

# Airworthiness Directive Schedule

## Engines

### Continental 6-285-C Series

28 May 2020

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**Notes:** 1. This AD schedule is applicable to the following Continental engine series:

Engine Series:	FAA Type Certificate:
6-285-C/ -CA	E12CE

2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these engines. State of Design ADs can be obtained directly from the FAA website at [http://rgl.faa.gov/Regulatory and Guidance Library/rgAD.nsf/MainFrame?OpenFormeSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFormeSet)
3. The date above indicates the amendment date of this schedule.
4. New or amended ADs are shown with an asterisk \*

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**DCA/CON/148 Oil Pressure Relief Valve - Inspection**

**Applicability:** New O-470, IO-470, IO-520, TSIO-520, GTSIO-520 series engines, and Rebuilt IO-346, 6-285, O-470, IO-470, IO-520, TSIO-520, GTSIO-520 series engines with S/N detailed in Rolls Royce SB T-386.

Also all listed model engines regardless of S/N which have had oil pump assembly oil pressure relief valve screw and/or plunger changed in service during period 1 April 1978 through 5 January 1979.

**Note:** TCM SB M79-2 pertains to the subject of this AD.

**Requirement:** Inspect oil pressure relief valve housing per Rolls Royce SB T-386 and replace any components not conforming with required design. (FAA AD 79-05-09 refers)

**Compliance:** Within the next 50 hours TIS.

**Effective Date:** 6 April 1979

**DCA/CON/176A Cancelled - Refer to Continental Motors Publication M-O**

**Note:** DCA/CON/176A mandated the part replacement requirements in Teledyne Continental SB97-6B. The AD and the SB identified certain parts to be replaced at the next and each subsequent engine overhaul. Continental Motors advised that SB97-6B is no longer active. The requirements in SB97-6B have now been incorporated into the Continental Aircraft Engine Maintenance Manual - Standard Practice for Spark Ignited Engines, Publication M-O.

**Effective Date:** 27 June 2019

**DCA/CON/161 Oil Filter - Removal**

**Applicability:** Models IO-360, L/TSIO-360, IO-346, L/O-470, TSIO-470, IO-520, L/TSIO-520, 6-285, IO-550, and GTSIO-520 series engines, which are installed on, but not limited to the following aircraft: Beech models C33, E33, F33, S35, V35, A36, 36, A36TC, A23, C55, D55, E55, 58, and 58TC; Cessna models R172K, 180 (S/N 53087 and up), 182 (S/N 67042 and up), F182 (S/N 00130 and up), 185 (S/N 03852 and up), 188 (S/N 03474 and up), T188 (S/N 03474 and up), 206 (S/N 05030 and up), 207 (S/N 05227 and up), T207 (S/N 05227 and up), 210 (S/N 63363-63375 and up), T210 (S/N 63373-63375 and up), P210 (S/N 278 and up), T303, 310, 320, P337, T337, 340, 401, 402, 414 series; Mooney Aircraft Corp models M20K and M20K-252TSE series; and Piper models PA-36, PA-28R-201T, PA-28-201T, PA-46-310P, PA-34-200T and PA-34-220T aircraft fitted with Champion P/N CH48108 or CH48109.

**Requirement:** To prevent operation with collapsed oil filter elements which may result in loss of oil pressure and engine failure accomplish the following:

Inspect the engine oil filter, Champion P/N CH48108 or CH48109, and determine the date code of the filter printed on the side of the exterior. Remove from service any filter bearing any of the following date codes prior to further flight: All three digit date codes with "9" as the third digit, or date codes 3J8, 4J8, 1K8, 2K8, 3K8, 4K8, 2L8, 1M8, 1AO, or 2AO. (FAA AD 91-19-03 refers)

**Compliance:** By 29 December 1991

**Effective Date:** 29 November 1991

**DCA/CON/198 AVStar Fuel Servos – Inspection and Replacement**

**Applicability:** All Teledyne Continental Motors (TCM) fuel injected engines fitted with a AVStar Fuel Systems, Inc. (AFS) fuel servo diaphragm P/N AV2541801 or P/N AV2541803.

**Requirement:** To prevent fuel servo failure which could result in loss of engine power and aircraft control, accomplish the following:

1. Review the aircraft records and determine if an AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from an affected production lot listed in AFS MSB No. AFS-SB6 revision 2, dated 6 April 2011 was installed in the fuel servo any time after 20 May 2010. If the fuel servo is found fitted with an affected diaphragm, replace the fuel servo before further flight.
2. Fuel servos with an affected AFS fuel servo diaphragm P/N AV2541801 or P/N AV2541803 from the production lots listed in AFS MSB No. AFS-SB6 revision 2 shall not be fitted to any aircraft. (FAA AD 2012-03-06 refers)

**Compliance:**

1. Within the next 5 hours TIS unless previously accomplished.
2. From 24 February 2012.

**Effective Date:** 24 February 2012