ROTAX®
AIRCRAFT ENGINES

BRP

MAINTENANCE MANUAL

(LINE MAINTENANCE) FOR ROTAX® ENGINE TYPE 912 i SERIES

ref. no.: MML-912 i | part no.: 898743

picture: ROTAX® 912 iS with options

⚠ WARNING

Before starting any maintenance work, please read the Maintenance Manual completely as it contains important safety relevant information. Failure to do so may result in personal injuries including death. Consult the orginal equipment manufacturers handbook for additional instructions!

Translation into other languages might be performed in the course of language localization but does not lie within ROTAX® scope of responsibility.
In any case the original text in English language and the metric units are authoritative.

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GENERAL NOTE

Foreword

Before carrying out maintenance work on the engine, read this Maintenance Manual carefully.
If any passages of the Manual are not clearly understood or in case of any questions, please contact your nearest ROTAX® authorized Aircraft Engines Distributors or their independent Service Center.

BRP-Rotax wishes you much pleasure and satisfaction flying your aircraft powered by this ROTAX®-aircraft engine.

The structure of the Manual follows whenever it is possible the structure of the ATA (Air Transport Association) standards. The aim is the compatibility with the aircraft manufacturers documentation, which means they must then adapt the documentation to their standard.

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Approval*
The technical content of this document is approved under the authority of DOA ref. EASA.21J.048

NOTE

THE APPROVAL IS GIVEN TO ALL CHAPTERS EXCEPT THE AIRWORTHINESS LIMITATIONS SECTION 04-00-00 WHICH IS SUBJECT TO SPECIFIC APPROVAL OF THE EASA.

Current no.	Chapter	Page	Date of change	Remark for approval	Date of approval from authorities	Date of inclusion	Signature
0	INTRO	all	Sept. 01 2018	DOA*			
0	LEP	all	Sept. 01 2018	DOA*			
0	TOA	all	Sept. 01 2018	DOA*			
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Summary of amendments

Summary of the relevant amendments in this context, but without requirement on completeness.

no.	chapter	page	date of change	comment
0	all	all	Sept. 01 2018	new layout and change of company name

Chapter: 00–00–00
GENERAL NOTE

TOPICS IN THIS CHAPTER

GENERAL

In this Manual all ROTAX® 912 i Series engines are described.

NOTE

ROTAX® 912 i Series includes 912 iS, 912 iS Sport and 912 iSc Sport.

Purpose

For detailed information related to aircraft and aircraft/engine installation, maintenance, safety- or flight operation, consult the documentation provided by the aircraft manufacturer and/or dealer.

For additional information on engines, their maintenance or parts, you can also contact your nearest authorized ROTAX® authorized Aircraft Engine Distributor or their independent Service Center.

ROTAX® Distributors

For ROTAX® Authorized Distributors for aircraft engines see latest Operators Manual or the official website www.FLYROTAX.com.

Engine serial number

When making inquiries or ordering parts, always indicate the engine serial number. Due to continuous product improvement, engines of the same engine type might require different support and spare parts. The engine serial number is on the top of the crankcase, behind of the propeller gearbox.

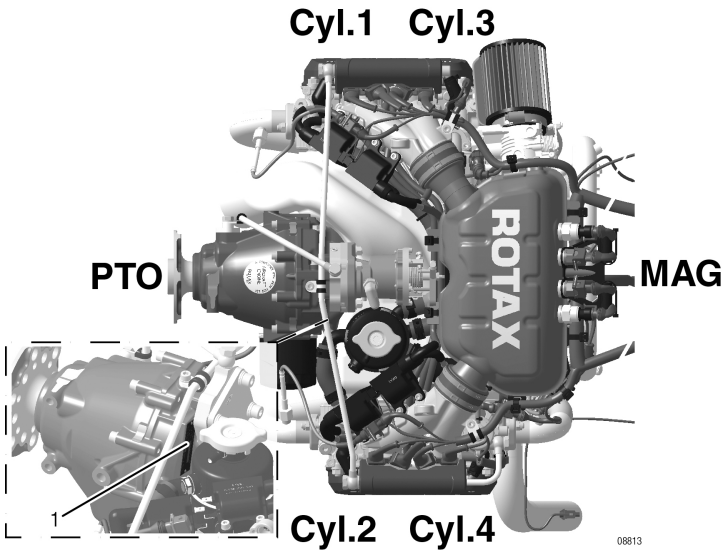

Figure 1.1: Engine serial number

TYPE DESCRIPTION

The type description consists of the following parts:

e. g. **ROTAX** **912** **iSc Sport** **3**

type | certification | configuration | additional designation

Designation

Designation		Description
Type	**912**	4-cyl. horizontally opposed, normal aspirated engine.
Certification	**iSc Sport**	Certified to EASA CS-E (TC No. EASA.E.121).
	iS	Approved to ASTM F2339
	iS Sport	Approved to ASTM F2339
Configuration	**2**	Prop shaft with flange for fixed prop.
	3	Prop shaft with flange for constant speed propeller and drive for hydraulic governor for constant speed propeller.
Additional designation		

Options

Available options (optional equipment) for the engine type mentioned above:

	external alternator	vacuum pump	governor	exhaust system
for configuration 2	YES	YES	NO	YES
for configuration 3	YES	NO	YES	YES

NOTE

Conversion of the version 2 to version 3 and vice versa may be accomplished by BRP-Rotax Authorized Distributors or their Service Center.

SCOPE OF SUPPLY

Basic

- 4- stroke-, 4 cylinder horizontally opposed-, spark ignition engine, single central camshaft push rods – OHV (Over Head Valve)
- Liquid cooled cylinder heads
- Ram air cooled cylinders
- Dry sump forced lubrication
- Fully redundant electronic engine management system (EMS) for controlling fuel injection, ignition, etc.
- Propeller drive via gearbox with integrated torsional vibration absorber and overload clutch
- Oil tank
- Electric starter
- Fuel pump assy.

Optional

Preparation for hydraulic governor for constant speed propeller: (configuration 3 only)

- Exhaust system
- Cooling air baffle
- Engine suspension frame

ABBREVIATIONS AND TERMS

Abbreviations	Description
*	Reference to another section
⊕	center of gravity
	The drop symbol indicates use of sealing agents, adhesives or lubricants (only in the Illustrated Parts Catalog).
°C	Degrees Celsius (Centigrade)
°F	Degrees Fahrenheit
rpm	Revolutions per minute
A	Ampere
AAPTS	Ambient Air Pressure Temperature Sensor
AC	alternating current
AD	Airworthiness Directives
Ah	Ampere hour
A/C	Aircraft
AR	as required
assy.	assembly
ASB	Alert Service Bulletin
ACG	Austro Control GmbH
ACL	Anti Collision Light
API	American Petrol Institute
ASTM	American Society for Testing and Materials
ATA	Air Transport Association
AWG	American Wire Gauge
CAN	Controller Area Network
Coil 1–4	Ignition coils 1–4
CPS 1+2	Crankshaft Position Sensor 1+2
CSA	Constant Speed Actuator
CTS	Cooling Temperature Sensor
CW	clockwise
CCW	counter-clockwise
CGSB	Canadian General Standards Board

DCDI	Dual Capacitor Discharge Ignition
DC	direct current
DOA	Design Organisation Approval
DOT	Department of Transport
EASA	European Aviation Safety Agency
IM	Installation Manual
ECU	Engine Control Unit
EGT	Exhaust Gas Temperature
INTRO	Introduction
EMS	Engine Management System
EMC	Electromagnetic compatibility
EN	European Norm
ETFE	Ethylene Tetrafluoroethylene
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FOD	Foreign object damage
hr.	hours
HIC A	Harness Interface Connector A
HIC B	Harness Interface Connector B
IAT	Inorganic Additive Technology
ICA	Instructions for Continued Airworthiness
IFR	Instrument Flight Rules
IFSD	In-flight-shutdown
INJ 1–8	Injector 1–8
IPC	Illustrated Parts Catalog
ips	inch per second
iRMT	independent ROTAX Maintenance Training
ISA	International Standard Atmosphere
kg	Kilograms
KNOCK	Knock sensor
LOPC	Loss of power control
MAPS 1 & 2	Manifold Air Pressure Sensor 1 & 2

MATS 1 & 2	Manifold Air Temperature Sensor 1 & 2
MON	Motor Octane Number
MAG	Magneto Side
N	Newton
n.a.	not available
NDT	Non Destructive Testing
Nm	Newtonmeter
NVFR	Night Visual Flight Rules
OAT	Organic Acid (Additive) Technology
OHM	Overhaul Manual
OHV	Over Head Valve
OM	Operators Manual
OPS	Oil Pressure Sensor
OTS	Oil Temperature Sensor
PCD	Pitch Circle Diameters
PCV	Pressure Control Valve
PMA	Permanent magnet alternator
POA	Production Organisation Approval
PTFE	Polytetrafluoroethylene (Teflon)
PTO	Power Take Off
Rev.	Revision
ROTAX®	is a trademark of BRP-Rotax GmbH & Co KG
RON	Research Octane Number
RON 424	ROTAX® Norm 424
s.v.	still valid (only Illustrated Parts Catalog)
S/N	Serial Number
SAE	Society of Automotive Engineers
SB	Service Bulletin
SI	Service Instruction
SI-PAC	Service Instruction Parts and Accessories
SPST	Single pole single throw
STP	Shield twisted pair
SL	Service Letter

SMD	Surface Mounted Devices
TBO	Time Between Overhaul
TC	Type certificate
part no.	part number
TOA	Table Of Amendments
TOC	Table of content
TPS	Throttle potentiometer
TSN	Time Since New
TSNP	Time Since New Part
TSO	Time Since Overhaul
V	Volt
VFR	Visual Flight Rules
LEP	List of Effective Pages
MM	Maintenance Manual
XXXX	shows the serial component number

CONVERSION TABLE

Units of length:	**Units of power:**
1 mm = 0.03937 in 1 in = 25.4 mm 1 ft = 12 in = 0.3048 m	1 kW = 1.341 hp 1 hp = 0.7457 kW 1 kW = 1.3596 PS 1 PS = 0.7355 kW
Units of area:	**Units of temperature:**
1 cm² = 0.155 sq. in (in²) 1 sq. in (in²) = 6.4516 cm²	K = °C – 273,15 °C = (°F – 32) / 1,8 °F = (°C x 1.8) +32
Units of volume:	**Units of velocity:**
1 cm³ = 0.06102 cu in (in³) 1 cu in (in³) = 16.3871 cm³ 1 dm³ = 1 l 1 dm³ = 0.21997 gal (UK) 1 gal (UK) = 4.5461 dm³ 1 dm³ = 0.26417 gal (US) 1 gal (US) = 3.7854 dm³	1 m/s = 3.6 km/h 1 ft/min = 0.3048 m/min = 0.00508 m/sec 1 m/s = 196.85 ft/min 1 kt = 1.852 km/h 1 km/h = 0.53996 kn
Units of mass:	**spec. fuel consumption:**
1 kg = 2.2046 lbs. 1 lb. = 0.45359 kg	1 g/kWh = 0.001644 lb/hph 1 lb/hph = 608.277 g/kWh
Density:	**Units of torque:**
1 g/cm³ = 0.016018 lb/ft³ 1 lb/ft³ = 62.43 g/cm³	1 Nm = 0.737 ft lb = 8.848 in lb 1 ft lb = 1.356 Nm 1 in lb = 0.113 Nm
Units of force:	**Cable cross-section: Conversion table-Wire Gauge: AWG-mm²**
1 N = 0.224809 lbf 1 lbf = 4.4482 N	AWG —> mm² 4 —> 21 6 —> 13 8 —> 8.4 10 —> 5.3 12 —> 3.3 14 —> 2.1 16 —> 1.3 18 —>0.8 20—> 0.52
Units of pressure:	
1 Pa = 1 N/m² 1 bar = 100 000 Pa / 1000 hPa / 100 kPa 1 bar = 14.503 lbf/in² (psi) 1 in Hg = 33.8638 hPa	

SAFETY NOTICE

Although reading such information does not eliminate any hazards, it promotes understanding, and applying of the information will promote correct use of the engine. Always apply common workshop safety rules.

The information and descriptions of components and systems contained in this Manual are correct at the time of publication. BRP-Rotax maintains a policy of continuous improvement of its products without imposing upon itself any obligation to retrofit products previously manufactured.

Revisions

BRP-Rotax reserves the right to remove, replace or discontinue any design, specification, feature or other at any time, and without incurring obligation.

Measurement

Specifications are given in the SI metric system with the imperial- and US customary measurement system equivalents in parenthesis.

Symbols used

This Manual uses the following symbols to emphasize particular information. This information is important and must be observed.

⚠ WARNING
Identifies an instruction which, if not followed, may cause serious injury or even fatal injury.

⚠ CAUTION
Identifies an instruction which, if not followed, may cause minor or moderate injury.

ATTENTION
Identifies an instruction which, if not followed, may severely damage the engine or could void any warranty.

NOTE

Indicates supplementary information which may be needed to fully complete or understand an instruction.

ENVIRONMENTAL NOTE
Environmental notes give you tips on environmental protection.

TIP This information gives you additional advice and tips.

A revision bar outside the page margin indicates a change to text or graphic.

SAFETY INFORMATION

Use for intended purpose

⚠ WARNING

Non-compliance can result in serious injuries or death!
The user has to assume all risks possibly arising from utilizing auxiliary equipment.

⚠ WARNING

Non-compliance can result in serious injuries or death!
Never fly the aircraft equipped with this engine at locations, air speeds, altitudes or in other situations which do not allow a successful no-power landing after sudden engine stoppage.

