



**Technify
Motors**

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SB TMG 601-1011 P1, Rev.2

SERVICE BULLETIN

PRIORITY 1 - SAFETY

Service Bulletin No. / Date: SB TMG 601-1011 P1, Revision 2 / July 20, 2017

Subject: Engine mount inspection - P/N 20-7120-H0037 03 only

Type affected: Cessna C172 (Reims F172) with
TAE 125-02-99 or TAE 125-02-114
as well as engine mount P/N 20-7120-H0037 03

Models affected: All C172 (F172) with the following serial numbers of
P/N 20-7120-H0037 03:

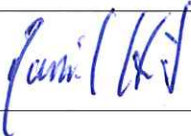

- S/N 0017 to S/N 0033

*Affected are engine mounts shipped between November 2016 and
June 2017, delivered as Retrofit / Conversion-Kit or spare part.*

Classification: Category P1 – SAFETY

Time of Compliance: At the next maintenance inspection and subsequently every 100 flight
hours (within the scope of regular inspection acc. to AMM-20-02).

Reason: Incorrect welding

Checked D. Hirt, CVE		Approved M. Heinrich, Office of Airworthiness	
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Replaces Service Bulletin No. / Date: -
SB TMG 601-1011 P1, Rev.1 / June 16, 2017

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Correction:

1. Overview

The bracket shown in figure 1 is generally welded on by one seam on the inner and outer side at each bracket end (4 seams in total). Each seam is a sectional welding, see figure 4 and 5. For the above listed engine mount serial numbers the red marked welding seams (inner side) shown in figure 2 resp. 4 are missing.

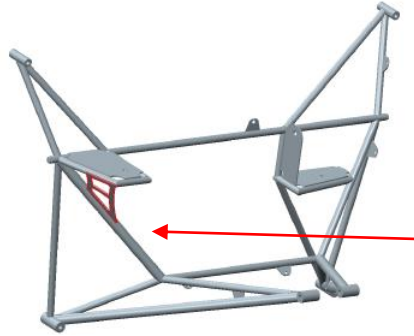


Figure 1: Position Overview



Figure 2: Detailed view
(direction of view: LH to RH)



Figure 3: Missing welding seams



Figure 4: Correct welding seams



2. Inspection

In addition to the engine mount inspection according to AMM-20-02 pay special attention to the outer welding seams shown in figure 5. Visually inspect the seams on cracks and check the bracket for deformation.

Note:

Technify Motors GmbH must be informed immediately in case of cracks or deformation.



Figure 5: Welding seams & bracket to inspect

Remarks:

An incorrect welded engine mount has been successfully tested statically and on fatigue at Technify Motors GmbH. The tests show that the missing welding seams are structurally uncritical. The airworthiness is not affected. However, the affected welding seams have to be inspected more specifically every 100 flight hours.

Approval:

The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval No. EASA.21J.010.