



## Airworthiness Directive

**AD No.:** 2016-0254

**Issued:** 15 December 2016

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

**Design Approval Holder's Name:**

SOLO KLEINMOTOREN GmbH

**Type/Model designation(s):**

Solo 2625 02 mod. 02i engines

**Effective Date:** 29 December 2016

**TCDS Number(s):** EASA.E.128

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 73 – Engine Fuel & Control – Fuel Injection System Control Unit – Modification / Software Update

**Manufacturer(s):**

Solo Kleinmotoren GmbH

**Applicability:**

Solo Model 2625 02 engines, modified in accordance with the instructions of Solo Kleinmotoren GmbH Service Bulletin/Technische Mitteilung (SB/TM) 4600-3 "Fuel Injection System" (also known as Solo 2625 02i engines), all serial numbers (s/n) up to 369/207 inclusive, except s/n 354/194, 356/196, 357/197, 358/198, 361/201, 362/202, 363/203, 364/204 and 368/206.

These engines are known to be installed on, but not limited to, DG-Flugzeugbau powered sailplanes and Schempp-Hirth powered sailplanes.

**Reason:**

Several occurrences have been reported of connecting rod bearing failure.

This condition, if not corrected, could lead to an uncommanded in-flight engine shut-down, possibly resulting in damage to the powered sailplane.



To address this unsafe condition, Solo Kleinmotoren developed a software update for the engine control unit (ECU) to reduce the load on the rod bearings, and issued SB/TM 4600-6, providing instructions to upload the modified software into the ECU.

For the reason described above, this AD requires a modification, updating the ECU software.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Within 60 days after the effective date of this AD, modify the engine in accordance with the instructions of Solo Kleinmotoren GmbH SB/TM 4600-6.
- (2) After modification of an engine as required by paragraph (1) of this AD, do not install a replacement ECU on that engine, and do not upload any software update to the ECU of that engine, unless the ECU software version is as specified in Solo Kleinmotoren GmbH SB/TM 4600-6, or later approved software version.

**Ref. Publications:**

Solo Kleinmotoren SB/TM 4600-6, dated 16 November 2016.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 16 November 2016 as PAD 16-161 for consultation until 14 December 2016. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Solo Kleinmotoren GmbH,  
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