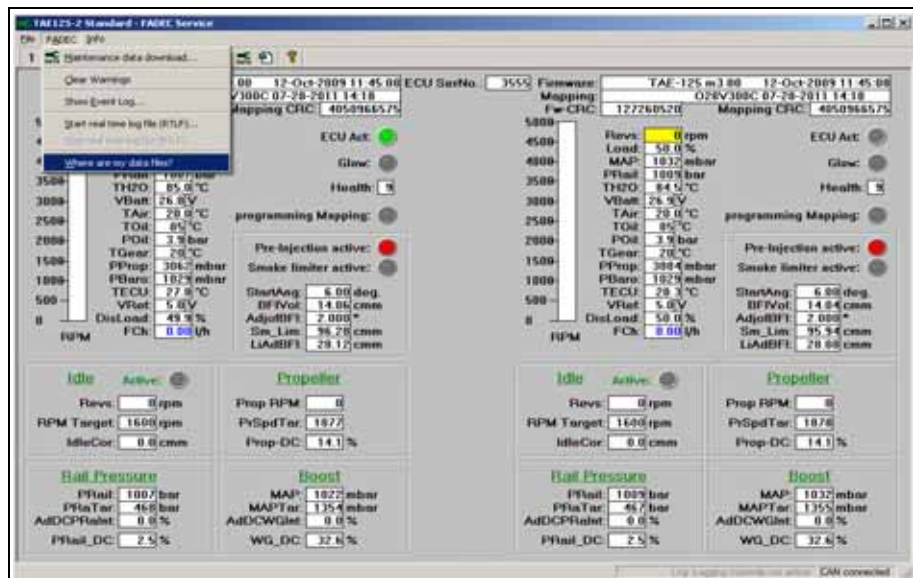


Fig. 6.35 FADEC read-out - Where are my data files?

Refer to instructions in your e-mail program for attaching files and for sending the files.

After a download completes, the FADEC is also able to attach the compressed files to an e-mail to the appropriate Continental Aerospace Technologies GmbH account by selecting the appropriate icon. This works for most e-mail clients.

6. Clearing Diagnostic Warnings

Should the diagnostic warning lights be active, they must be cleared after the discrepancy has been diagnosed and resolved before the aircraft can be released for service.

a) Menu FADEC => Clear Warnings. The following screens will appear:

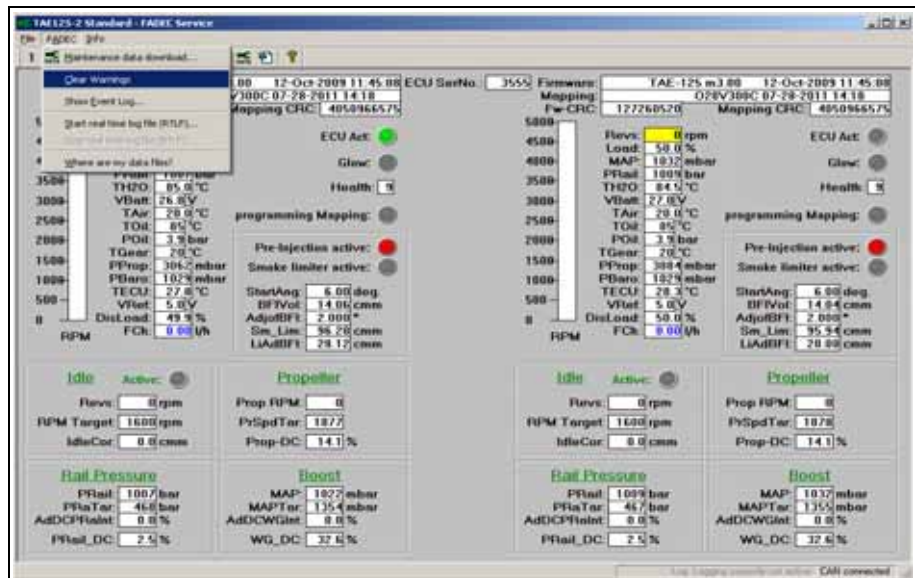


Fig. 6.36 FADEC read-out - Clear warnings

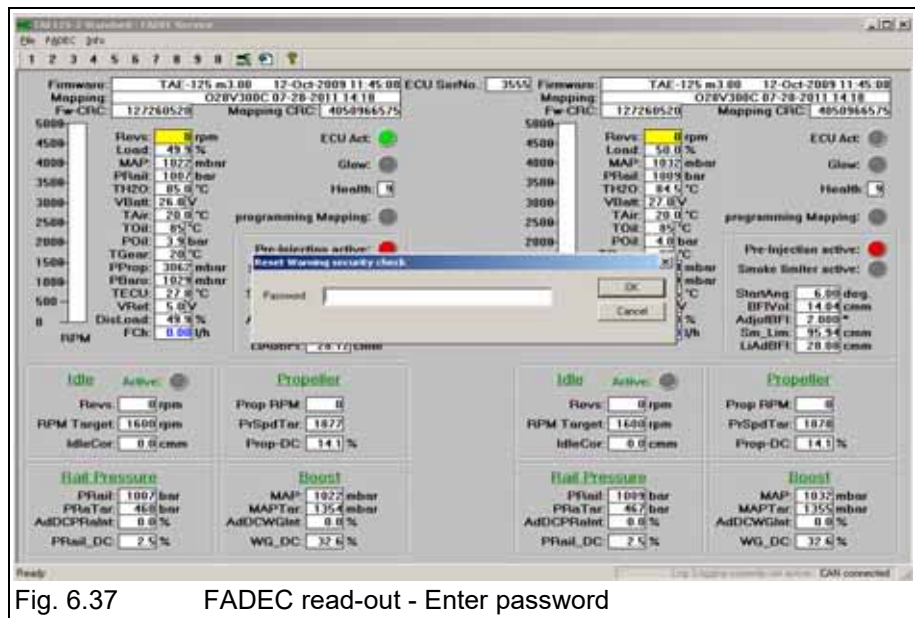


Fig. 6.37 FADEC read-out - Enter password

b) Enter the Password, select OK. The following screen will appear:

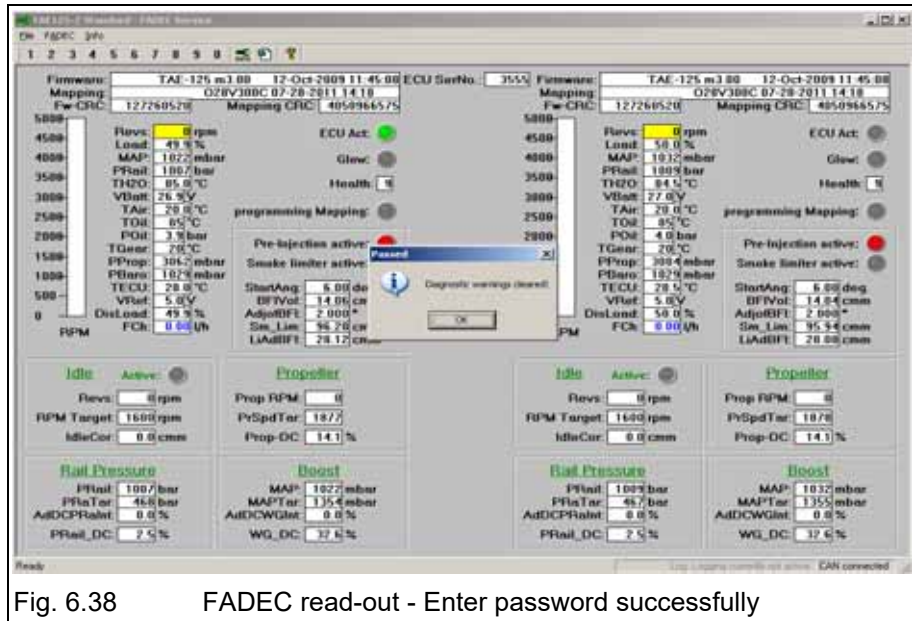


Fig. 6.38 FADEC read-out - Enter password successfully

c) Cycle ECU power and ensure that the lights on the panel have extinguished.

