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SB CG 125-1030 P1, Rev. 8

SERVICE BULLETIN PRIORITY 1 – SAFETY

Service Bulletin No. / Date: SB CG 125-1030 P1, Rev. 8 / March 30, 2026

Subject: Additional Coolant Liquid Analysis

Type affected: TAE 125-02-125 (CD-170)

Models affected: all

Classification: Category P1 – Safety

Time of Compliance: The coolant analysis shall be accomplished within the next 5 flight hours or with the next maintenance action, whichever occurs first.
Further operation is **not** permitted until the results of the analysis are available, if G48 coolant is used.
Further operation is permitted until the results of the analysis are available, if G40 coolant is used.

Only a FADEC data readout has to be carried out within the above-mentioned compliance time if the coolant has been exchanged during the last 50 flight hours. The coolant analysis has to be accomplished after the coolant has been used for 50 flight hours. If the coolant analysis results passed, the next coolant analysis must be done according to OM-02-02B. If the coolant analysis results exceeded the limits and corrective actions were done, the recurring time remains 50h, until the coolant analysis results passes the test.

Note: The acceptable ranges of the coolant liquid analysis have been tightened with Rev. 2 of this Service Bulletin. Silicon and glycolate have been added with Rev. 2 and 3 of this Service Bulletin. Limits for G40 coolant type have been added with Rev. 4 of this Service Bulletin. All analyses which have been carried out according to a previous issue of this Service Bulletin have to be reassessed relating to the new limits (except silicium). In case of exceeding the newly defined limits Continental Aerospace Technologies GmbH must be informed to coordinate further steps. Depending on the cylinder head P/N and the used coolant type new procedures are published to handle the Service Bulletin.

Checked T. Kreißl, CVE	Approved D. Hartung, Office of Airworthiness
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Replaces Service Bulletin No. / Date:
SB CG 125-1030 P1, Rev. 7 / February 6, 2026

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Reason: In the cooling system, instances of coolant contamination have been detected, which may potentially lead to corrosion damage in the engine's coolant circuit. Consequently, this can result in coolant loss and engine overheating during operation. Further analysis have shown that G40 coolant has a better corrosion protection which allows a less restrictive handling, compared to G48. Additionally, the cylinder head with P/N 05-7231-K0243xx was improved to withstand the coolant contamination.

Correction: Take a coolant sample according to Annex B and carry out a coolant liquid analysis in accordance with the attached table, submit either the results or the sample taken to Continental Aerospace Technologies GmbH for further analysis. Additionally, an extended FADEC download is required. (Red Wrench – FADEC Service Tool)

In case of the coolant has been exchanged during the last 50 flight hours an extended FADEC download is sufficient, coolant sample must be taken after the coolant had been in use for 50 flight hours.

When the TAE-125-02-125 engine is installed in a Tecnam P2010 TDI, SB 719-CS shall be applicable and a coolant system check must be performed in accordance with the relevant instructions (including dedicated Tecnam temporary revision or later approved AMM revision).

In case of using cylinder head with P/N 05-7231-K0202xx:

If either aluminum or fluoride exceeds its limit and G48 is used, replace the cylinder head with P/N 05-7231-K0243xx is requested in accordance with RM-02-02, Chapter 72-30.13 Issue 5, Rev. 0 or later approved revision before refilling the coolant.

Note: The acceptable ranges for aluminum and fluoride have been tightened with Rev. 2 of this Service Bulletin. Silicon and glycolate have been added with Rev. 2 and 3 of this Service Bulletin. Refer to Table 1 of Appendix A.

Furthermore, if any other limit (see appendix A) exceeds the acceptable range, it is necessary to drain the coolant system, flush the coolant system and refill it with new coolant G40 in accordance with the applicable engine and aircrafts manuals to both eliminate contamination of the coolant and restore the anti-corrosion properties of the coolant.

In case of using cylinder head with P/N 05-7231-K0243xx:

If any published limit (see Appendix A) exceeds the acceptable range, it is necessary to drain the coolant system, flush the coolant system and refill it with new coolant G40 in accordance with the applicable engine and aircrafts Manuals to both eliminate contamination of the coolant and restore the anti-corrosion properties of the coolant.

Note: The acceptable ranges for aluminum and fluoride have been tightened with Rev. 2 of this Service Bulletin. Silicon and glycolate have been added with Rev. 2 and 3 of this Service Bulletin. Refer to Table 1 of Appendix A.

Note: Limits for G40 coolant type have been added with Rev. 4 of this Service Bulletin.

Note: The G40 limit for Potassium in Table 2 has been deleted with Rev. 5 as it is possible that in different regions of the world the mixture of



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G40 differs from the European mixture and therefore the concentration value can be much higher than expected.

Note: A separation between the cylinder head versions was introduced in Rev. 6. If G48 was used and a coolant exchange is required, it is also necessary to change to G40 as the new coolant type. A decision tree is shown in Appendix D.

Remarks: Coolant sample analysis:
Labor effort: 0.5hr

Coolant exchange:
Labor effort: 4hr

Cylinder head exchange:
Labor effort: 16hr

Approval: The technical content of this document is approved under the authority of the DOA ref. EASA.21J.010.