- This engine is not suitable for aerobatics (inverted flight, etc.). Flight attitudes outside the permissible limits are not allowed
- This engine has exclusively been developed and tested for gyrocopter, pusher and tractor applications. In case of any other usage, the OEM is responsible for testing and the correct function of the engine
- It should be clearly understood that the choice, selection and use of this particular engine on any aircraft is at the sole discretion and responsibility of the aircraft manufacturer, assembler or owner/user
- Due to the varying designs, equipment and types of aircraft, BRP-Rotax grants no warranty on the suitability of its engines use on any particular aircraft. Further, BRP-Rotax grants no warranty on this engines suitability with any other part, component or system which may be selected by the aircraft manufacturer, assembler or user for aircraft application

⚠ WARNING

Non-compliance can result in serious injuries or death!
For each use of DAY VFR, NIGHT VFR or IFR in an aircraft the applicable legal requirements and other existing regulations must be adhered to.

- In addition to observing the instructions in our Manual, general safety and accident precautions, legal regulations and regulations of any aeronautical authority must be observed
- Where differences exist between this Manual and regulations provided by any authority, the more stringent regulation shall be applied
- For continued airworthiness see Maintenance Manual Line
- Unauthorized modifications of engine or aircraft will automatically exclude any liability of the engine manufacturer for consequential damage

Engine operation

- The engine must always be operated according to the content of the latest Operators Manual
- To eliminate the risk of injury or damage, ensure any loose equipment or tools are properly secured before starting the engine
- The use of propellers and their fastenings which exceed the specified values of moment of inertia and imbalance is not allowed and releases the engine manufacturer from any liability
- Improper engine installation, use of unsuitable piping for fuel, cooling and lubrication system and use of unsuitable wiring for electric and engine management system releases the engine manufacturer from any liability

INSTRUCTION

Engines require instructions regarding their installation, application, use, operation, maintenance and repair.
Technical documentation and regulations are useful and necessary complementary elements for trainings, but can by no means substitute for theoretical and practical instructions.
These instructions should cover explanation of the technical context, advice for operation, maintenance, installation, use and operational safety of the engine.

Safety notice

In this technical Manual passages concerning safety are especially marked. Pass on safety warnings to other users!

Accessories

This engine must only be operated with accessories supplied, recommended and released by BRP-Rotax. Modifications are only allowed after consent of the engine manufacturer.

Spare parts

See Illustrated Parts Catalog, latest issue for the respective engine type.

ATTENTION
Only use GENUINE ROTAX® spare parts.Spare parts must meet the requirements defined by the engine manufacturer. This can only be guaranteed when using GENUINE-ROTAX®-spare parts and/or accessories. Spare parts are available at ROTAX® Authorized Distributors and their independent Service Centers. Any warranty by BRP-Rotax will become void if spare parts and/ or accessories other than GENUINE-ROTAX®-spare parts and/or accessories are used (see latest Warranty Conditions). See relevant Service Letter on www.FLYROTAX.com

Standard tools / Special tools

ATTENTION
Only use tools and appliances which are suitable for the relevant task according to the latest Manuals.

State of delivery

⚠ WARNING

Engine and gearbox are delivered in “dry“ conditions (without fuel, oil and coolant).
Before putting the engine into operation it must be filled with oil and cooling liquid. Use only oil and coolant as specified.

See latest Operators Manual and Service Instruction SI-912 i-001 „Selection of suitable operating fluids“, current issue.

MAINTENANCE CONCEPT

General note

The maintenance functions detailed in this Manual are divided into two categories:

- Maintenance I (Line Maintenance)
- Maintenance II (Heavy Maintenance)

Repairs beyond the levels detailed in Manual I and Maintenance Manual II are not recommended as maintenance functions and must be conducted by an authorized overhaul facility.

Maintenance I (Line Maintenance)

Chapter 00,05 and 12

The scope of line maintenance consists of servicing and adjustment of engine components (including part wear). All procedures in this Manual are to be considered line maintenance.

NOTE

Where applicable, you will be referred to the Heavy Maintenance Manual for work above and beyond line maintenance.

Maintenance II (Heavy Maintenance)

Separate Manual.

Maintenance Manual II details removal, installation and repair of components or parts normally considered beyond the scope of the "Line Maintenance".

NOTE

This Manual can only be used in combination with Maintenance Manual I (Line Maintenance), as it builds upon it.

TECHNICAL DOCUMENTATION

These documents form the instructions ensuring continued airworthiness of ROTAX® aircraft engines.
The information contained herein is based on data and experience that are considered applicable for authorized mechanics (iRMT, see Maintenance Manual Line) under normal conditions for engine removal and installation. Concerning design of engine installation in depth knowledge of aircraft design is required.
Due to the fast technical progress and fulfillment of particular specifications of the customers it may occur that existing laws, safety prescriptions, constructional and operational regulations may not be sufficient or cannot be transferred completely to the object bought, in particular for special constructions.

Documentation

- Installation Manual
- Operators Manual
- Maintenance Manual (Line and Heavy Maintenance)
- Overhaul Manual
- Illustrated Parts Catalog
- Alert Service Bulletin
- Service Bulletin
- Service Instruction
- Service Letter

Status

The status of the Manuals can be determined by checking the table of amendments. The first column of this table indicates the revision status, which should be compared with the revision provided on the ROTAX®-Website: www.FLYROTAX.com
Amendments and current versions can be downloaded free of charge.

Replacement pages

Furthermore the Manual is constructed in such a way that single pages can be replaced instead of the complete document. The list of effected pages is given in the chapter LEP. The particular edition and revision number is given on the footer of each page.

Reference

This Manual is only part of the technical documentation and will be supplemented by the respective Operators Manual, Maintenance Manuals and Illustrated Parts Catalog.

ATTENTION
Pay attention to references to other documentation, found in various parts of this Manual.

If not stated otherwise, any reference to a document refers to the latest edition issued by BRP-Rotax.

This symbol informs you of additional references (data sheets, Manuals, etc.) associated with the given subject.

Illustrations

The illustrations in this Manual are merely sketches and show typical arrangements. They may not represent full detail or the exact shape of the parts but should outline the same or similar function. Therefore deriving dimensions or other details from illustrations is not permitted.
TYPICAL indicates a general view which may not represent exact details.

NOTE

The Illustrations in this Manual are stored in a graphic database system and are provided with a consecutive irrelevant number.
This number (e.g. AE 5iS001) is of no significance for the content.

Some measurements are given in the drawings, these are manufacturing dimensions and are subject to corresponding tolerances.

Installation drawings

Installation drawings and a DMU-model for (virtual) installation analysis are available from the ROTAX® Authorized Distributors or their independent Service Centers on special request and relevant non disclosure and copyright regulations.

The illustrations in this Manual show a possible installation variant including non certified parts.

USE FOR INTENDED PURPOSE

⚠ WARNING

Explosion hazard.
Flying components can cause serious injuries.
Never run an engine without propeller.

Use

The engine ROTAX® 912 iSc Sport is intended for use in certified aircraft. In case of doubt the regulations of the national authorities or the respective sportive federations have to be observed.

Certified engines

The certified aircraft engine ROTAX® 912 iSc Sport has been tested as per aeronautical standards for safety and time between overhaul. It was developed to conform to the latest technological standards and has been rigorously tested.

Non certified engines

The ROTAX® 912 iS and 912 iS Sport are not certified. These engines have not received any aeronautical standards or regulatory safety or durability testing, and do not conform to any aircraft standards. These engines are meant for use in experimental, uncertificated aircraft and vehicles only in which an engine failure will not compromise safety.

NOTE

These engines are technically equivalent to certified engines and have been manufactured by BRP-Rotax using the same quality assurance system.

Engine stoppage

In using the engine the operator assumes all risk of use and acknowledges that he/she knows this engine is subject to sudden stoppage.

Maintenance and repair conditions

Use for intended purpose also includes observation of the operational, maintenance and repair conditions prescribed by the manufacturer. This is a crucial factor concerning the reliability of the engine and can increase the durability of the engine.

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Chapter: 04–00–00
AIRWORTHINESS LIMITATIONS

TOPICS IN THIS CHAPTER

Approval
THE AIRWORTHINESS LIMITATIONS SECTION IS APPROVED BY THE EUROPEAN AVIATION SAFETY AGENCY (EASA) IN ACCORDANCE WITH PART 21A.31(a)(3) AND FAR 33.4. ANY CHANGE TO MANDATORY REPLACEMENT TIME, INSPECTION INTERVAL, AND RELATED PROCEDURES CONTAINED IN THIS AIRWORTHINESS LIMITATIONS SECTION MUST ALSO BE APPROVED.

no.	chapter	page	date of change	remark for approval	date of approval from authori-ties	date of issue	signature
1	04–00–00	all	Sept. 01 2018	EASA approved			

Introduction

This chapter 04-00-00 provides information about “Airworthiness Limitations“.

Airworthiness Limitations

— NONE

For the ROTAX® engine type 912 i Series the airworthiness limitations are not applicable.

NOTE

Regarding engine operating limitations see the relevant chapter “Limits of Operation“ in the relevant Operators Manual.
Maintenance checks and replacement of defined components are required on this engine! These procedures are described in chapter 05 and are required by the authorities in order to ensure Continued Airworthiness!
See Chapter 05-00-00 Maintenance.

Continued Airworthiness

Scheduled inspections of the engine including replacement and overhaul of defined components are required in order to ensure Continued Airworthiness of ROTAX® aircraft engines.

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Chapter: 05–00–00
MAINTENANCE

TOPICS IN THIS CHAPTER

Introduction The information given in the Maintenance Manual is based on data and experience which are considered to be applicable for a skilled aviation mechanic (iRMT) under normal working conditions.

GENERAL NOTE

⚠ WARNING

Non-compliance can result in serious injuries or death!
Besides our instructions in the documentation supplied, also respect generally valid safety and accident preventive directives and legal regulations.

Procedures and limits
The procedures and limits in this Manual constitute the manufacturers official recommendation for engine maintenance and operation.

Instruction
The guidelines given in the Maintenance Manual are useful and necessary supplements to training. They, however, cannot substitute competent theoretical and practical personal instruction.

Modifications
Non-authorized modifications as well as the use of components and auxiliary components not corresponding to the installation instructions exclude any liability of the engine manufacturer.

Parts and accessories
We particularly emphasize that parts and accessories not supplied as genuine BRP-Rotax parts are not verified for suitability by BRP-Rotax and thus are not authorized for use. Installation and/or use of such products may possibly change or negatively influence the constructive characteristics of the engine. For damages resulting from use of non-genuine parts and accessories manufacturer refuses any liability.

Special tools
Maintenance of engines and systems requires special knowledge and special tools. Use only the special tools recommended by BRP-Rotax when disassembling and assembling the engine.

AUTHORIZED PERSONNEL

General note

It is a requirement that all organizations or individuals possess the required special tooling. Technicians must have type-specific training and keep a recurrent knowledge status for the level of work they intend to perform. Technicians may require accreditation from their local aviation authority in addition to any BRP-Rotax requirements.

Requisite knowledge

Any task outlined herein may be performed if the organization or individual has met the following conditions:

Requisite knowledge of the task as a result of:
• Type-specific training (for the applicable ROTAX® aircraft engine) which is approved by the national aviation authorities and/or BRP-Rotax.
or
• Experience in performing the task **or** • Formal instruction from a BRP-Rotax authorized training facility **or** • Instruction by an authorized BRP-Rotax Distributor representative.
Technicians must:
• maintain a suitable work environment to prevent contamination or damage to engine parts or modules. • use the required tools and fixtures as outlined in the ROTAX® Maintenance Manual. • ensure reasonable and prudent maintenance practices are utilized. • ensure the requirements of the applicable regulatory authority regarding maintenance procedures are met.

For more detailed information, maintenance organizations and individuals are encouraged to contact BRP-Rotax through its worldwide distribution network for information and guidance on any of the tasks outlined herein.
See Chapter 00-00-00 section Technical Documentation.

Type-specific training

Type-specific training:
• Independent ROTAX® Maintenance Technician (iRMT) training can be obtained from a ROTAX® approved training organization. Courses are available in various levels to suit the requirements of work the technician needs to perform. Each rating is valid for a 2 year period.

Valid time

ROTAX® iRMT specialty ratings are valid for a 2 year period after initial instruction. Recurrent training is required after 2 years to maintain a current status. In order to be eligible for the renewal program training, the technician must be able to show and declare that they have been working on ROTAX® engines during the past 2 years.

PROCEDURE NOTES

General note

⚠ WARNING

Non-compliance can result in serious injuries or death!
When carrying out maintenance and service work, respect without fail all safety regulations.

Ignition “OFF“

⚠ WARNING

Non-compliance can result in serious injuries or death!
This precautionary measure serves to avoid any injuries in case of an unintentional start of the engine.

Principally ensure the following at each maintenance event

- Ignition is **“OFF”** and system grounded,
- Disconnect battery

and secure engine against unintentional operation.

Ignition “ON”

⚠ WARNING

Risk of electric shock!
The ignition is **switched on**, as long as the ground-cable (P lead) is not properly connected to ground.

At maintenance work which requires ignition “ON“ and battery connected, take care of the following:

- Secure the propeller against unintentional turning by hand and
- Secure and observe propeller zone

Handling of operating fluids

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

At maintenance of cooling, lubricating and fuel system take care without fail that no contamination, metal chips, foreign material and/or dirt enters the system.

Disassembly

At disassembly of the engine, mark the components as necessary to avoid any mix-up. Take care of these marks, don't ruin them.

Tool

ATTENTION

In order to avoid mechanical damage, always loosen or tighten screws and nuts with specified tools.