7. Selecting Different Screens

The tool allows access to various screens to view engine parameters, status of diagnostic warnings, as well as engine run statistics. Access these screens through the hotkeys at the top of the screen.

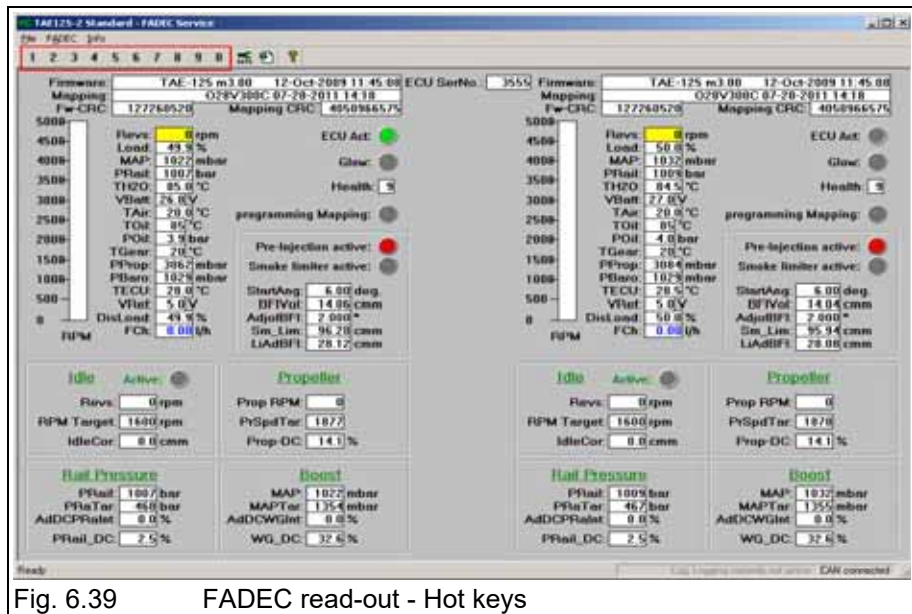


Fig. 6.39 FADEC read-out - Hot keys

Annex 11 Inspecting the High-Pressure Pump

The high-pressure pump must be delivered to Continental Aerospace Technologies GmbH for maintenance.

To remove and install the high-pressure pump, refer to RM-02-02.

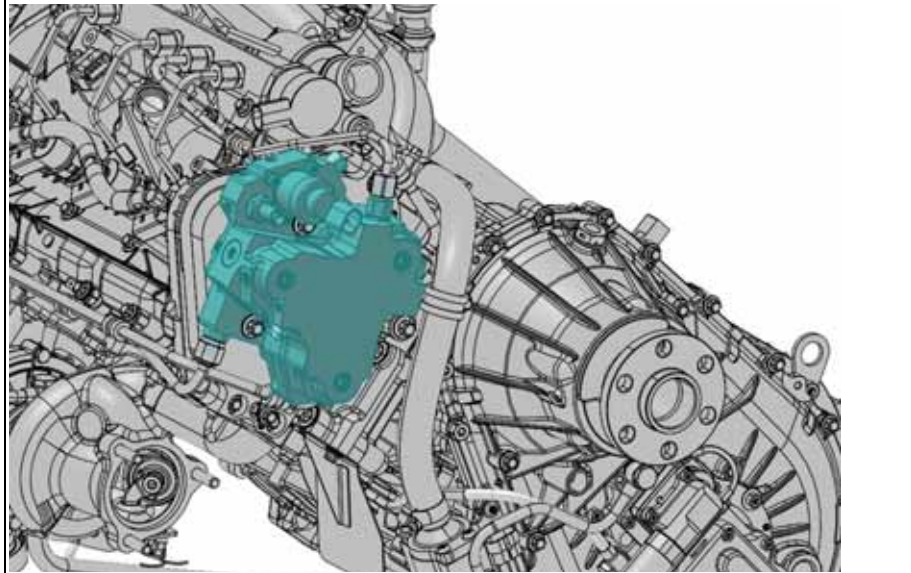


Fig. 6.40 High-Pressure Pump

Annex 12 Replacing the Alternator

The alternator must be delivered to Continental Aerospace Technologies GmbH for maintenance.
To remove and install the alternator, refer to RM-02-02.

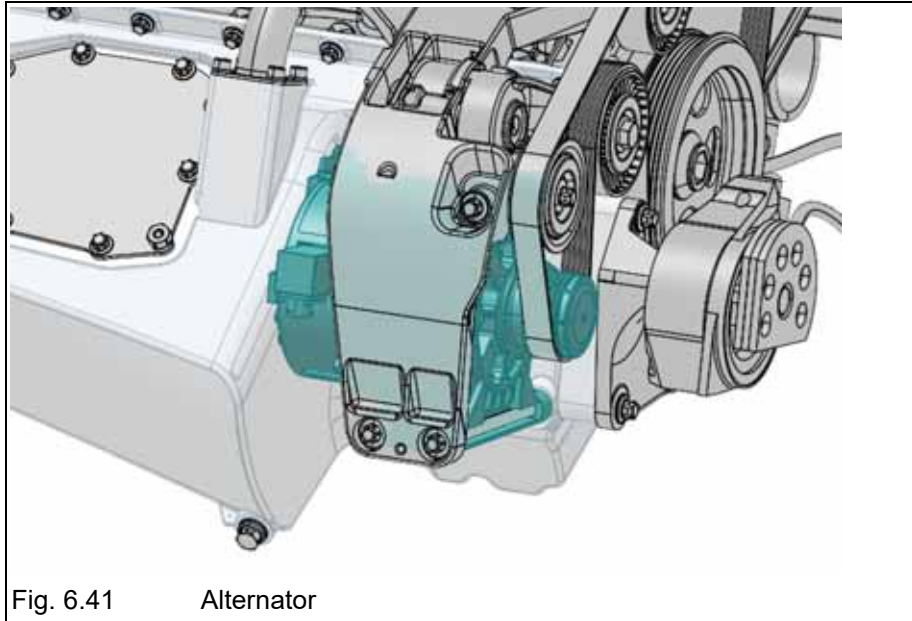


Fig. 6.41 Alternator

Annex 13 Exchanging the gearbox oil and the gearbox oil filter

Gearbox with oil cooler:

Item	Part Number	Description 1	Description 2	Quantity
1	03-7212-K004001	Filter element		1
3	NM-0000-0150401	O-Ring	DIN 3771-25x2,5-80FKM610	1
5	NM-0000-0021701	Sealing Ring	DIN 7603-A18x24-AI	1
6	NM-0000-0188601	Sealing Ring	18x24x1,5-Viton 80	1

■ **CAUTION:** The regulations regarding the disposal of waste oil must be observed. Never discharge waste oil into the sewage system or the ground.