Attachments: Appendix A: Materials; Methods; Limits
Appendix B: Instruction to take coolant sample
Appendix C: Identifying Cylinder Head
Appendix D: Decision Tree

Appendix A: Material, Methods and Limits

Num	Name	Note	Method	Unit	Acceptable Range	
					min	max
1	Glycol concentration		see RM-02-02	% [Vol/Vol]	45	55
2	Freezing point	alternative (1)	see RM-02-02	°C	-40	-36
3	pH-value 25°C		ASTM D1287	-	6.5	8.5
4	Water hardness		ASTM D6130	°dH	0	15
5	Alkaline earths ions	alternative (4)	ASTM D6130	mmol/l	0	2,7
6	Sulphate		ASTM D5827	mg/l	0	100
7	Chloride		ASTM D5827	mg/l	0	100
8	Fluoride		ASTM D5827	mg/l	0	20
9	Potassium (K)		ASTM D6130	mg/l	0	350
10	Aluminum (Al)		ASTM D6130	mg/l	0	2.5
11	Silicon (Si)		ASTM D6130	mg/l	60	---
12	Glycolate		ASTM D5827	mg/kg	0	400

Table 1: Limit values for G48 coolant type

Num	Name	Note	Method	Unit	Acceptable Range	
					min	max
1	Glycol concentration		see RM-02-02	% [Vol/Vol]	45	55
2	Freezing point	alternative (1)	see RM-02-02	°C	-40	-36
3	pH-value 25°C		ASTM D1287	-	6.5	8.5
4	Water hardness		ASTM D6130	°dH	0	15
5	Alkaline earths ions	alternative (4)	ASTM D6130	mmol/l	0	2,7
6	Sulphate		ASTM D5827	mg/l	0	100
7	Chloride		ASTM D5827	mg/l	0	100
8	Fluoride		ASTM D5827	mg/l	0	20
9	Aluminum (Al)		ASTM D6130	mg/l	0	2.5
10	Silicon (Si)		ASTM D6130	mg/l	60	---
11	Glycolate		ASTM D5827	mg/kg	0	200

Table 2: Limit values for G40 coolant type



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Appendix B: Instruction to take coolant sample

Note: It is important to take the coolant sample according to the following guideline and to use the expansion tank for taking the coolant sample.

How to remove the coolant

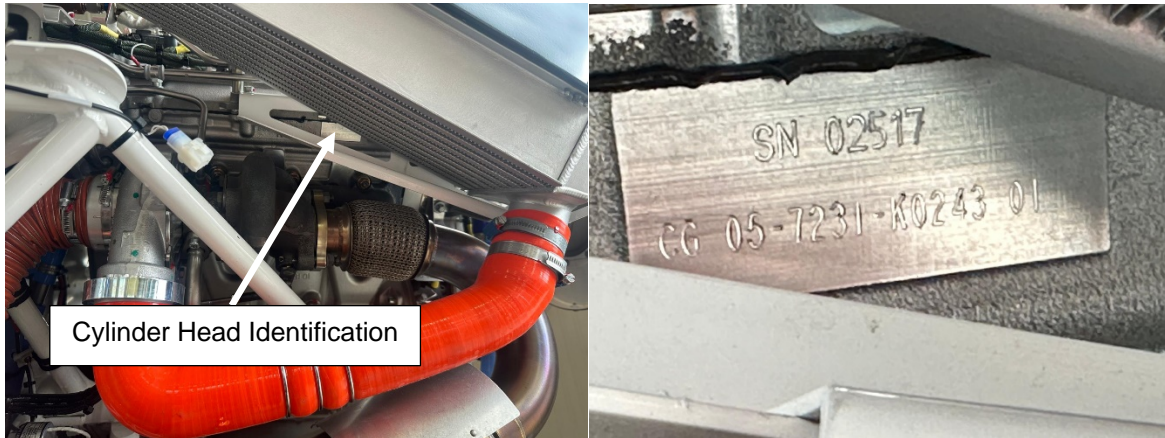
1. Perform an engine test run according to OM-02-02B; Annex 5 to circulate the cooling system.
2. Let the engine cool down (T_{H_2O} max. 10°C above ambient temperature)
3. Remove expansion tank cap
4. Remove coolant (min. 100ml) and fill it into the test set
 - a. Ensure that the removal device, hoses etc. are not contaminated with water or other mediums to avoid incorrect measurement results
5. Refill the same amount of coolant into the expansion tank
 - a. Refer to OM-02-02B Chapter 3.5 or AMM of the Aircraft Manufacturer
6. Install expansion tank cap

Ensure that all work on the system is done in accordance to aircraft manufacturer's instructions and Service Bulletins

Labeling of coolant samples

Coolant Sample
Date:
Call sign:
Aircraft S/N:
Engine S/N:
Engine TT [hrs]:
Coolant type:
Coolant TT [hrs]:
Remarks:

Appendix C: Identifying Cylinder Heads



Appendix D: Decision Tree