Safety wiring

ATTENTION

If during disassembling/reassembling the removal of a safety item (e.g. safety wiring, self-locking fastener, etc.) should be necessary, it must always be replaced by a new one.

Cleaning of parts

ATTENTION

All metal and synthetic parts should be cleaned with suitable cleaning agents. Before using new and unknown cleaning agents, check their compatibility with the materials they are being used on.

Removed parts

Before re-using disassembled parts, clean, check and refit them as per instructions. Use clean screws and nuts. Always inspect the contact face and thread for damage. If unsure, use new parts.

Self-securing nuts

Once loosened, always replace self-securing nuts.

⚠ WARNING

Non-compliance can result in serious injuries or death!
Exactly observe the tightening torques for screws and nuts. Overtightening or a connection which is too loose could cause serious engine damage.

Sealing rings, O-rings

At reassembly of the engine, replace all sealing rings, gaskets, securing elements, O-rings and oil seals.

Re-assembly

Before re-assembly check components for missing parts. Only use adhesives, lubricants, cleaning agents and solvents indicated in the maintenance instructions. Failure to comply may result in damage.

TROUBLESHOOTING

General notes

Possible problems are listed in the Operators Manual. At the same time, a brief description of the necessary remedial action is given.

See chapter 4 in the Operators Manual for engine type 912 i Series.

CONSUMABLE MATERIALS

General note

ATTENTION
Use only the specified or technically equivalent materials from BRP-Rotax for all maintenance work. When handling chemicals, comply with all the customary regulations and specifications of the producer, including the expiry date and instructions of use.

NOTE

To some extent product descriptions deviate in spite of equivalent technical properties, i.e.: LOCTITE 243 and LOCTITE 648. If necessary contact the manufacturer concerning the comparability. In some cases information can be obtained from the local authorized distributors and service partners for ROTAX® engines.

Consider the curing time of the sealing surface compound as stated by the manufacturers instruction.

The materials specified have been tested for a long time and are suitable for all operating conditions indicated by the manufacturer.

No.	part no.	Description, Application	Qty.
B	897651	**LOCTITE 243,blue** Blue medium duty screw locking agent, oil tolerant	10 ml (0.003 gal (US))
C	899788	**LOCTITE 648 green,** Green high temperature screw locking agent + retaining compound	5 ml (0.001 gal (US))
E	297434	**LOCTITE ANTI SEIZE 8151** Long-therm lubricant for shaft seals	50 ml (0.013 gal (US))
F	xxx	**LOCTITE 7063** For degreasing and cleaning surfaces	AR
H	897870	**K&N FILTER OIL 99–11312**	14.8 ml (0.004 gal (US))
I	897330	**Lithium-base grease** Electrical insolating	250 g (0.55 lb)
O	297997	Engine oil Aeroshell Sport Plus 4	AR
P	899791	**LOCTITE 5910** Flange sealant provides flexibility and adhesion	50 ml (0.013 gal (US))
R	297711	**PU-glue**	310 ml

No.	part no.	Description, Application	Qty.
		For vibration damping	(0.082 gal (US))
V	297386	Locking paint	
AG	897186	**SILICONE HEAT CONDUCTION COMPOUND,** Application of the heat conduction compound will increase heat transfer resistance. The greaselike, temperature-resistant silicon compound fills cavities between components and the cooling element (e.g.: spark plug-cylinder head), which otherwise do not contribute to heat conduction.	150 g (0.33 lb)
Z	899789	**LOCTITE 603** Oil tolerant retainer retaining compound, heavy-duty	10 ml (0.003 gal (US))

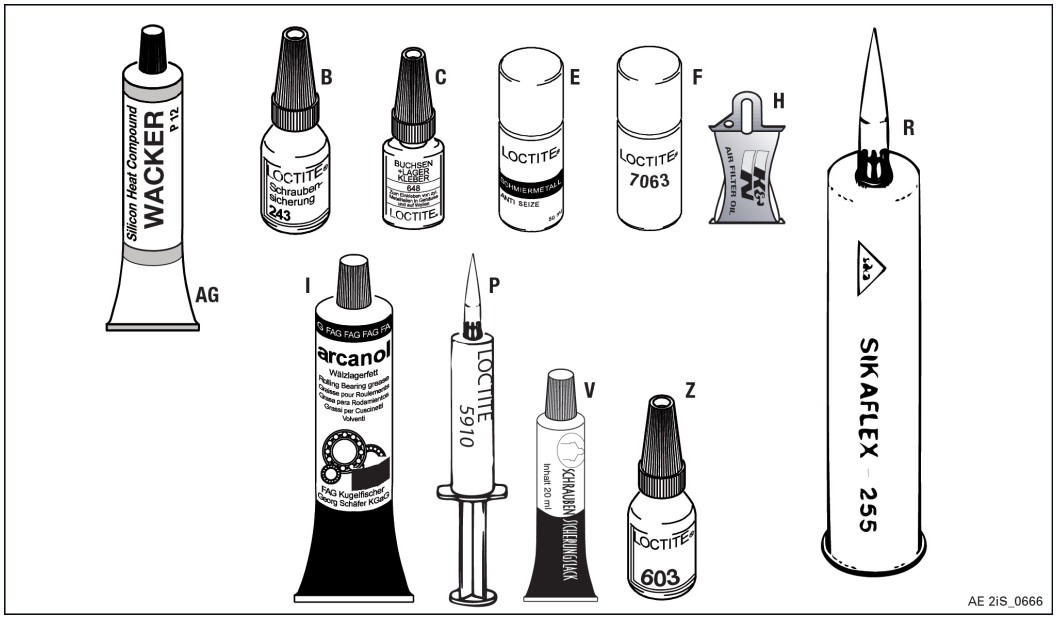

Figure 2.1: Consumable materials

Additional materials

ATTENTION
Use only the specified or technically equivalent materials from BRP-Rotax for all maintenance work. When handling chemicals, comply with all the customary regulations and specifications of the producer, including the expiry date and instructions of use.

No.	part no.	Description, Application	Qty.
1	n.a	**Cleaning agents** Soak combustion chamber, piston and cylinder head with cleaning agent and remove combustion residues with a bronze brush. CASTROL “Clenvex 2000“ has proved very effective. It is a solvent - cold cleaner, free of halogen, on the basis of selected fuel fractions and is biodegradable. Never use caustic or corrosive cleaning agents.	AR
2	n.a	**Preservation oil** This special oil has excellent penetrating capabilities and reaches even tiny gaps, its highly effective additives protect against corrosion of metal surfaces.	AR
3	n.a	**Abrasive pad for surface finishing 3M Scotch-Brite Multi Flex - very fine or ultra fine** Is sold by the meter and used for manual removal of smaller rust spots or oxidation, especially for optimum ground connections. It is particularly suitable for removing LOCTITE from surfaces or threads to make them metallic clean. Before re-applying LOCTITE, clean surfaces with nitrothinner or degreasing agent (CASTROL ZA 30 or OMV - SOFT SOL). When using solvents, observe the safety regulations for persons and the environment.	AR

No.	part no.	Description, Application	Qty.
4	n.a.	**Valve lapping paste** This paste, produced by various manufacturers, is a fine granulate lapping paste for manual lapping of valve seats and valves. The paste is usually available in 3 different granulate sizes. Use as per manufacturers instructions.	AR
5	n.a	**Compressed air blasting using a solid blasting agent** This method is suitable for local and gradual very fine treatment of steel parts with rust film (propeller shaft). The MICRONORM abrasive contains no harmful substances, is approved by the competent authorities and guarantees optimum cleaning. The granulates used are of sizes 40 to 60 µ. The achievable surface roughness is between 0.5 to 1µ, which corresponds to ultrafine machining of surfaces.	AR

ATTENTION

Exhaust valves and intake valves may NOT undergo a compressed air blasting treatment with solid blasting, strong abrasive material. Due to this surface treatment one does gain a microscopic surface roughness/pitting which does allow as a consequence the adhesion of fuel residues. These deposits are then involved in a chemical reaction (especially of the sulfur and lead content of AVGAS) with the valve material. This effect may cause hot-gas corrosion on the affected parts.

ACCEPTABLE METHODS, TECHNIQUES AND PRACTICE

General note

All general inspection, maintenance and repair has to be carried out in accordance with Advisory Circular AC 43.13 from FAA.

Advisory Circular

This Manual "Advisory Circular" AC describes maintenance methods, techniques and practice. These are recognized and authorized for inspection and repairs in non-pressurized areas for which there are no separate maintenance and repair instructions.

Self-locking

ATTENTION

Self-locking nuts, cotter pins, tab washers and safety wires must be replaced each time they have been removed.

All instructions regarding the securing and lubrication of parts must be observed Adherence to specified torque values is required.

Nut securing

When using a self-locking nut, make sure the polyamide insert ring meets the requirements of DIN 985. Be sure that the securing elements the nut is positioned towards the outside, in accordance with DIN 980.

Lock washer

NOTE

When fitting lock washers, the curved-up ends (1) must point towards the screw head or nut.

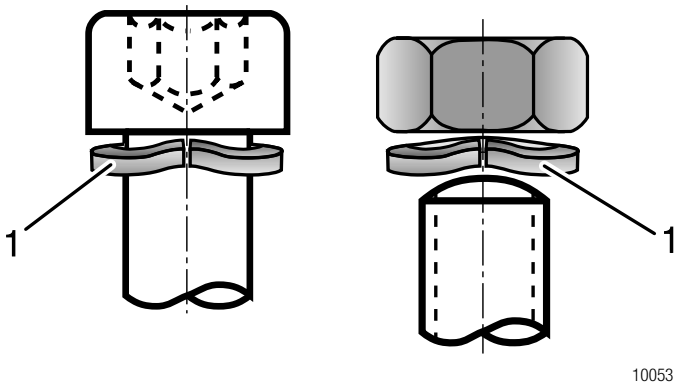

Figure 2.2: Lock washer

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Chapter: 05–10–00
TIME LIMITS

TOPICS IN THIS CHAPTER

Introduction The following checks are required at the times specified. This preventative maintenance is to help avoid and/or detect possible engine issues.

DEFINITION OF TERMS

OPERATING HOURS

Definition

All of the maintenance intervals, such as the 100 hr. inspection and the engine TBO, relate to the number of operating hours of the engine.

The operating hours are defined as follows in order to prevent misunderstanding and to ensure safety:

- All time during which the engine is running is counted towards the total number of operating hours.
- The time is counted irrespective of the load factor of the engine, such as idling or take-off power.

NOTE

Maintenance and overhaul intervals are always dictated by the relevant method used.

NOTE

The planned inspections to be performed at certain intervals are based on experience from long test runs and field observations. They are intended as precautionary maintenance measures in order to ensure continued trouble-free operation of the engine.

TERMINOLOGY

The following terminology is used throughout this Manual, and the meanings are defined as follows:

Inspection

An inspection must be done only by certified mechanics who are approved on this engine, using permitted procedures to make an analysis of the physical condition and find defects. An inspection for condition and possible damage must be done in accordance with the accepted procedures for maintenance (refer to FAA “Advisory Circular” AC 43.13).

Check

A check can be done by pilots and/or mechanics who are approved on this engine and has examinations that compare condition with written standards to make sure of condition, precision and tolerances.

Test

A test is the operation of engine components, appliances or systems to make an analysis of performance.

TIME LIMIT

Definition

Time limits are predetermined time spans and intervals which are based either on calendar intervals or the number of engine operating hours. Once the time limits have been reached, the affected parts must either be replaced for a general overhaul, or maintenance work must be performed. These precautionary maintenance measures are designed to avoid engine malfunctions or defects and ensure continued airworthiness of the engine.

LIFE CYCLE

Definition

The life cycle is always specified as an exact time span and is also quoted in flight hours.

NOTE

Parts with a limited life cycle must be taken out of operation and overhauled if the specified time span or number of flight hours is reached (whichever comes first).

GENERAL OVERHAUL (TBO)

Definition

The time between overhauls (TBO) for all objects (such as the engine, component assemblies, add-on components) is the approved length of operation under normal operating conditions before it becomes mandatory to send in these objects for an overhaul. Normal operating conditions are the conditions which comply with the manufacturer's and the aviation authority's recommendations for the certification of airworthiness.

Maintenance of operation

The TBO values approved by the relevant authorities are based on performance tests and empirical values which have been gathered through operation of the engine and are required for the acceptance and certification of airworthiness. TBO values can be changed in response to possible upgrade/expansion programs.

Legal obligation to keep

TBO values for the engine are always shown in operating hours and years. The user must record the operating hours in the engine log book.

PURGING THE OIL SYSTEM

General note

Purging of the oil system is extremely important for operation and service life of the engine and therefore the procedure must be followed meticulously.

See Installation Manual for the engine type 912 i Series Chapter 79-00-00 section Purging the lubrication system.

TIME LIMIT

General

ATTENTION
A general overhaul is due after a defined period of operation or after a specified calendar life since initial start of operation (whichever comes first).

The time limit for engine operation will be specified by the TBO.

After reaching this time limit

ATTENTION
After reaching this time limit, the engine has to be shipped to an authorized ROTAX® overhaul facility.

For an overhaul, the engine must be removed from the aircraft, be cleaned, preserved and all openings to be closed to prevent entering of contaminants.

Storage period of the engine

Observe the storage and preservation directives!

NOTE

The maximum possible storage period of the engine is limited to 24 months.

If this period is exceeded, the engine must be sent to a ROTAX® authorized overhaul facility for inspection.