■ **CAUTION:** Only use an original Continental Aerospace Technologies GmbH gearbox oil filter. Use only gearbox oil which is specified in Chapter 3, Section 3.5 of this Manual.

1. Warm up the engine until the gearbox oil has a temperature of 50°C.
2. Loosen the oil drain plug of the gearbox. Catch the oil with an appropriate container. See Fig. 6.42.

■ **CAUTION:** The regulations regarding the disposal of waste oil must be observed. Never discharge waste oil into the sewage system or the ground.

◆ **Note:** A sample of the oil and the used oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.

Quantity of oil sample: 100ml

We need this oil samples in case of an occurrence with the engine for investigation reason.

If the engine works fine over engine lifetime the samples can be disposed.

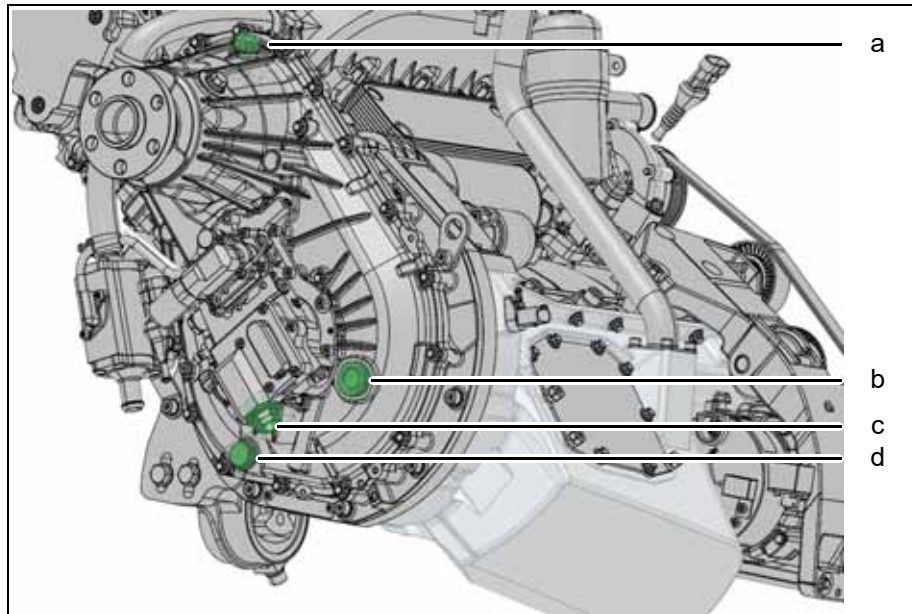


Fig. 6.42 Overview of the gearbox inspection points

- a Oil filler screw
- b Oil level inspection glass
- c Oil filter cap
- d Oil drain plug

3. Check the magnet of the oil drain plug for chips.

■ **CAUTION:** In case of any chips contact Continental Aerospace Technologies GmbH.

4. Remount the oil drain plug with a new sealing ring and tighten it to the specified tightening torque.

Tightening Torque:

25 Nm

-
- **CAUTION:** The sealing ring has 2 different sealing surfaces.
The plane surface of the sealing ring must face the magnet.
-

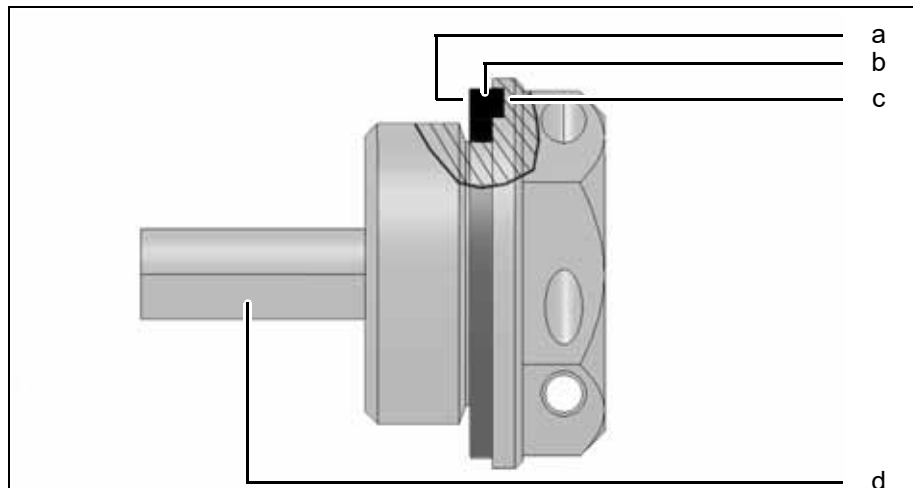


Fig. 6.43 oil drain plug with sealing ring

- a plane surface of the sealing ring
- b sealing ring
- c sealing surface with edge
- d magnet

5. Loosen the filter cap of the gearbox oil filter and remove it. See Fig. 6.43.
6. Remove the oil filter with a M6 screw. See Fig. 6.44.

-
- ◆ **Note:** The used gearbox oil filter must be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.
-



Fig. 6.44 Removal of gearbox oil filter

7. Insert the new gearbox oil filter. For mounting direction see Fig. 6.45 and Fig. 6.46.

■ **CAUTION:** Only use an original Continental Aerospace Technologies GmbH gearbox oil filter.

◆ **Note:** Make sure that the new o-ring is correctly mounted to the new oil-filter. The o-ring is part of the new oil filter (Item 1).



Fig. 6.45 Mounting direction of the oil filter

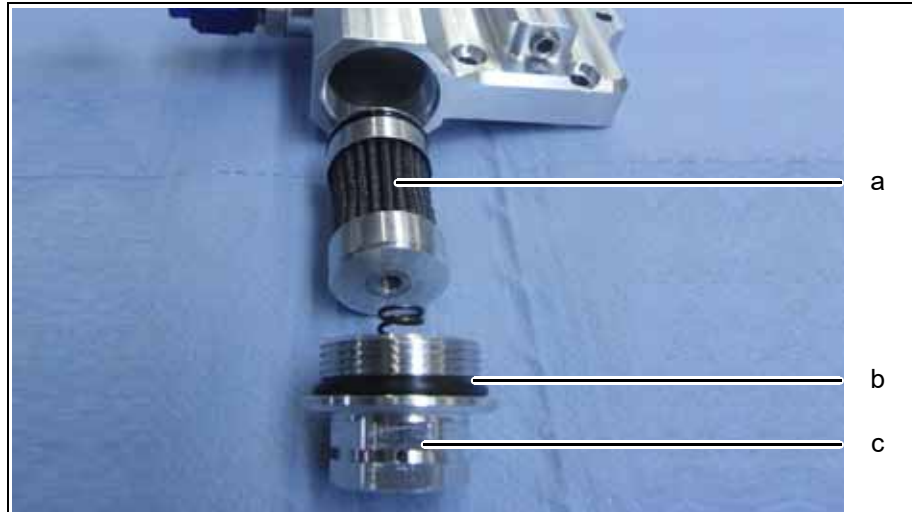


Fig. 6.46 Gearbox oil filter assembling

- a Filter element with o-ring
- b O-ring
- c Filter cap with spring

8. Attach the new o-ring to the filter cap. See Fig. 6.46.

◆ **Note:** Make sure that the spring in the filter cap is fixed.

9. Remount the filter cap and tighten it to the specified tightening torque.
Tightening Torque:
30 Nm
10. Loosen the oil filler screw and remove it. See Fig. 6.43.
11. Fill in the new gearbox oil according to the following details:
 - 1.2 liters

■ **CAUTION:** Do not overfill the gearbox!

■ **CAUTION:** Use only gearbox oil which is specified in Chapter 3, Section 3.5 of this Manual.

◆ **Note:** Before refilling, shake the gearbox oil bottle, in order to mix the gearbox oil and the additives.

12. Remount the oil filler screw with a new sealing ring and tighten it to the specified tightening torque.
Tightening Torque:
25+5 Nm
13. Preset the proportional pressure reducing valve. Refer to RM-02-02.
14. Secure the oil drain plug and the gearbox oil filter cap with a locking wire. See Fig. 6.47.



Fig. 6.47 Lock wire between the oil drain plug and the filter cap

15. Secure the oil filler screw with a lock wire. See Fig. 6.48.



Fig. 6.48 Lock wiring the oil filler screw

16. Do an Engine Test run according Annex 4 of this Chapter.
17. Do a visual inspection and a check for leaks.
18. Check the gearbox oil level according to Annex 9 of this Chapter.

Annex 14 Exchanging the Coolant

▲ **WARNING:** Risk of scalding! The cooling system may be pressurized. Carefully release the pressure before opening the drain plug.

■ **CAUTION:** Do not drain the coolant if its temperature is above 40°C.

1. Draining the coolant:

- Drain the coolant radiator i.a.w. the applicable AMM.
- Open the drain plug at the crank case. Allow the coolant to drain into a collection container.
- After draining reinstall and tighten the drain plug.
Tightening Torque:
30 Nm
- Reconnect the lower hoses of the water radiator and the heat exchanger i.a.w. the applicable AMM.
Tighten the clamps.

2. Filling up new coolant:

- Fill up the cooling system with coolant according to IM-02-02 Chapter 4 by opening the coolant filler.
- Close the cover of the coolant filler.
- Perform a test run according to Chapter 4, Section 4.4.2 of this Manual.
- Check the cooling system for leaks according to Annex 3 of this Chapter.
- Allow the engine to cool down.
- Check coolant level.



Annex 15 Inspecting the Gearbox

The gearbox must be delivered to Continental Aerospace Technologies GmbH for inspection.

To remove and install the gearbox, refer to RM-02-02.

Annex 16 Replacing the Excitation Battery

- **CAUTION:** Never connect a voltage to the alternator when the lines to the excitation battery are not connected. The line to the excitation battery carries a voltage from the alternator and must therefore not come into contact with a ground connection or similar.

- ◆ **Note:** The place where the excitation battery is installed depends on the aircraft installation.

28V-Version

1. Disconnect the excitation batteries (b).
2. Remove the upper excitation battery holder (a). To do this, undo the two screws (c).

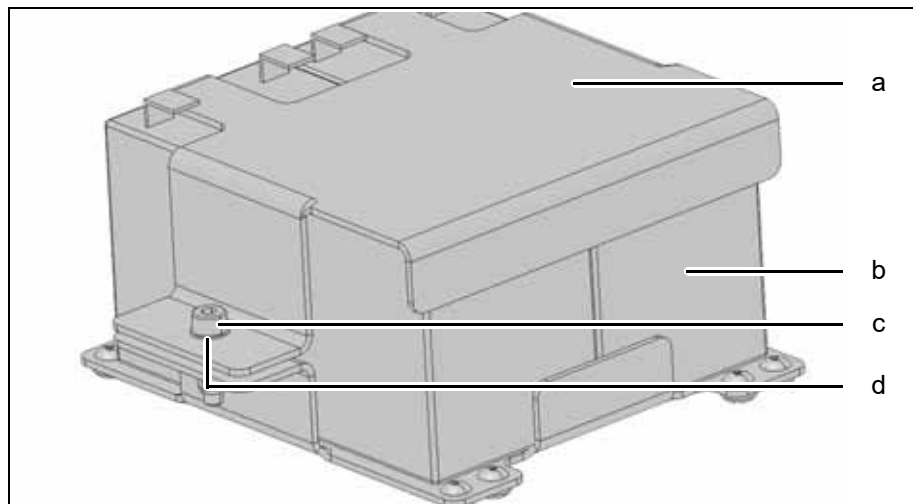


Fig. 6.49 Excitation battery holder (28V)

- a Upper excitation battery holder, P/N: 20-3940-H0023xx
b Excitation battery, P/N: 20-3940-H002101
c Screw, excitation battery holder, P/N: NM-0000-00209xx
d Washer, P/N: NM-0000-00150xx

3. Replace the excitation batteries (b).
4. Fit the upper excitation battery holder to the lower excitation battery holder using two screws (c) and two washers (d).

Tightening torque:

3.5 Nm

5. Connect the wiring harness to the excitation batteries. The blue cable lug is pushed onto the black connection (-) of the first excitation battery. The short connection line connects both excitation batteries (series connection). The red cable lug is pushed onto the red connection (+) of the second excitation battery. Afterwards, connect the wiring harness to the wiring harness of the alternator regulator ("Exc. Batt" plug connection).

Annex 17 FADEC Software Update

Hardware Requirements

This software has been designed for Microsoft Windows 2000/XP/Vista. For proper functionality, the Microsoft .Net framework version 3.5 or newer is required (Windows Vista already contains this). If you don't have a proper .NET version installed, please download the framework at www.microsoft.com/net.

◆ **Note:** Administrative privileges are required during the installation of the software.

Installation and De-installation

1. Please start installation of the software by double-clicking the setup file that you have received.
2. Follow the instructions given to you during the process. Afterwards, you can start the program by using the link on your computer's desktop.

◆ **Note:** In order to uninstall the FADEC Updater, please use the uninstall option found under Add/Remove Software or execute the uninstaller in the installation directory.

Update Process

1. For updating FADEC software, please attach the USB CAN interface to the FADEC and your computer.
2. Battery switch - „**ON**“
3. Engine master switch - „**ON**“

■ **CAUTION:** Do NOT start the engine!

4. Start the FADEC Updater program.

■ **CAUTION:** Make sure that no other program is running or accessing the FADEC during update.

5. Press "Start Update" to continue to the current information screen. The attached FADEC will be scanned for current firmware and mapping information. See Fig. 6.50.



Fig. 6.50 Start Update

- Current firmware, mapping and serial number of the FADEC as well as information about the aircraft type is displayed. Also, for each FADEC an update status is displayed. See Fig. 6.51.

■ **CAUTION:** Check all information for correctness. If there are doubts about the correctness of the information or if there are any questions about the update process, please contact Continental Aerospace Technologies GmbH before proceeding.



Fig. 6.51 Information displayed

- If all information is correct, proceed to the next step by pressing "Update".

- The current update status is displayed in the lower left corner. See Fig. 6.52.