Engine Type description	Engine affected engine S/N	TBO Time Between Overhaul
912 iSc Sport	from 7702101	2000 h or 15 years, whichever comes first
912 iS	from 4417001 up to 4417400	2000 h or 15 years, whichever comes first
912 iS Sport	from 7703001	2000 h or 15 years, whichever comes first

For the TBO of the specific engine type/version refer to the table below.

Authorized exceeding

Extension or exceeding of the TBO by 5% or 6 months is allowed, whichever comes first.

Shipment

The shipment to an authorized ROTAX® overhaul facility must include the following:

1	Engine log book.
2	Maintenance records of the engine (i.e. all maintenance check lists, and reports of operation, of maintenance, of findings and of oil analysis).
3	The engine assembly as per supply volume. Additionally all added-on parts as in the supply volume such as filters, intake silencer, fuel pump, external generator, sensors, ignition unit, electric starter, oil tank.
4	Indication of total engine operating hours (TSN) and where applicable, engine operating hours since a previous overhaul (TSO). NOTE: This information must be supplied to allow the service history of components to be traced.
5	ECU incl. a statement of the number of times it has been plugged in/ unplugged.
6	FUSE BOX incl. a statement of the number of times it has been plugged in/ unplugged.
7	Harness incl. a statement of the number of times it has been plugged in/ unplugged.
8	Data about the type of aircraft used.
9	Useful remarks and observations concerning the engine.

TIME LIMIT FOR PARTS

General note

ATTENTION

This time limit must be followed independently and in addition to the visual inspections (see Chapter 05-20-00 section: Visual Inspection) of the respective components.

Time limit

The following components and systems must be replaced every 5 years:

- All rubber hoses of the cooling system (except GENUINE ROTAX® silicon hoses), which need to be checked by "on-condition" maintenance according to the instructions of continued airworthiness.
- All rubber hoses of the fuel system
- All rubber hoses of the lubrication system which are part of the engine supply volume and if they are not in the maintenance schedule of aircraft manufacturer
- Connecting hose of the air intake system
- V-belt

- Fuel pressure regulator assy. (only pressure regulator, not pressure regulator housing)

TIME LIMIT FOR THE COOLANT

General note Coolant must be replaced as per manufacturers instructions, at the latest during overhaul or when the engine is replaced.

ANNUAL INSPECTION

General note A 100 hr. inspection is to be carried out periodically after every 100 hours of operation **or every 12 months,**, whichever comes first.
See Chapter 05-20-00 section Scheduled maintenance checks.

Chapter: 05–20–00
SCHEDULED MAINTENANCE CHECKS

TOPICS IN THIS CHAPTER

Introduction

The owner and/or user is primarily responsible for the maintenance and airworthiness of the engine. This includes compliance with all applicable airworthiness directives.

This inspection protocol is not intended to be all-inclusive, for no such protocol can replace the knowledge and experience of a certified aircraft mechanic. As the party primarily responsible for the maintenance and airworthiness of the engine, the owner or user should only have the maintenance work carried out by qualified engineers (corresponding to the iRMT levels).

Documentation required

It is the responsibility of the owner and/or user to make sure that the aircraft mechanic performing the work on the engine has access to the previous Inspection Protocols and any other required documents.

SCHEDULED MAINTENANCE CHECKS

Definition

This section lists the periodic inspections which must be carried out after specified periods of operation.

Intervals

Periodic inspections are those which must be performed at 25, 100, 200, 600 hr. intervals in accordance with Chapter 05-20-00 section Maintenance Schedule.
This means for example that. **every 100 hr** of operation a 100 hr. check must be carried out. Every 200 hr. of operation a 100 hr. and the additional checks for 200 hr. must be carried out.

	Intervals –hours								
	25 hr	**100 hr**	**200 hr**	**300 hr**	**400 hr**	**600 hr**	**700 hr**	**to**	**2000 hr**
100 hr	X	X	X	X	X	X	X		X
200 hr			X		X	X			
600 hr						X			

100 hr. check or annual check

- In order to demonstrate continued airworthiness, an engine must be inspected after every 100 hours of operation or 12 months.
- For the intervals between maintenance work, a tolerance of ±10 hr. is permissible, but these tolerances must not be exceeded. This means that if a 100 hr. check is actually carried out at 110 hr., the next check will be due at 200 hr. ±10 hr. and not at 210 hr. ±10 hr.
- If maintenance is performed before the prescribed interval, the next maintenance check is to be done at the same interval (e.g. if first 100 hr. check is done after 87 hours of operation, the next 100 hr. check must be carried out after 187 hours of operation).
- If engine has less than 100 hours of operation during one year a 100 hr. check must be carried out. For the annual inspection a tolerance of ±2 months is given.

Special hr. check

NOTE

This maintenance schedule contains a column for a 50 hr. check. This check is recommended by the manufacturer but not essential, with the exception of oil change when operating with leaded AVGAS.

25-hr. check

- In order to demonstrate continued airworthiness, an engine must be inspected after the first 25 hours of operation.
- The checks performed at the 25 hr. inspection are the same as for the 100 hr. inspection. This applies both to newly delivered engines and to overhauled engines.

UNSCHEDULED MAINTENANCE CHECKS

Operating limits exceeded

An inspection of the engine must be performed if the operating limits of the engine have been exceeded (e.g. overspeed, excessive temperature etc.), or if unusual operating conditions have occurred during operation (e.g. lightning strike). In such cases the engine must be inspected in accordance with the applicable unscheduled maintenance checks.

Recommends inspections

The manufacturer also recommends the following inspections whenever maintenance is carried out (where not already prescribed by the airframe manufacturer), as possible malfunctions could have negative effects on engine operation.

part	inspection	possible danger
Engine cowling	• For discoloring and warping	Danger of overheating
Exhaust fixation	• Re-tighten the exhaust fixation on the cylinder head after the first 2 hr. of operation	Leakage
Exhaust	• Of the exhaust unit (where necessary, replaced application of LOCTITE Anti-Seize)	Risk of fracture, wear. Smooth engine running.
Fuel filter	• Of fuel filter on airframe side (for foreign bodies, sealing material and loose fragmented material)	Engine may misfire. Power loss. Engine running too lean (Engine malfunction and damage).
Electr. fuel pump	• Correct function	Insufficient fuel supply. Engine running too lean (Engine malfunction and damage).
Battery	• Acid concentration for each cell. Observe the manufacturers instruction	Starting problems
Oil	• For oil contamination • Analysis of the oil (provides additional information on the condition of the engine)	Possible engine wear
Radiators, Lines	• For damage • Check for discoloration - and cracks	Danger of overheating
Propeller	• Undamaged and runs true	Engine damage, unusual vibrations

part	inspection	possible danger
	• Carry out dynamically balancing including verification of propeller track	
Aircraft air intake system (NACA intake)	• As specified by the aircraft manufacturer	See specifics of manufacturer.
Aircraft attachment points of engine suspension	• As specified by the aircraft manufacturer	See specifics of manufacturer.
Throttle control	• As specified by the aircraft manufacturer	See specifics of manufacturer.
Governor	• As specified by the aircraft manufacturer	See specifics of manufacturer.

VISUAL INSPECTION

General note	The scope of a visual inspection generally includes, but is not necessarily limited to, the following.
Moving parts	Normal operating condition, accurate alignment, leak-tightness, cleanliness, ease of movement, adjustment, mechanical stress, travel, catching, extreme wear, cracks, corrosion, deformation and other visually evident damage.
Parts	Secure seating, surface condition, cleanliness, deformation, cracks in welding seams or due to material fatigue or stress, corrosion and other visually evident damage.
Fuel-, Air- and Oil lines and Hoses	Cracks, dents, kinks, required flexibility, collapsed lines/hoses, abrasion, cleanliness, secure seating and other visually evident damage.
Wiring	General cleanliness; loose, corroded or broken terminals; chafed, broken or worn insulation; secure seating, heat damage and other visually evident damage.
Screws and Nuts	Surface damage, secure seating, locking wire, securing paint and other visually evident damage.
Filter and Screens	Filters and screens must be inspected for contamination and potential blockages, cleaned and replaced as required.

MAINTENANCE SCHEDULE PROCEDURES (MAINTENANCE CHECK LIST)

Inspections All stated checks are visual inspections for damage and wear, unless otherwise stated.

Specified period All listed work must be carried out within the specified period.

Maintenance check lists Checks are carried out as per the maintenance check lists, where type and volume of maintenance work is outlined in key words.

- The lists must be photocopied and filled out for each maintenance check.

Extra inspections

- The respective check (e.g. 100 hr. check) must be noted on the top of each page of the maintenance check list.
- All the maintenance work carried out must be initialled in the "signature" area by the aircraft mechanic performing the task.

Maintenance records After maintenance, the completed check lists must be entered in the maintenance records. The maintenance must be confirmed in the log book.

Discrepancies/remedial action All discrepancies and remedial action must be recorded in a report of findings to be generated and maintained by the company authorized to carry out maintenance work. It is the responsibility of the aircraft operator to store and keep the records.

Replacement of equipment Replacement of equipment (e.g. fuel pump, governor....) and execution of SB (AD) must be entered in the engine log book, stating S/N, TSN and date.

CHECK LIST/MAINTENANCE SCHEDULE

Identification	
AIRCRAFT	
Registration number	
Aircraft make	
Aircraft model and S/N	
Time since new	
ENGINE	
Engine type	
Engine S/N	
TSN (time since new)	
TSO (time since overhaul)	
ECU S/N	
FUSE BOX	
Used operating fluids:	
Coolant	
• mixture ratio	
Fuel	
Oil • type • viscosity	

Identification						
AIRCRAFT OPERATOR						
Name						
Contact						
Address						
Telephone/Fax						
E-mail						
MAINTENANCE FACILITY						
Maintenance workshop						
Address						
Telephone/Fax						
E-mail						
Certificate						
This check is applicable (circle on)	25 hr.	50 hr.)1	100 hr.	200 hr.	600 hr.	1000 hr.
)1leaded fuel more than 30% of operation						
Next check due at:	hr.					
	(TSN_____) (engine hr.)					

MAINTENANCE SCHEDULE

Perform the following maintenance tasks at the intervals shown in the maintenance check list.
See chapter 05-20-00 25 hr. check.

Legend:	X	=	do the task
	blank	=	no task required

NOTE

If the first 3 are checks (General note, Differential pressure check and Inspection fine fuel filter) are acceptable then continue with the maintenance schedule.
If one of the first 3 checks are not acceptable, the engine must be checked and repaired in accordance with the BRP-Rotax instructions for continued airworthiness.

Points of Inspection	Interval Operating hours						Chapter Reference	Signature
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
1) General note								
All (Alert) Service Bulletins are complied with. If necessary to perform these and documented.	X		X	X	X	X		
All SI-PAC (Service Instruction Part and Accessories) for additional GENUINE-ROTAX® –parts and accessories used on the relevant aircraft are complied with. If necessary to perform these and document it.	X		X	X	X	X		
2) Differential pressure check								
Check the compression by the differential pressure method. Test pressure_____hPa (psi) Pressure drop (% or fraction) **Cyl. #** 1 2 3 4 **bar/ psi**			X(1	X	X	X	12–20–00 Checking the compression	

Points of Inspection	Interval Operating hours						Chapter Reference	Signature
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
(1use of leaded fuel more than 30% of operation.								
3) Inspection of the GENUINE ROTAX fuel filter (on the air frame)								
Visual inspection of the GENUINE ROTAX® fuel filter for leaks.			X				See MM of the aircraft manufacturer	
(2 Replacement of the GENUINE ROTAX® fuel filter (exclusive after TSN or TSO <= 100 hour ± permissible tolerance)			X(2					
Replacement of the GENUINE ROTAX® fuel filter (periodic at TSN or TSO > 100 hour)				X				
If there is no GENUINE ROTAX® fuel filter in use, the specification of the aircraft manufacturer must be observed.								
4) Spark plug								
Check that spark plug connectors fit tightly on the spark plugs. Minimum pull-off force is 30 N (7 lb).				X	X	X	12–20–00 Inspection of spark plugs	
Remove all spark plugs and check for spark plug defects (deposits, melting...) Check if GENUINE–ROTAX® spark plugs are used.	X		X	X	X	X	12–20–00 Remove the spark plugs	
Replacing spark plugs. (3 use of leaded fuel more than 30% of operation.			X(3	X	X	X	12–20–00 Installation of spark plug	
5) Inspecting the magnetic plug								
Check the magnetic plug.	X		X	X	X	X	12–20–00 Inspecting the magnetic plug	
6) Inspecting the oil filter								
Remove old oil filter from engine. Cut old filter without producing any metal		X(4	X				12–20–00	

Points of Inspection	Interval Operating hours						Chapter Reference	Signature
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
chips and inspect components for wear and/or missing material. Perform filter mat inspection: Findings. _____							Inspection of the oil filter components	
(4 use of leaded fuel more than 30% of operation.								
7) Visual inspection of the engine								
General visual inspection of the engine for damage or abnormalities. Check cooling air duct and cooling fins of the cylinders for obstruction, cracks, wear and good condition. Take note of changes caused by temperature influence.	X		X	X	X	X	12–20–00 Visual inspection	
Inspect temperature sensors and oil pressure sensor for secure fit and signs of wear.			X		X	X		
Inspect all coolant hoses of the engine for damage, including leakage, hardening from heat, porosity, loose connections and secure attachment. Verify routing is free of kinks and restrictions.	X		X	X	X	X	12–20–00 Leakage check	
Carry out visual inspection of leakage bore at the base of the water pump for signs of leakage.	X		X	X	X	X	12–20–00 Leakage check	
Inspect the expansion tank for damage and abnormalities. Check coolant level, replenish as necessary. Inspect radiator cap. Inspect protection rubber on expansion tank base for correct fit.	X		X	X	X	X	12–20–00 Expansion tank, radiator cap	
Inspect the overflow bottle for damage and abnormalities. Verify coolant level, replenish as necessary. Inspect line from expansion tank to overflow bottle for damage, leakage and clear passage. Inspect venting bore in cap of overflow bottle for clear passage.	X		X	X	X	X	12–20–00 Overflow bottle	