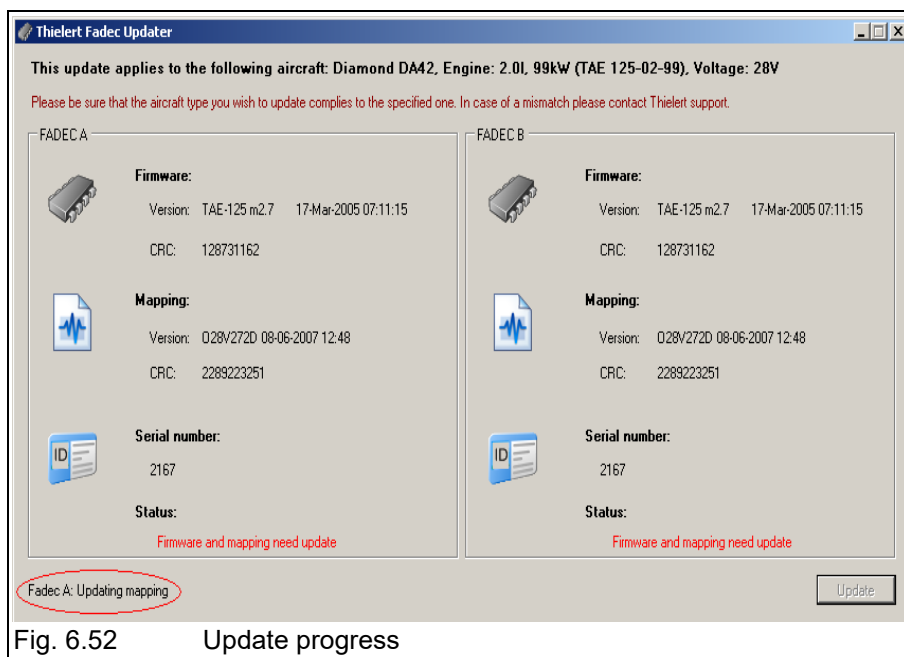


Fig. 6.52 Update progress

- After a successful update, the following message will appear. Please press "OK" to proceed to the next step. See Fig. 6.53.

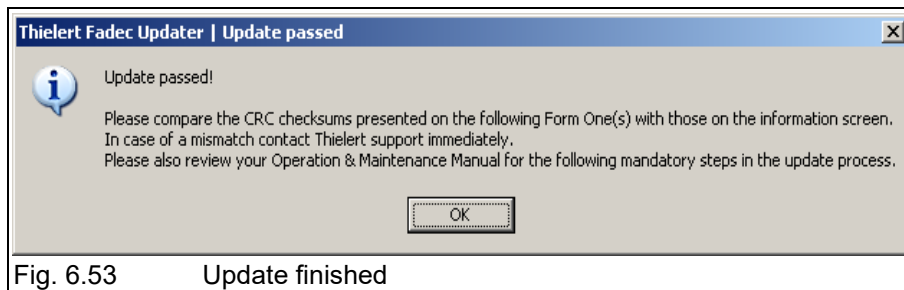


Fig. 6.53 Update finished

- You will be presented the EASA Form 1. Please compare the CRC checksum on the EASA Form 1 (see Fig. 6.55) with the checksum on the information screen (see Fig. 6.56).

■ Note:

In case the update fails please check your CAN connection and power supply for the FADEC. You can then restart the application and go back to step 5. The Updater will recognize the previously failed update and ask you what to do. As long as you are connected to the **same** FADEC as before you can retry the update by clicking on 'Yes' (see Fig. 6.54). If you are connected to another FADEC please select 'No'.

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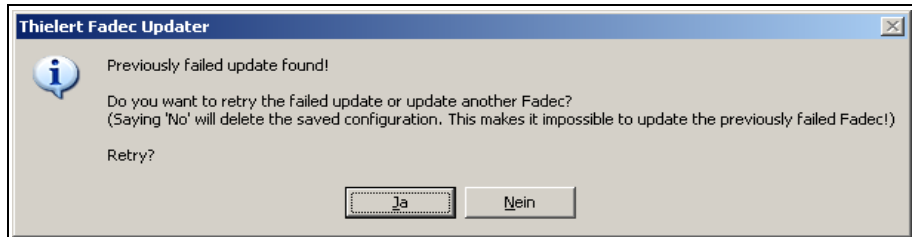


Fig. 6.54 Previously failed update

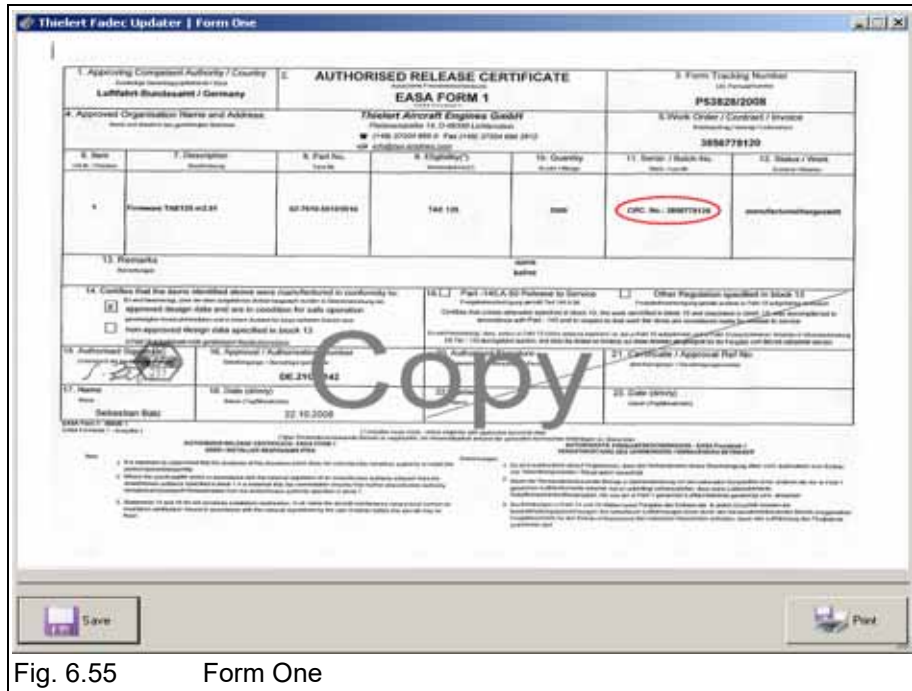


Fig. 6.55 Form One

11. Please save the Form 1.

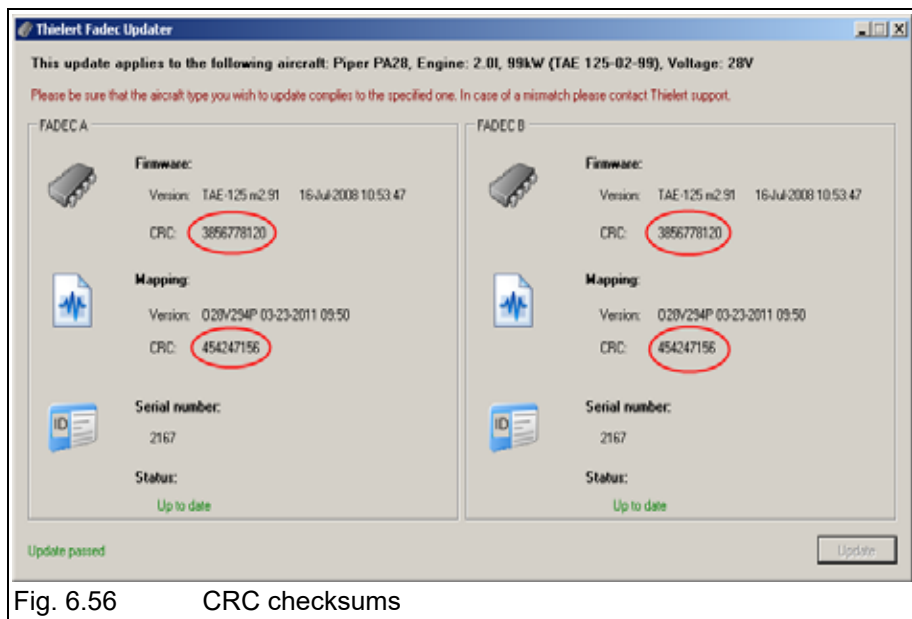


Fig. 6.56 CRC checksums

12. If both firmware and mapping have been updated, a second Form 1 will be presented when closing the first one (see step 11).
13. After comparing the checksums you may close the FADEC Updater.
14. Perform a „Diagnostic Reset“. Refer to Section 7 „Clearing Diagnostic Warnings“ in Annex 10 of this Chapter.
15. Start the FADEC Service Tool.
16. Compare the CRC checksums with those found on the Form 1(s) (see Fig. 6.55 and Fig. 6.56).

■ **CAUTION:** The CRC checksums presented by the FADEC Service Tool need to match exactly with those on the Form 1(s). In case of a mismatch contact Continental Aerospace Technologies GmbH immediately!

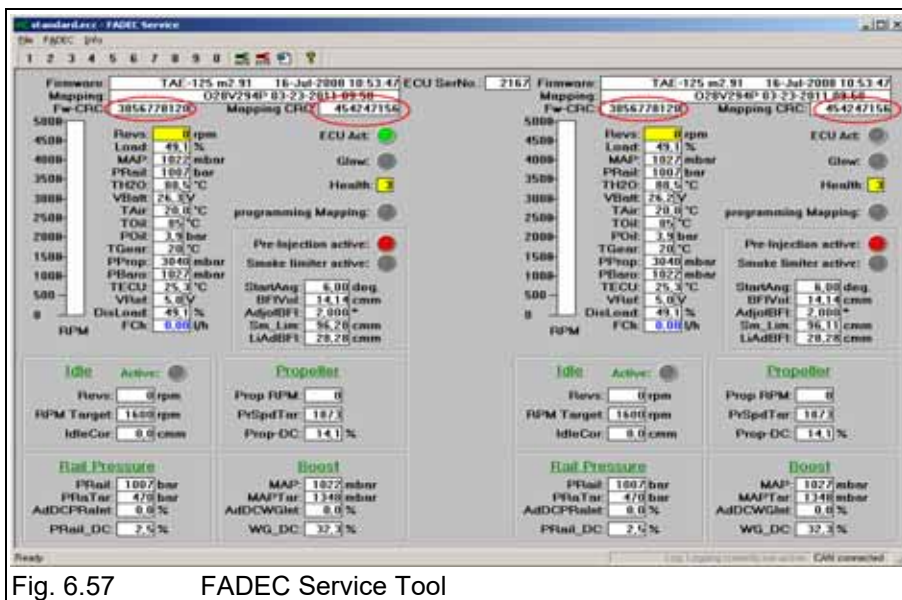


Fig. 6.57 FADEC Service Tool

17. Disconnect the USB CAN interface from the FADEC and your computer.
18. Engine master switch - „OFF“
19. Battery master switch - „OFF“

Annex 18 Inspecting the Fuel Feed Pump

The fuel feed pump must be delivered to Continental Aerospace Technologies GmbH for inspection.

To remove and install the fuel feed pump, refer to RM-02-02.

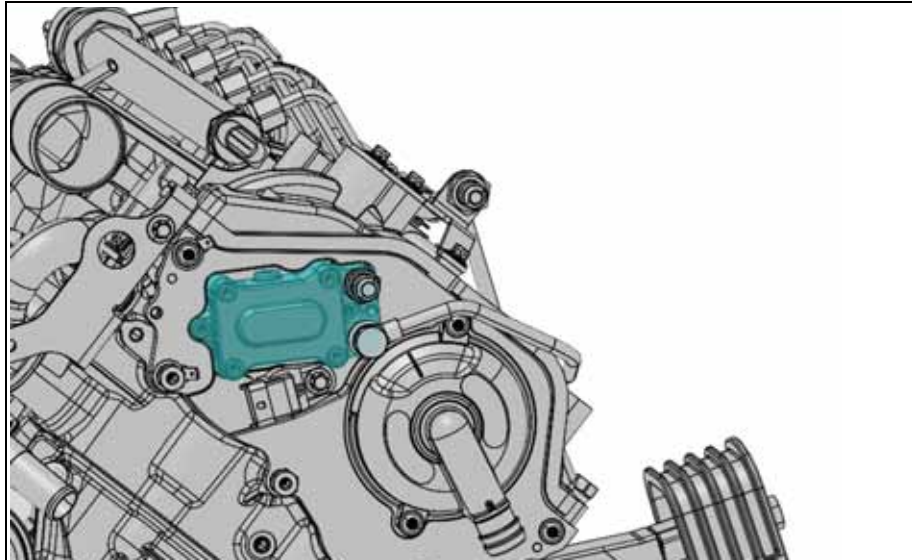


Fig. 6.58 Fuel Feed Pump

Annex 19 Inspecting the V-Ribbed Belt Pulleys

This is a visual inspection.

Check all pulleys for leakage, pulleys must not show any signs of damage. Damaged or leaking pulleys must be replaced.

For more details see RM-02-02.

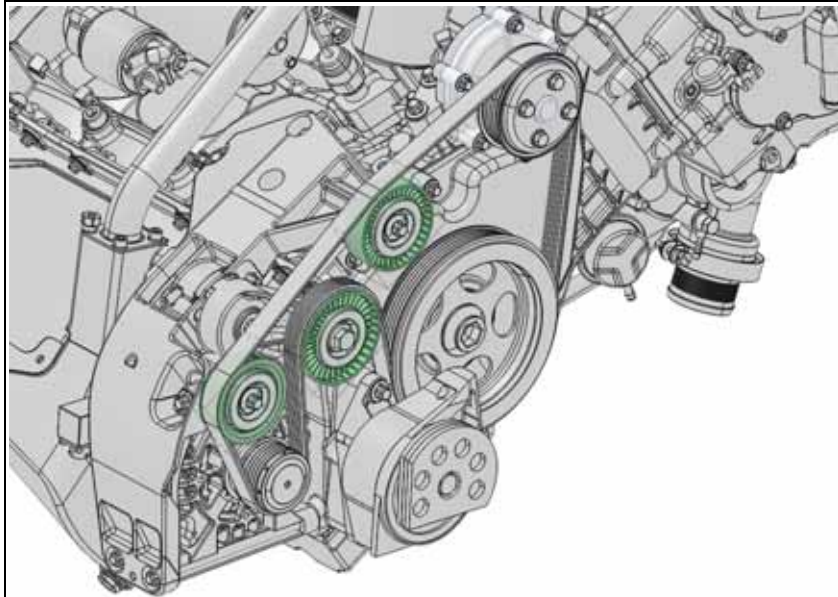


Fig. 6.59 Inspecting the V-Ribbed Belt Pulleys



Fig. 6.60 Inspecting the V-Ribbed Belt Pulleys
OK



Fig. 6.61 Inspecting the V-Ribbed Belt Pulleys
NOT OK - needs to be replaced



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Maintenance Schedules

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7 Emergency Procedures

■ **CAUTION:** If the FADEC has been operated by the battery only, a temporary decrease of the rotational speed is possible by switching on the Alternator. In any case leave the Alternator switched on.