Points of Inspection	Interval Operating hours						Chapter Reference	Signature
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
Inspect all oil lines for damage, leakage, hardening from heat, porosity, security of connections and attachments. Verify routing is free of kinks and restrictions.	X		X	X	X	X	12–20–00 Leakage check	
Inspect all fuel lines for damage, leakage, hardening from heat, porosity, security connections and attachments. Verify routing is free of kinks and restrictions. Check steel fuel lines for any cracks and/or scuffing marks.	X		X	X	X	X	12–20–00 Checking the fuel lines	
Inspect the wiring (wiring harness) and its connections for secure fit, damage and signs of wear.	X			X	X	X	12–20–00 Check of wiring	
Inspect engine suspension and fasteners (GENUINE ROTAX®) for secure fit, including damage from heat, deformation, cracks.	X		X	X	X	X	12–20–00 Checking the engine suspension	
Check the airbox (GENUINE ROTAX®) incl. throttle body actuation. Inspect sensors for tight fit, damage from heat, damage and signs of wear.	X		X	X	X	X		
Checking the air filter.	X		X	X	X	X	12–20–00 Cleaning the dry air filter	
Inspection of the GENUINE ROTAX® exhaust system included in the standard delivery. **NOTE** *If there is no GENUINE ROTAX® exhaust system in use, the specifications of the manufacturer must be observed.*			X	X	X	X		
8) Oil change								
Drain oil from oil tank.	X	X(5	X	X	X	X	12–20–00 Oil change, Flushing the oil circuit	

Points of Inspection	Interval Operating hours						Chapter Reference	Signa-ture
*** no periodic maintenance require-ment after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
Check the oil tank and clean the oil tank if contaminated.				X(5	X(5	X	12–20–00 Oil change, Cleaning the oil tank	
Refill oil tank with approx. 3 litres of oil. For oil quality, see Operators Manual latest edition.	X	X(5	X	X	X	X	12–20–00 Purging the oil system	
Install new oil filter	X	X	X	X	X	X	12–20–00 Oil filter change	
(5 In the case more than 30% of operation with leaded fuel e.g.: AVGAS 100 LL								
9) Electric fuel pump								
Check the electric fuel pumps.	every 1000 h						12–20–00 Fuel pumps	
10) Fuel system								
Inspect the fuel system on the engine side for leaks.			X				12–20–00 Fuel system	
Inspect the fuel system for damages.			X					
11) Auxiliary alternator								
On configurations with auxiliary alter-nator, check the attachment and the V-belt tension.	X		X	X	X	X	12–20–00 Checking the V-belt tension	
12) Engine external parts								
Inspect screws and nuts of all external parts for tight fit. Inspect safety wiring, replace as necessary.			X					
13) Engine sensors								
Check all temperature sensors.	X		X					
Check all pressure sensors.	X		X					
Check all exhaust gas temperature sensors.	X		X					
Check all speed sensors.	X		X					

Points of Inspection	Interval Operating hours						Chapter Reference	Signa-ture
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
Check the throttle control sensor.	X		X					
Check the knock sensor.	X		X					
14) Engine management								
Check the ECU and its mountings.					X		12–20–00 Checking ECU	
Download the ECU fault memory (fault and data logs).	X		X				12–20–00 Read out the ECU data memory	
Check the ECU wiring.	X		X					
Check the throttle valve adjustment.	X		X					
15) FUSE BOX								
Check the FUSE BOX and its mounting.					X			
Visual inspection of the fuses.	X		X					
16) Checking the propeller gear box								
Check gear set (pittings).					X		See Heavy Maintenance Chap. 72–10–00	
Check wear on tooth of overload clutches.					X		See Heavy Maintenance Chap. 72–10–00	
Gearboxes with overload clutch.					X(6	X	05–50–00 Checking the overload clutch	
(6 Use of leaded fuel more than 30% of operation. Inspect overload clutch.								
17) Flushing the cooling system								
Flushing the cooling system if large deposits found in the expansion tank or	when replacing the coolant						12–20–00	

Points of Inspection	Interval Operating hours						Chapter Reference	Signature
*** no periodic maintenance requirement after the first 25 hours of operation**	**25***	**50**	**100**	**200**	**600**	**1000**		
on radiator cap and/or if the coolant manufacturer requires a change interval.							Flushing the cooling system	
18) Engine cleaning								
Engine cleaning.	X		X	X	X	X	12–20–20 Engine cleaning	
19) Liquid level check								
Verify liquid level, replenish as necessary.	X		X	X	X	X	12–10–00 Fluid capacities	
20) Engine test run								
Observe the safety instructions!								
Start the engine and run to operating temperature. Limits see Operators Manual 912 iS. Ignition check at _____ rpm engine speed. Speed drop without LANE: A (Off)_____rpm B (Off)_____rpm A/B (difference)_____rpm Checking the idle speed. After engine test run, re-tighten the oil filter by hand (only at cold engine). Checks for leaks.	X		X	X	X	X	12–20–00 Test run of engine	
Returning engine to service On the engine identified as per point 5, on the _____the_____hr. Check at_____hr. (TSN___, TSO___) was carried out according to recommendations of the engine manufacturer and was recorded in the Engine Log book. Location, Date_____ Inspector_____ Aircraft mechanic_____ Certificate No._____								

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Chapter: 05–50–00
UNSCHEDULED MAINTENANCE CHECKS

TOPICS IN THIS CHAPTER

Introduction

Special checks must be carried out before next or further flights in the event of an engine fault (e.g. abnormal operation as defined in the Operators Manual) which impairs the airworthiness of the engine.

ATTENTION

In the course of special checks specify if additional checks for components (e.g. hydraulic governor) is applicable. After each special check/repair work, an engine test run and a leakage check must be carried out.

ATTENTION

Observe without fail all the specified instructions.

ENGINE CHECK AFTER PROPELLER STRIKE INCIDENTS

Definition

A propeller strike is:

- Any incident while the engine is stationary or running which makes it necessary to perform repairs on the propeller.

See Service Letter

SL-912 i-001, current edition.

REMOVAL OF THE PROPELLER GEARBOX

Preparation

Before the propeller gearbox is removed, the work described below must be carried out to identify any further malfunctions in the propeller gearbox and rectify them as part of repair work.

ATTENTION
If these checks are omitted, it may be necessary to dismantle the propeller gearbox again to rectify any faults after it has been repaired.

- General visual inspection. See Chapter 12–20–00
- Engine cleaning. See Chapter 12–20–00
- Carry out an engine test run. See Chapter 12–20–00
- Remove surrounding assemblies and detach oil lines
- Remove external Alternator if installed.

NOTE

The assemblies and lines are only to be removed if necessary and only as far as is necessary!

Step	Procedure
1	Lock the crankshaft into place. See relevant Maintenance Manual Line for the respective 912 i Series engine type.
2	Loosen eight Allen screws M6 and two Allen screws M8 together with the washers from the gear cover diagonally from each other. The gear cover is held in place with two dowel pins.
3	Install puller part no. 877660 onto the two threaded bolts M8 of the gear cover.
4	The entire propeller gearbox can now be removes without damaging the ball bearing or propeller shaft.

ATTENTION

When removing the propeller gearbox, take care not to damage the bearing point and the oil seal running surface (on the roller bearing side) of the propeller shaft.

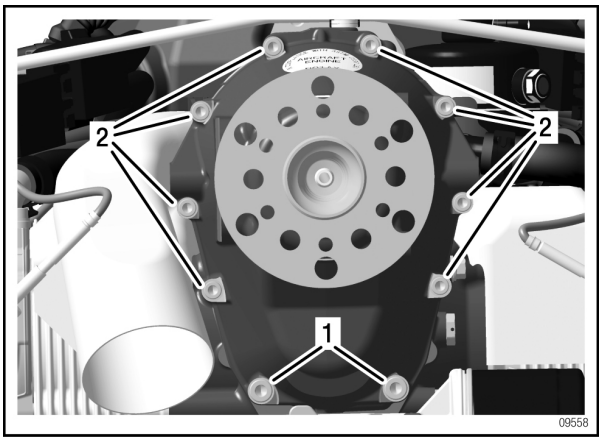


Figure 5.1

1 Allen screw M8
2 Allen screw M6

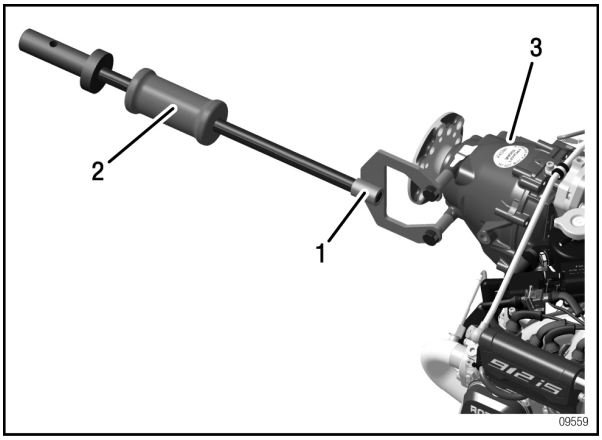


Figure 5.2

1 Puller part no. 877660
2 Handle
3 Gear cover

NOTE

If desired, the compact special tool part no. 877540 can be used to remove the propeller gearbox.

Step	Procedure
5	Insert the dowel pin 8x20 into the bore on the right and left of the gearbox housing.
6	Install hex. screw M6x40 into the pushing jig assy.
7	Put the pushing jig assy. in the center and fix it with a hex. screw M10x20.
8	Using the hex. screw, press the gearbox housing off from the crankcase simultaneously on the right and left.

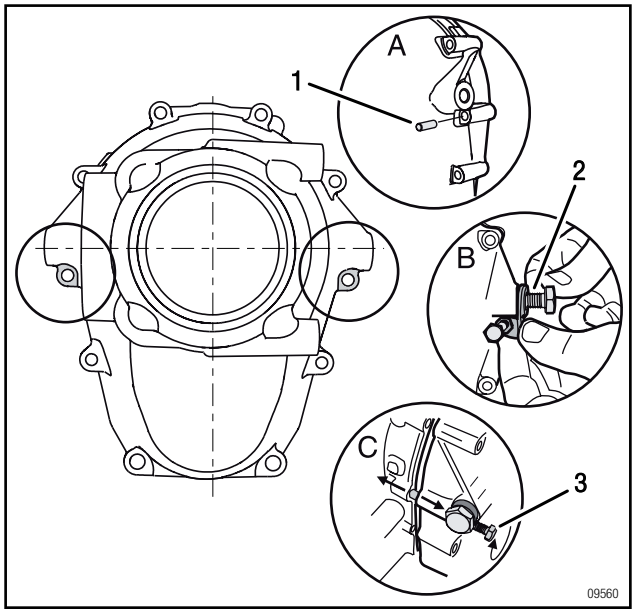


Figure 5.3

1 Dowel pin 8x20

2 Hex. screw M10x20

3 Hex. screw M6x40

REMOVAL OF THE DRIVE GEAR

ATTENTION
The large and small gears are considered the same part with the same part number and same serial number. They must not be mixed up with other gear sets.

Step	Procedure
1	Heat the hex. nut M30x1.5 with the hot air gun (100–120 °C (212–248 ° F)).
2	Turn clockwise left hand threads to loosen hex. nut M30x1.5 with socket wrench SW 41 part no. 877445.

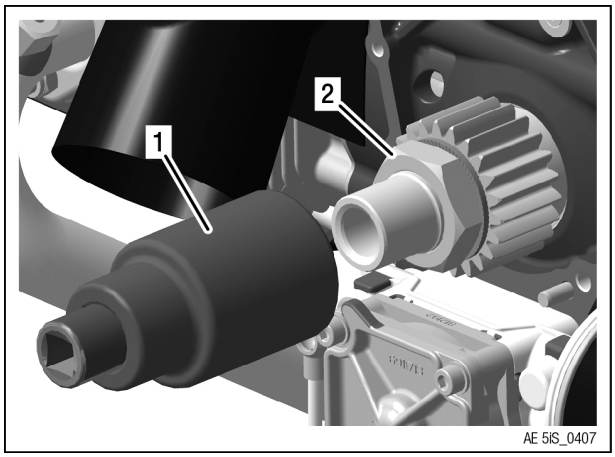


Figure 5.4

1 Socket wrench SW 41 part no. 877445 *2 Hex. nut M30x1.5*

NOTE

The hex. nut has a left handed thread!

Step	Procedure
3	Remove the drive gear and the friction washer from the crankshaft.

NOTE

If necessary, carefully lever off the drive gear with 2 screwdrivers.

NOTE

The gear set (large and small drive gear) are part of the gearbox assy. and both must be included if sending gearbox out for inspection or overhaul.