◆ **Note:** The following steps must be taken in the event of power loss or engine failure!

7.1 Power Loss

In the event of power loss, move the load selector fully forward (takeoff power position) and select a fuel tank with sufficient fuel level.

7.2 FADEC Operation

The FADEC system consists of two identical and independent FADEC-halves, which continually monitor each others status. In normal operation, the manual Force B switch should be switched to the "A" position. This means that FADEC A (Engine Control Unit A) is actively controlling the engine, and FADEC B is in stand-by mode. If the FADEC system detects a problem with channel A, the FADEC A light begins to flash and the system automatically switches over to FADEC B. If the FADEC system detects a problem with channel B, the FADEC B light begins to flash, and the system automatically switches to whichever channel is the healthiest.

If the Force B switch is in the "B" position, only FADEC B will be allowed to actively control the engine. In this position, the FADEC system cannot switch automatically between channel A and B. This position is necessary only if the FADEC system does not switch automatically to the healthiest channel in the event of abnormal engine behavior.

▲ **WARNING:** It is strongly recommended to always operate with the Force B switch in the "A" position, as this will allow the FADEC system to choose automatically the healthiest channel.

7.3

Engine System Malfunction

-
- ◆ **Note:** The FADEC consists of two components that are independent of each other: FADEC A and FADEC B. In case of malfunctions in the active FADEC, it automatically switches to the other.
-

7.3.1

One FADEC light flashing

1. Press FADEC test button at least 2 seconds
(refer to Chapter 4, Section 4.4.3, Page 7 of this Manual)
2. FADEC lights extinguished (temporary failure):
 - a) Continue flight normally
 - b) Inform service center after landing. The lights will illuminate after the ignition has been switched off and on.
3. FADEC lights steady illuminated (steady failure or high category failure):
 - a) Observe the other FADEC lamp
 - b) Fly to the next airfield or landing strip
 - c) Select an airspeed according to the appropriate POH
 - d) Inform service center after landing

7.3.2 Both FADEC lights flashing

◆ **Note:** The Load Display may not correspond to the current value.

1. Press FADEC-Testbutton at least 2 seconds (refer to Chapter 4, Section 4.4.3, Page 7 of this Manual)
2. FADEC lights extinguished (temporary failure):
 - a) Continue flight normally
 - b) Inform service center after landing. The lights will illuminate after the ignition has been switched off and on.
3. FADEC lights steady illuminated (steady failure or high category failure):
 - a) Check the available engine power
 - b) Expect engine failure
 - c) Flight can be continued, however the pilot should
 - select an airspeed according to the appropriate POH
 - fly to the next airfield or landing strip
 - be prepared for an emergency landing
 - d) Inform service center after landing

7.3.3 Abnormal engine behavior

If abnormal engine behavior should occur during flight and the FADEC does not automatically switch over to FADEC B, it is possible to switch over to FADEC B manually using the "Force B" switch. However, this switch position prevents the auto-monitoring between the two FADEC halves.

▲ **WARNING:** It is strongly recommended to always operate with the Force B switch in the automatic position, as this will allow the FADEC system to choose automatically the healthiest FADEC.

Before attempting to restart the engine when on the ground, check the plug and socket connections according to Chapter 6, Annex 7, Page 18 of this Manual and carry out the "Pre-Flight Check" as described in Chapter 6, Section 6.1, Page 2 of this Manual.

7.4 Restart after Engine Failure

Try to determine the reason for engine malfunction.

◆ **Note:** The propeller probably continues to windmill. A stopped propeller may indicate a major mechanical defect. In this case use starter assisted restart with extreme caution.

1. Air speed according to the Pilot Operating Handbook
2. Glide below 13,000ft
3. Fuel selector to a tank with sufficient fuel quantity
4. Electric fuel pump (if installed) - ON
5. Load Selector - "IDLE"
6. FADEC Switch - Check AUTO
7. Engine Master - "OFF", then "ON" *
(if necessary, repeat multiple times in 1,000ft steps);
(if the propeller does not turn, then additionally Starter "ON")
8. Check engine power: Load lever slowly to 100%
9. Check engine parameters, altitude and airspeed

◆ **Note:** In absence of mechanical defects prohibiting a successful restart it was demonstrated that even in a worst case setting (low grade fuel quality and cold environmental conditions) the engine restarts at altitudes below 10,000ft.

If engine does not restart:

10. Perform a precautionary landing on the nearest airfield or landing strip.

* The propeller will normally continue to turn as long as the airspeed is above 65 KIAS. If the propeller stops at an airspeed of 65 KIAS or more, the reason should be found out before a restart is attempted. If it is obvious that the engine or propeller is jammed, do not use the Starter.

7.5 Fire in the Engine Compartment

1. Fuel shut-off valve - "**CLOSED**"
2. Engine master switch - "**OFF**"
3. Electric fuel pump (if installed) - "**OFF**"

▲ **WARNING:** If this action does not extinguish the fire, a safety or emergency landing must be initiated. Related data in the Pilot's Operating Handbook must be taken into account.

7.6 Air in the Fuel System (During Flight)

1. Move the fuel tank selector to a tank with sufficient fuel
2. Electric fuel pump (if installed) - "ON"
3. Engage the starter

▲ **WARNING:** If there is air in the fuel system, the engine stalls within a few seconds. It takes about 15 seconds before the engine restarts.

▲ **WARNING:** The high-pressure pump has to be inspected before the next flight.

7.7 Oil Pressure too Low (During Flight)

1. Reduce power as quickly as possible
2. Monitor the oil pressure:
 - a) If the oil pressure rises into the green, continue flight with a power setting which keeps the oil pressure in the green, if possible.
 - b) If the oil pressure remains too low, expect engine failure and prepare for an emergency landing.

◆ **Note:** If the engine fails due to low oil pressure, the propeller will also stop turning. The glide ratio of an aircraft with a stopped propeller is higher than with windmilling, so that the range for an emergency landing increases. Related data in the Pilot's Operating Handbook must be taken into account.



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Emergency Procedures

Revision no.: 1
Revision date: 06.10.2022

Change of Hands



Continental Aerospace Technologies GmbH
 Platanenstraße 14
 D-09356 St. Egidien
 GERMANY

Dear Engine Owner,

To enable a smooth supply of instructions for continued airworthiness, we kindly request you to fill out this form, when you sell your engine or aircraft.
 Please send this form by e-mail, fax or post to Continental Aerospace Technologies GmbH.

A	Vendor	Name:	
		Adress:	
		Tel.:	
		E-Mail:	
B	Buyer	Name:	
		Adress:	
		Tel.:	
		E-Mail:	
C	Engine	Type Designation:	Serial number:
D	Aircraft	Manufacturer:	Type:
		Registration / state of operation:	
E	Confirmation	_____ Date Sign	

Engine Maintenance Checklist - After the 3rd - 6th operating hour

1. General

Enter the applicable data in the blocks below:

Engine	Type Designation:	Serial number:
	Hours, TTSN/STSO:	
Aircraft	Manufacturer:	Type:
	Registration:	Operating Hours:
Check	Engine Maintenance Check - After the 3rd - 6th operating hour	Date:

2. Engine Maintenance Checklist

Inspection Items	Initials
Check the oil system for leakage (refer to Chapter 6, Annex 2 of this Manual)	
Check the fuel system for leakage (refer to Chapter 6, Annex 2 of this Manual)	
Check the cooling system for leakage (refer to Chapter 6, Annex 3 of this Manual)	
Visually inspect the air filter	
Visually inspect hoses and fuel pipes	
Visually inspect the FADEC sensors (refer to Chapter 6, Annex 7 of this Manual)	
Visually inspect the exhaust system	
Visual inspection of the v-ribbed belt (refer to Chapter 6, Annex 1 of this Manual)	

Engine Maintenance Checklist - After the 3rd - 6th operating hour Revision no.: - Revision date: -	Chapter: Checklist Issue: 1 Issue date: 25.09.2020 Page: 1 Content: 2
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Inspection Items	Initials
<p>Perform an engine test run</p> <p>according to Chapter 4, Section 4.4.2, Page 5 of this Manual, read out the FADEC. E-mail both the Real Time Log Files and Event Log Files to Continental Aerospace Technologies GmbH (refer to Chapter 6, Annex 10 of this Manual)</p>	
<p>Exchange the gearbox oil filter (refer to Chapter 6, Annex 8 of this Manual)</p> <p>The used gearbox oil filter should be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The sample will be required for a later long-run analysis. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.</p>	
<p>Check the presetting of the proportional pressure reducing valve (refer to RM-02-02).</p>	

FINAL INSPECTOR

in block letters

date, signature

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Engine Maintenance Checklist
- After the 3rd - 6th operating hour

Revision no.: -
Revision date: -



Engine Maintenance Checklist - General

1. General

Enter the applicable data in the blocks below:

Engine	Type Designation:	Serial number:
	Hours, TTSN/STSO:	
Aircraft	Manufacturer:	Type:
	Registration:	Operating Hours:
Check	(100, 200, 300, 400hr..., Annual Inspection)	Date:

2. Engine Maintenance Checklist

◆ Note: Signing with your initials carried out checks and strike out not carried out checks of the checklist.

Inspection Items	Interval (Engine operation hours)							Time	Initials
	100	200	300	600	900	1200			
Protect engine against corrosion. Start-up the engine for at least 20 minutes (refer to Chapter 4, Section 4.2, Page 2 of this Manual)							every month		
Visual inspection of all fuel, oil, cooling system lines and hoses for chafe marks (refer to RM-02-02)	x	x	x	x	x	x			
Replace all fuel, oil and cooling system lines Flexible hose / hose assemblies replacement times are in-service times. In-service times must be determined by 1. the date the aircraft was licensed, if new or 2. the date entered in the logbook for the replacement hose placed in service. Do not use the date stamped on the hose / hose assembly, as time may be included for shelf life, and not in-service use.							every 60 month		

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Inspection Items	Interval (Engine operation hours)							Time	Initials
	100	200	300	600	900	1200			
Visual inspection of the engine mount for chafe marks	x	x	x	x	x	x			
Visually inspect the air filter	x	x	x	x	x	x			
Visual inspection of the cooling system	x	x	x	x	x	x			
Check the mixture ratio of the coolant	x	x	x	x	x	x			
Exchange coolant (refer to the aircraft manufacturer's specifications)							x every 24 month		
Test the cooling system under pressure at 2.3 bar Duration: 2 minutes. Max. 2.3 bar must not be exceeded! Afterwards check for leakage (refer to the aircraft manufacturer's specifications).	x	x	x	x	x	x			
Visual inspection of the oil system (refer to Chapter 6, Annex 2 of this Manual)	x	x	x	x	x	x			
Visual inspection of the fuel system (refer to Chapter 6, Annex 2 of this Manual)	x	x	x	x	x	x			
Replace the fuel filter (refer to the aircraft manufacturer's specifications)	x	x	x	x	x	x			
Visual inspection of the FADEC sensors (refer to Chapter 6, Annex 7 of this Manual)	x	x	x	x	x	x			
Visual inspection of the exhaust system	x	x	x	x	x	x			
Visual inspection of the clamp on the turbocharger	x	x	x	x	x	x			
Visual inspection of the v-ribbed belt (refer to Chapter 6, Annex 1 of this Manual)	x	x	x	x	x	x			
Replace v-ribbed belt (refer to RM-02-02)							x		
Check the airframe fuel pump (refer to the aircraft manufacturer's specifications)	x	x	x	x	x	x			

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Inspection Items	Interval (Engine operation hours)							Initials
	100	200	300	600	900	1200	Time	
<p>Perform an engine test run according to Chapter 4, Section 4.4.2, Page 5 of this Manual and read out the FADEC. E-mail both the Real Time Log Files and Event Log Files to Continental Aerospace Technologies GmbH (refer to Chapter 6, Annex 10 of this Manual).</p>	x	x	x	x	x	x		
<p>Exchange the engine oil and the oil filter (refer to Chapter 6, Annex 5 of this Manual);</p> <p>A sample of the oil and the used oil filter should be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The sample will be required for a later long-run analysis. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.</p> <p>Quantity of oil to be taken for sample: 100ml</p>	x	x	x	x	x	x	every 12 month	
<p>Exchange gearbox oil and the gearbox oil filter (refer to Chapter 6, Annex 13 of this Manual);</p> <p>A sample of the oil and the used gearbox oil filter should be labeled, stored in a clean container and made available to Continental Aerospace Technologies GmbH on request for the complete engine life time. The sample will be required for later long-run analysis. The label must show the aircraft serial number, registration number, engine serial number, operation time and date.</p> <p>Quantity of oil to be taken for sample: 100ml</p>	x	x	x	x	x	x	every 12 month	
<p>Check the presetting of the proportional pressure reducing valve (refer to RM-02-02)</p>	x	x	x	x	x	x		
<p>Replace air filter</p> <p>When replacing the air filter check carefully that no foreign objects are in it.</p>		x		x		x		
<p>Replace high-pressure pump (refer to Chapter 6, Annex 11 of this Manual)</p>				x		x		
<p>Replace the alternator (refer to Chapter 6, Annex 12, Page 41 of this Manual)</p>				x		x		
<p>Replace excitation battery of the alternator (refer to Chapter 6, Annex 16 of this Manual)</p>							every 12 month	
<p>Replace high-pressure pump (refer to Chapter 6, Annex 11 of this Manual)</p>				x		x		

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Inspection Items	Interval (Engine operation hours)							Initials
	100	200	300	600	900	1200	Time	
Replace rail pressure valve (refer to RM-02-02)				x		x		
Replace Injectors (refer to RM-02-02)				x		x		
Inspect the dual mass fly wheel (refer to RM-02-02, Chapter 72-10.19)				x		x		
Replace engine shock mounts						x		
Replace v-ribbed belt (refer to Chapter 6, Annex 1 of this Manual)						x		
Inspect fuel feed pump (refer to Chapter 6, Annex 18 of this Manual)						x		
Exchange coolant (refer to Chapter 6, Annex 14 of this Manual)						x		
Replace proportional pressure reducing valve (part of the gearbox)						x		
Inspect gearbox (refer to Chapter 6, Annex 15 of this Manual)						x		
Inspect timing chain (refer to RM-02-02, Chapter 05-20.04)						x		
FADEC maintenance (to be carried out by the engine manufacturer)							every 72 month	

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FINAL INSPECTOR

in block letters

date, signature

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