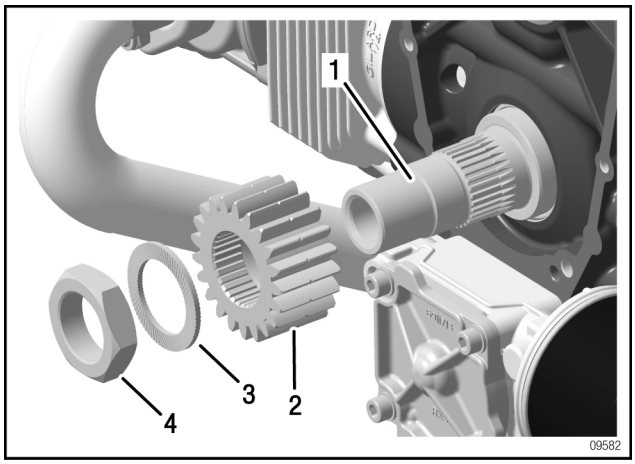


Figure 5.5

1	*Crankshaft*	*2*	*Drive gear*
3	*Friction washer*	*4*	*Hex. nut M30x1.5*

INSTALLATION OF PROPELLER GEARBOX

Preparation

ATTENTION

No hammering or pressing! The drive gear must only be pushed on manually.

ATTENTION

Ensure that the friction washer is in the correct installation position.

ATTENTION

The dog and drive gears are in pairs.
Only use parts with the same serial number.

- Clean and degrease all parts carefully.
- Remove LOCTITE adhesive residue with LOCTITE 7063.
- Visual inspection of the crankshaft on the power take off side.

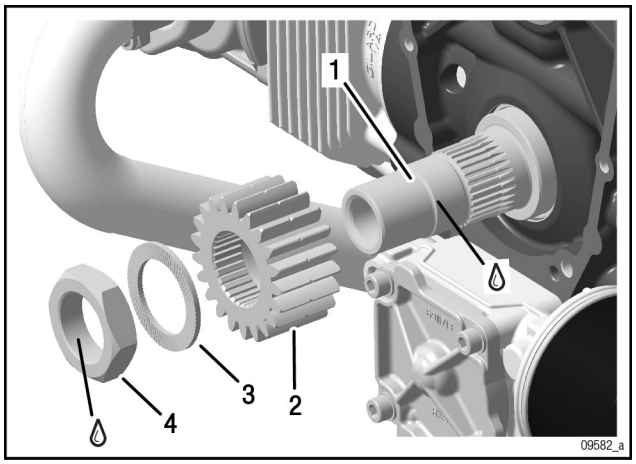


Figure 5.6

1 Crankshaft (power take off side)
2 Drive gear
3 Friction washer VS-30
4 Hex. nut

Step	Procedure
1	Push the drive gear onto the crankshaft.

NOTE

Due to limited tolerances, it may be difficult to push the drive gear onto the end of the crankshaft. If necessary, turn it and push it on in another position.

Step	Procedure
2	Secure the hex. nut M30x1.5 with LOCTITE 648 and screw it counter clockwise left hand threads onto the crankshaft along with the friction washer VS-30. Tightening torque 200 Nm (147 ft.lb.).
3	Inspect the run out.

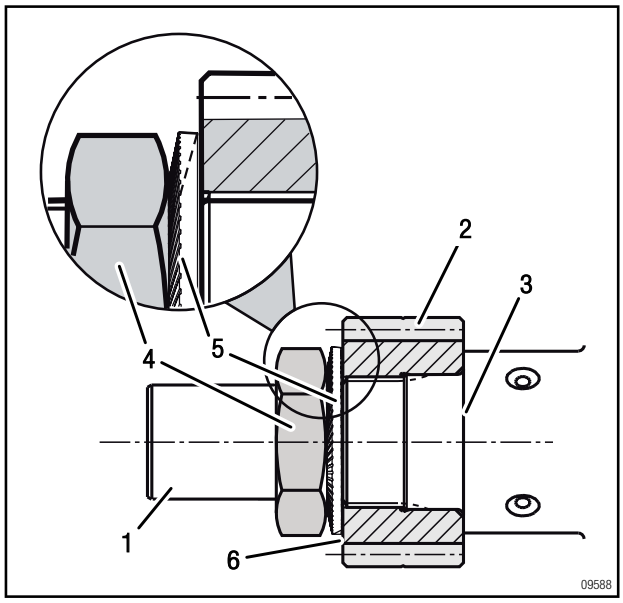


Figure 5.7

1	*Crankshaft (power take off side)*	*2*	*Drive gear*
3	*Crankshaft*	*4*	*Hex. nut*
5	*Friction washer VS-30*	*6*	*Serial number*

See Maintenance Manual Heavy for the engine type 912 i Series Chapter 72-10-00 section Wear limits (CS24).

NOTE

If there is slight vertical run-out, replace the nut and repeat the measurement.

Step	Procedure
4	Insert 2 dowel pins 6x20 into the crankcase.
5	Apply KLUEBER ISOFLEX TOPAS into the needle bearing and lubricate the crankshaft with LOCTITE Anti Seize.

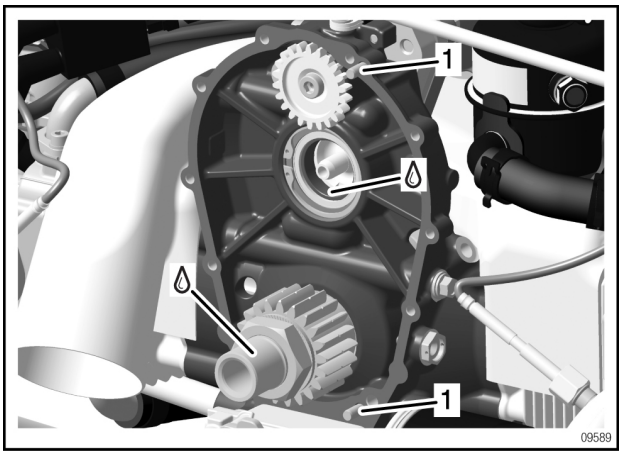


Figure 5.8

1 Dowel pins 6x20

ATTENTION
The sealing surface must be free from dirt and oil.

Step	Procedure
6	Clean both sealing surfaces with LOCTITE 7063.
7	Apply a thin layer of LOCTITE 5910 surface sealing compound to the sealing surface of the gearbox housing.
8	Fit gearbox into position, carefully aligning crankshaft, dowels and gears.

NOTE

Move the propeller shaft a little to allow the dog gear to engage.

ATTENTION
If excessive installation force is used, the bearing or vacuum pump gear can be damaged.

Step	Procedure
9	Tap gently on the gearbox housing with a soft-faced hammer to position the gearbox on the crankcase.

NOTE

If there is a large amount of resistance at a gap of approximately 10 mm, the bearing rollers of the roller bearing may not be in position.

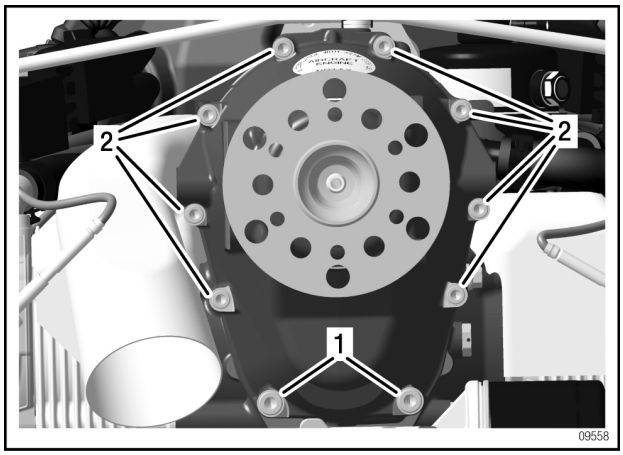


Figure 5.9: TYPICAL

1 Allen screw M8 *2 Allen screw M6*

Step	Procedure
10	Tighten 2 Allen screws M8x45and 8 Allen screws M6x45 with washers 6.4 diagonally from each other. Tightening torque M6: 10 Nm (89 in.lb.) Tightening torque M8: 25 Nm (18 ft.lb.)
11	Inspect the run-out.

See Maintenance Manual Heavy for the engine type 912 i Series Chapter 72-10-00 section Wear limits (CS24).

PROPELLER GEARBOX WITH INTEGRATED OVERLOAD CLUTCH

General note After any propeller strike the following inspections must be performed before operation can continue.

See also Maintenance Manual Heavy for the engine type 912 i Series

1. Inspect the engine for damage. If any damage is detected, inspect, repair or overhaul the whole engine in accordance with the relevant Manual. Inspect all systems for correct functioning.
2. Inspect add-on components e.g. propeller governor, vacuum pump, external alternator. Observe the manufacturers instruction(s).
3. Observe all relevant directives from the aircraft manufacturer.
4. Remove the fuel pump and gearbox. Perform a crankshaft out- of roundness inspection on PTO side. See Chapter 72-00-00 Heavy Maintenance. If measuring up inside the value of 0.08 mm continue and also perform a crankshaft distortion inspection see Chapter 72-00-00. If distortion is inside the value of 2 degree, continue as following:
5. Remove and replace the roller bearing in crankcase for propeller shaft.
   See Chapter 72-00-00 Heavy Maintenance.
6. Remove the crankshaft gear for NDT inspection. See Chapter 72-00-00 Heavy Maintenance.
7. Inspect, repair and perform overhaul of the whole gearbox in accordance with Chapter 72-00-00 Heavy Maintenance.
8. Perform NDT inspection upon housing and metal parts e.g. propeller shaft and gear set.
9. Re-install crankshaft gear and check the crankshaft for out-of roundness.
   See Chapter 72-00-00 Heavy Maintenance.
10. Re-install the gearbox. See Chapter 72-00-00 Heavy Maintenance.
11. Perform an engine test run in accordance with Chapter 12-20-00.
12. Release back to service and make an entry in engine log book detailing the work carried out.

CHECKING OF THE OVERLOAD CLUTCH

General note

In the event of lead deposits and/or if slipping is suspected, it will be necessary to check the overload clutch..

NOTE

Slipping of overload clutch is apparent if at engine speed rise, the propeller speed does not increase at the same rate.

NOTE

The engine should be run for a short time prior to the test, otherwise there is the risk of the clutch “drying out“, resulting in a higher torque.

Step	Procedure
1	Remove the propeller as per manufacturers instruction.
2	Lock the crankshaft. See Chapter 12-20-00 section Locking/loosen of the crankshaft.
3	Install a torque multiplier (or use a extension bar) of respective specification (1000 Nm /738 ft.lb.) on the propeller flange. **NOTE** *Because of difficult measurement of the slipping torque the break-away torque is measured.*

ATTENTION

Danger of damage to the engine suspension! Depending on the engine installation (e.g. in the case of extremely lightweight engine suspension), the gearbox must be removed and the test carried out on a suitable mounting attachment.

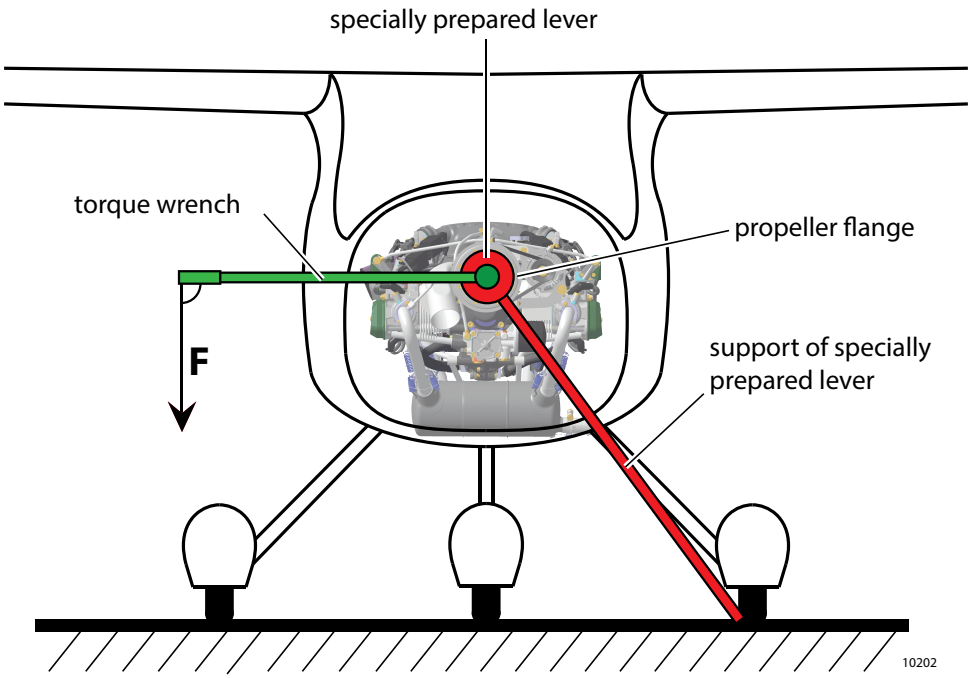


Figure 5.10: Front view

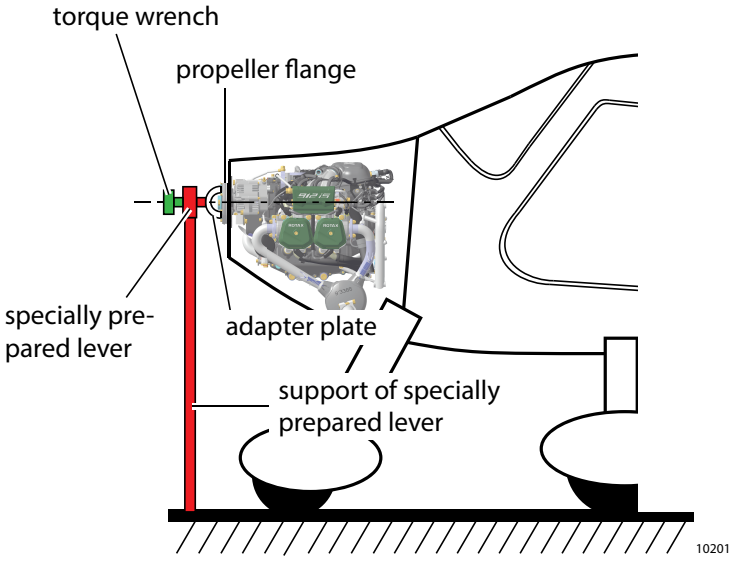


Figure 5.11: Side view

Step	Procedure
4	Attach and adjust outrigger of the torque multiplier. If the engine is mounted in an aircraft, this one must be supported/fixed to the ground. **NOTE** *Due to the torque multiplier the effective direction of the support device is opposite to the input direction of rotation..*
5	Connect torque wrench to torque multiplier.
6	Turn over the clutch 3 times. (Do not record the measured values!).
7	Turn over the clutch and record the breakaway torque on the torque wrench. **NOTE** *Check transmission ratio of the torque multiplier.* *To calculate the value the measurement must be repeated a few times (min. 2x) in order to obtain a stable value.*
8	Compare the measured value with the limits. If the value is greater or smaller than the limit values, the overload clutch must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.

Breakaway torque		
Engine type	**minimum Limit**	**maximum Limit**
912 iS	600 Nm (442 ft.lb)	800 Nm (590 ft.lb.)
912 iS/iSc Sport	700 Nm (516 ft.lb.)	900 Nm (664 ft.lb.)

ATTENTION

The maximum limit must not be exceeded, otherwise it may cause a damage of the gearbox. Values below the minimum limit may cause a slipping of the overload clutch that result in an overspeed.

Step	Procedure
9	Remove torque multiplier and torque wrench.
10	Remove the crankshaft. Locking pin, replace screw with new ring. See Chapter 12-20-00 section Locking/loosen of the crankshaft.
11	Install the propeller according to the manufacturers instruction.

EXAMINATION AFTER ENGINE FAILURE

General note

In order to find possible causes of the failure, it is important to pass on all available data. Observations on the aircraft and the engine suspension can also be of help. It is important to pay particular attention to any of the following engine phenomena to facilitate troubleshooting.

Engine

Engine runs erratically and misfires	
part	**possible cause**
Fuel system	fuel supply vapour locks contamination
Ignition system (wiring connectors, charging coil, ECU, FUSE BOX) Spark plug	malfunction grounding defect wrong spark plug connection loose connection

Rough running engine

Rough running engine	
part	**possible cause**
Ignition	wiring (assignment fault)
Engine	engine temperature too low wrong intake air

Engine stoppage

ATTENTION
Should one of the above mentioned items occur even for a short time then a detailed check of the engine is necessary. The fault needs to be located and corrected.

Unintended engine stoppage by seizing	
part	**possible cause**
Oil system	oil pressure too low or no oil pressure oil shortage contamination plugged / restricted venting
Oil pump	defect
Camshaft bearings/Conrod bearings	rather consequential damage wear (low oil pressure)

ATTENTION
The entire assembly must be dismantled, inspected and repaired.

- The whole engine must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
- Inspect all systems for correct functioning.
- Detailed inspection of affected engine components.

Cylinder head

A rise in cylinder head temperature above normal operating limits (see Operators Manual) is a clear signal for a failure in the cooling system.

Cylinder head temperature or coolant temperature too high	
part	**possible cause**
Cooling system	not enough coolant insufficient venting
Return valve, pressure relief valve	malfunction
Radiator	contaminated sealing of radiator to cowling poor cooling flow
Radiator cap	leaking
Water pump	contamination malfunction

RETURNING ENGINE TO SERVICE AFTER SUBMERGING IN WATER

General note

ATTENTION
The engine must be marked clearly “Engine submerged in water“. Define if it was fresh water or salt water.

An engine which has been submerged in water must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness. See current Maintenance Manual of the respective engine type.

Inspection

- Inspect all systems for correct functioning.

NOTE

Prior to the detailed inspection, all parts should be cleaned and inspected for corrosion. For accessories (e.g. vacuum pump, fuel filter etc.) the instructions and specifications of the corresponding manufacturer must be followed.

Complete inspection of these components:

- power supply
- gearbox
- engine suspension frame
- fuel system
- cylinder unit
- cooling system
- valve train system
- exhaust system
- lubrication system
- start system

In most cases an overhaul is necessary, in this regard send the engine without delay to an authorized ROTAX® overhaul facility for inspection.

If an engine was submerged into water, all electrical components
(e. g.: electric fuel pumps, ignition coils, stators, spark plugs, spark plug connectors, FUSE BOX, sensors, ECU, wiring harness) must be replaced.

NOTE

Discoloration or corrosion are signs of submerging in water.

INSPECTION IN EXTREME CLIMATIC CONDITIONS

General note

ATTENTION
Every 25 hr. checks of air filter, coolant radiator and oil cooler are necessary.

Flying in deserts or areas with heavily contaminated or dusty air causes increased wear on all components. For this reason, shorter maintenance intervals are recommended.

Flying in areas with extreme climatic conditions or in extreme altitudes requires adjustment of the cooling system. To do this, it is necessary to contact the aircraft manufacturer and an authorized ROTAX® aircraft engines distributor.

DIMINISHED FUNCTIONAL CAPABILITY OF EMS

General note

NOTE

The diminished functional capability of EMS must be entered by the pilot into the engine log book, stating duration extent of diminished functional capability and all pertinent details.

- Perform engine inspection.

Read out the ECU data memory and check the data for details of diminished functional capability. Perform the corresponding inspections/repairs depending on the functional defects found.

RETURNING ENGINE TO SERVICE AFTER INFLUENCE BY FIRE

General note

An engine after influence by fire must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.

Inspection

- Inspect all systems for correct functioning.

NOTE

Prior to the detailed inspection, all parts should be cleaned and inspected for burn penetration or melted materials.

If an engine was influenced by fire, first a visual inspection of all parts has to be done and then a hardness test of all mechanical parts must be performed
(e. g.: crankcase, cylinder, cylinder heads etc.).
In most cases an overhaul is necessary, in this regard send the engine without delay to an authorized ROTAX® overhaul facility for inspection.

EXCEEDING OF MAX. ADMISSIBLE ENGINE RPM

General note

ATTENTION

Any exceeding of the max. admissible engine RPM must be entered by the pilot into the engine log book stating duration extent of overspeeding and pertinent detail.

Read out the ECU data memory and check the data for details of increased engine speed. Perform the corresponding inspections/repairs depending on the functional defects found.

5800 rpm up to max. 6200 rpm

If the limit was exceeded for max. 1 minute up to 6200 rpm

Step	Procedure
1	No action is required.

5800 rpm up to max. 6200 rpm

If the limit was exceeded for more than 1 minute up to 6200 rpm.

Step	Procedure
1	Check that the push-rods are straight.

6200 rpm up to max. 6500 rpm

If the limit was exceeded for max. 1 minute up to 6500 rpm.

Step	Procedure
1	Check that the push-rods are straight.

6200 rpm up to max. 6500 rpm

If the limit was exceeded for more than 1 minute up to 6500 rpm.

Step	Procedure
1	The whole engine must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Check that the push-rods are straight.
3	Inspect the crankshaft for out-of-roundness and distortion. See Chapter 72-00-00 of the latest Heavy Maintenance Manual.
4	Inspect all systems for correct functioning.
5	Detailed inspection of affected engine components.

more than 6500 rpm

If the speed of 6500 rpm was exceeded.

Step	Procedure
1	The whole engine must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Check that the push-rods are straight.
3	Check cylinder differential pressure.
4	Replace the crankshaft. Check the drive gear for out-of-roundness and distortion. See Chapter 72-00-00 of the Heavy Maintenance Manual.
5	Check if piston had contact with valve.
6	Check for out of roundness of valves.
7	Inspect all systems for correct functioning.
8	Detailed inspection of affected engine components.

EXCEEDING OF MAX. COOLANT TEMPERATURE

General note

ATTENTION
If the maximum coolant temperature is exceeded, other limits are also often exceeded, e.g. oil temperature. Please observe the relevant instructions.

NOTE

Any exceeding of the max. admissible coolant temperature must be entered by the pilot into the engine log book, stating duration, extent of excess temperature and pertinent detail.

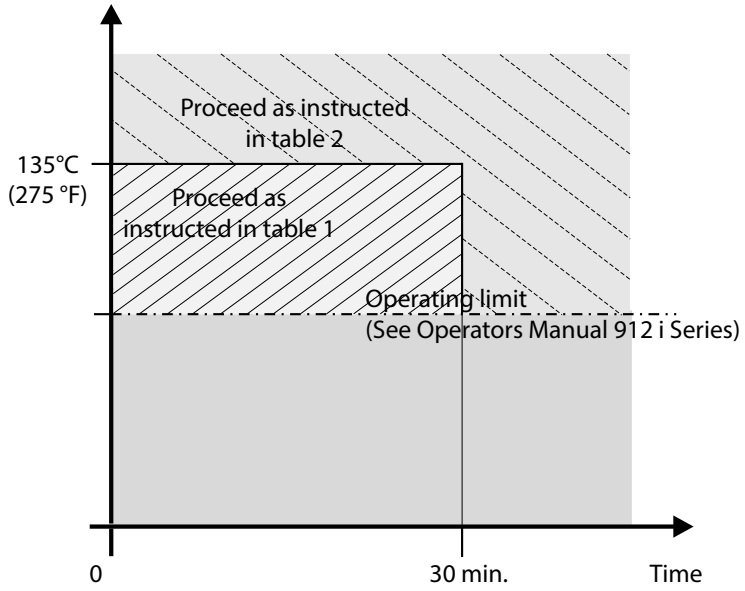


Figure 5.12: Overview and proceed:

Temperature exceeded briefly

Table 1: Temperature exceeded less than 30 min.	
Step	**Procedure**
1	The whole cooling system must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Inspect all further systems for correct functioning.
3	Carry out detailed inspection of the affected engine components such as: • Leakage check on the cooling system. • Check that the cylinder head attachment is fitted securely. If any of the cylinder head nuts are loose, proceed as instructed in sec. “Excess temperature of over 180 °C (356 °F) and/or for longer than 30 min.“. • Check all coolant fittings (feed/outflow) for secure fit.

Exceeded for longer than 30 min.

Table 2: Exceeded for longer than 30 min.	
Step	**Procedure**
1	The whole cooling system must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Inspect all further systems for correct functioning.
3	Carry out detailed inspection of the affected engine components.
4	Check compression by carrying out a differential compression check.
5	All cylinder heads and cylinders must be removed and subjected to a detailed check including hardness testing. See chapter 72-00-00 of the Heavy Maintenance Manual.

NON COMPLIANCE WITH THE COOLANT SPECIFICATION

General note

ATTENTION
Use only coolant as recommended in the current Operators Manual and SI-912 i-001 “Selection of suitable operation fluids“, current issue.

Non compliance with the coolant specification	
Step	**Procedure**
1	When a incorrect coolant is used, then the coolant system has to be flushed. See Chapter 12-20-00 section Flushing the cooling system.
2	Fill expansion tank with new coolant (highest point of the coolant system). See Chapter 12-10-00 section Coolant check/replenish.

Non compliance with the coolant specification	
Step	**Procedure**
3	Re-install the radiator cap.
4	**NOTE** *Run engine for a minute and replenish as required.*

EXCEEDING THE MAX. PERMISSIBLE OIL TEMPERATURE

General note

ATTENTION
If the max. permissible oil temperature is exceeded, other limits are often exceeded, too, e.g. the cylinder head temperature. Please observe the relevant instructions.

NOTE

Any exceeding of the max. admissible oil temperature must be entered by the pilot into the engine log book, stating duration extant of excessive temperature and pertinent detail.

Read out the ECU data memory and check the data for details of increased oil temperature. Perform the corresponding inspections/repairs depending on the functional defects found.

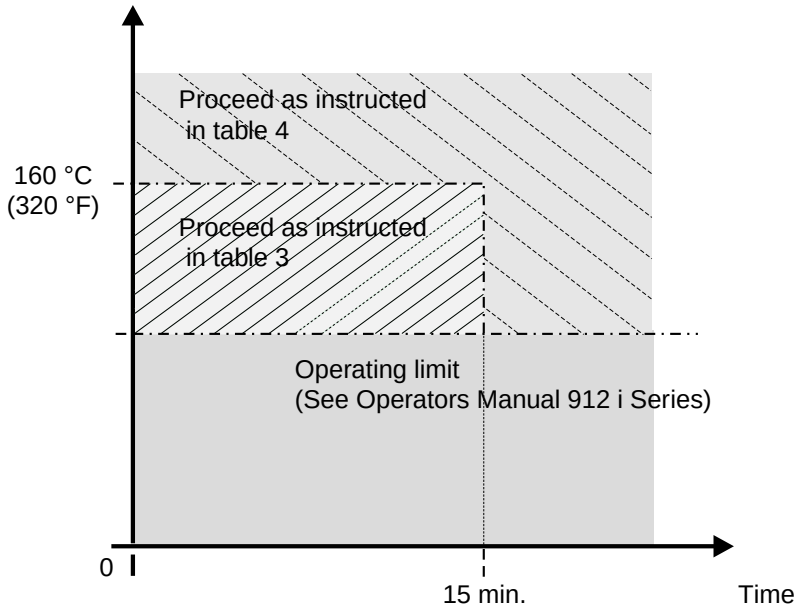


Figure 5.13: Overview and proceed

Exceeding up to max. 160 °C (320 °F)

Table 3: Excess temperature up to max. 160 °C (320 °F) max. 15 min.	
Step	**Procedure**
1	The whole oil system must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Inspect oil level in the oil tank.
3	Inspect oil cooler for contamination and check the entire oil circuit for correct functioning.
4	Check that oil lines are routed correctly and undamaged.
5	Cut oil filter housing and inspect filter mat for foreign matter.
6	Carry out oil change.
7	Inspect all further systems for correct functioning.

Exceeding over 160 °C (320 °F)

Table 4: Excess temperature over 160 °C (320 °F) for longer than 15 min.	
Step	**Procedure**
1	The whole oil system must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
2	Inspect all further systems for correct functioning.
3	Carry out detailed inspection of the affected engine components.
4	The whole oil system (oil cooler, oil lines) must be inspected.
5	Cut oil filter housing and inspect filter mat for foreign matter.
6	Carry out oil change.

OIL PRESSURE BELOW MINIMUM VALUE

General note

ATTENTION
If the oil pressure falls below the minimum value, other limits are often exceeded, e.g. the oil temperature. Please observe the relevant instructions.

NOTE

Any exceeding of the min. admissible oil pressure must be entered by the pilot into the engine log book, stating duration extent of excessive pressure and pertinent details.

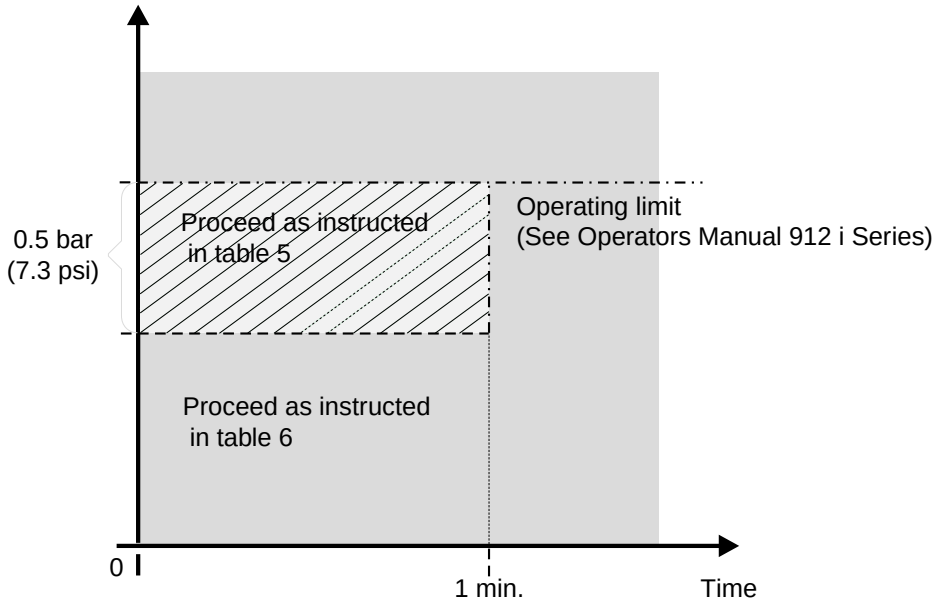


Figure 5.14: Overview and instruction

Oil pressure below minimum oil pressure on the ground
If noticed **on ground**, immediately stop the engine and determine the cause.

- Inspect the complete lubrication system, trace cause and rectify.

See Service Instruction SI-912-005, latest issue.

If the oil pressure falls below the minimum value up to max. 0.5 bar (7.25 psi) and for max. 1 min., the cause must be determined.

Table 5: Oil pressure below minimum permissible oil pressure up to max. 0.5 bar (7.25 psi) max. 1 min. in flight	
Step	**Procedure**
1	Inspect all oil lines for restrictions and clear passage.
2	Verify oil quantity.
3	Inspect pressure sensor and connector.
4	Inspect indicating instrument to specifications of the manufacturer, replace as required.
5	Inspect crankcase pressure (See Installation Manual, latest issue.).
6	If no cause for the low oil pressure is found after the above checks, carry out an oil change.
7	If after the previous checks and oil change the oil pressure is still too low, repair or overhaul the engine in accordance with the BRP-Rotax instructions for continued airworthiness.
8	Inspect all systems for correct functioning.
9	Carry out detailed inspection of the affected engine components.

ATTENTION
When re-installing the oil cooler and oil lines, the complete lubrication system (inclusive oil tank) must be flushed.

Minimum oil pressure in flight more then 0.5 bar (7.25 psi).
Consequent damage can be expected if the oil pressure falls below the minimum value by more than 0.5 bar (7.25 psi).

Table 6: Oil pressure below minimum permissible value more than 0.5 bar (7.25 psi) in flight	
Step	**Procedure**
1	The whole cooling system must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness. • The crankshaft must be replaced.
2	Carry out detailed inspection of the affected engine components.
3	Cut oil filter housing and inspect filter mat for foreign matter.
4	Inspect all further systems for correct functioning.

OIL SPECIFICATION NOT RESPECTED

General note

NOTE

An entry by the pilot in the engine log book of all pertinent details is required.

If by error engine was serviced with oil, which does not correspond with oil specification in the Operators Manual and the engine has been in operation for **less than 5 hours,** the following measures must be taken:

Less than 5 hr.

Oil specification not respected	
Step	**Procedure**
1	Oil change.
2	Remove the lowest positioned banjo screw (1) (banjo bolt, plug screw or screw socket) and drain the remaining oil from the crankcase. Screw in banjo bolt or plug screw.  Tightening torque see Installation Manual for the engine type 912 i Series.
3	Replace oil filter.
4	Drain oil completely from oil cooler.
5	Drain oil from oil tank.
6	Refill oil tank with oil as specified, refer to Operators Manual.
7	Purge air from oil system. See Chapter 12-20-00 section Purging the oil system.
8	Run engine for approx. 1 hour and change oil and oil filter once more, see Chapter 12–20–00 section Oil change.

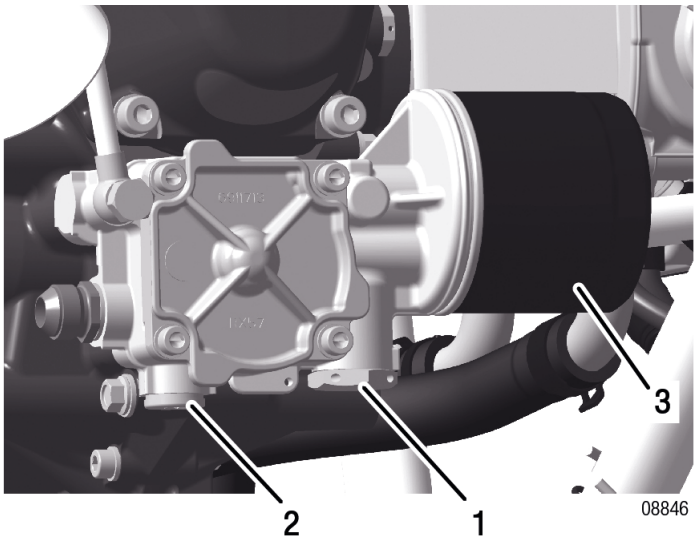


Figure 5.15: Position of the plug screw

1 Plug screw M22x1.5
2 Plug screw M16x1.5
3 Oil filter

Longer than 5 hr. If the engine has been operated **longer than 5 hours** with engine oil not corresponding with specification in the Operators Manual the following work is required.

Oil specification not respected	
Step	**Procedure**
1	Remove propeller gearbox.
2	The gearbox must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
3	Carry out detailed inspection of the affected engine components.
4	Oil change.
5	Remove the lowest positioned banjo screw (banjo bolt, plug screw or screw socket) and drain the remaining oil from the crankcase. Screw in banjo bolt or plug screw.  Tightening torque see Installation Manual for the engine type 912 i Series.
6	Replace oil filter.
7	Inspect the contact surfaces camshaft / hydraulic valve tappet.
8	Drain oil completely from oil cooler.

Oil specification not respected	
Step	**Procedure**
9	Drain oil from oil tank.
10	Refill oil tank with oil as specified, refer to Operators Manual.
11	Purge air from oil system. See Chapter 12-20-00 section Purging the oil system.
12	Run engine for approx. 1 hour and replace oil and oil filter once more, as stated above.

SPARK PLUG NOT IN ACCORDANCE WITH SPECIFICATION

General note

If by error any of the spark plugs were installed which are not according to specification of the engine manufacturer and/or not genuine ROTAX® parts, the following verification will be necessary.

Spark plug not in accordance with specification	
Step	**Procedure**
1	Mark position of the spark plugs (e.g. cylinder 1 top) and remove all spark plugs.
2	Inspect the spark plugs for damage (formation of melt beads, burn off). At heavy melt beads or bad burn off, inspect the piston dome and cylinder wall by borescope. If parts are damaged, the engine must be inspected, re-paired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
3	Inspect all systems for correct function.
4	Detailed inspection of affected engine components.
5	Inspect spark plug thread for damage (especially at bad burn off).
6	Differential compression check. See Chapter 12-20-00 section Checking the compression.
7	Change oil and oil filter.

NON COMPLIANCE OF FUEL QUALITY

General note

With the use of unsuitable fuel quality (e.g. low octane fuel), depending on the operating condition the knock control would activate itself. This control should prevent damage by knocking combustion.
The use of unsuitable fuel quality has to be entered in the engine log book.

Independent of subsequent following inspections are required:

Non compliance with fuel quality	
Step	**Procedure**
1	Visual inspection of engine.
2	Empty the fuel system according to the instructions of aircraft manufacturer.
3	Flush fuel system.
4	Replace fuel filter
5	Check differential pressure.
6	Engine test run.

SMOOTH PERFORMANCE OF THE ENGINE

General note

⚠ WARNING
Risk of electric shock! Ignition “OFF” and system grounded! Disconnect negative terminal of battery.

Inspection

Inspection of smooth performance of the engine should be performed at a temperature about 0 °C to 60 °C (140 °F).

Engine runs sluggishly	
Step	**Procedure**
1	Remove spark plug connector and remove 1 spark plug from each cylinder.
2	Torque must be determined with a suitable jig. To do this, determine the maximum occurring torque on the propeller shaft necessary to move the whole crank drive. The torque must be max. 150 Nm (111 ft.lb). If the maximum torque is exceeded, perform the following inspections: • Carry out detailed inspection of the affected gearbox components • Carry out detailed inspection of crank drive

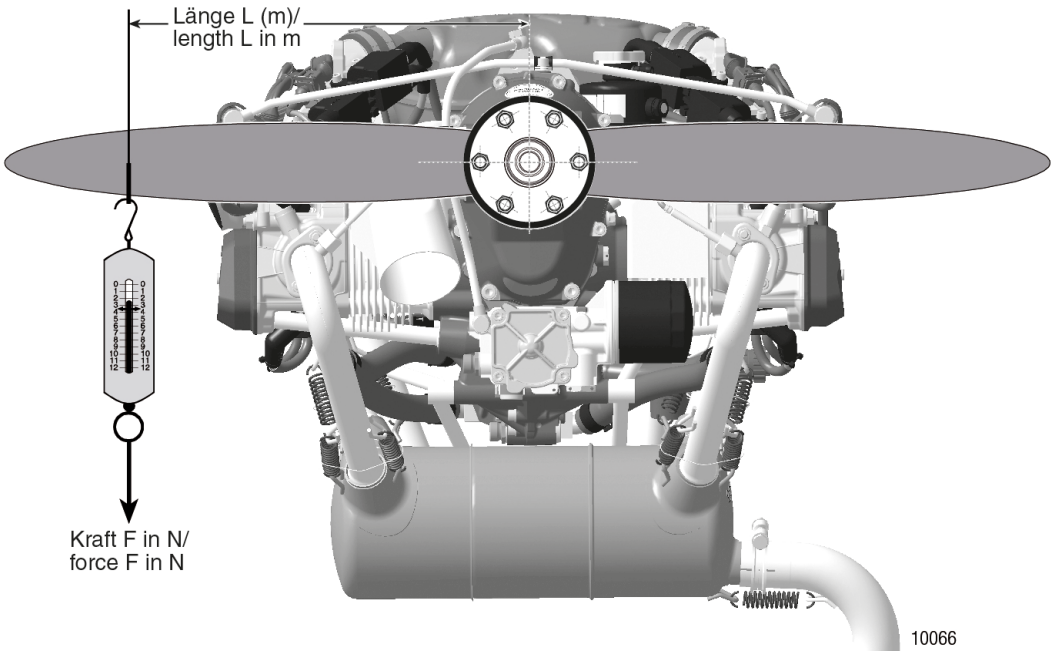


Figure 5.16: Inspection of smooth performance TYPICAL

NOTE

Always use protection of propeller edge when doing this test.

LIGHTNING STRIKE

General note

An indirect lighting strike is a strike on the aircraft fuselage, the wings or propeller. A direct lighting strike is a strike which acts directly on the engine.

Different types of damage can be caused depending on the type of lightning strike.

Indirect lightning strike

Read out the ECU data memory and check the data for details of increased oil temperature. Perform the corresponding inspections/repairs depending on the functional defects found.

Indirect lighting strike	
Step	**Procedure**
1	Inspect the condition of the engine.
2	Inspect the mechanical actuation systems in the engine.
3	Inspect the harness.
4	Crank the engine and check that it rotates freely.
5	Perform an engine test run.
6	Inspect FUSE BOX.

Heat damage due to indirect lightning strike:
Detailed findings will need to be obtained for affected components. Always replace components if visible signs of damage are evident or if you are in any doubt.
Electrical and magnetic damage due to indirect lightning strike:
Detailed findings will need to be obtained for affected components. Always replace components if visible signs of damage are evident or if you are in any doubt.

Direct lightning strike

Send the engine without delay to an authorized ROTAX® overhaul facility for inspection.

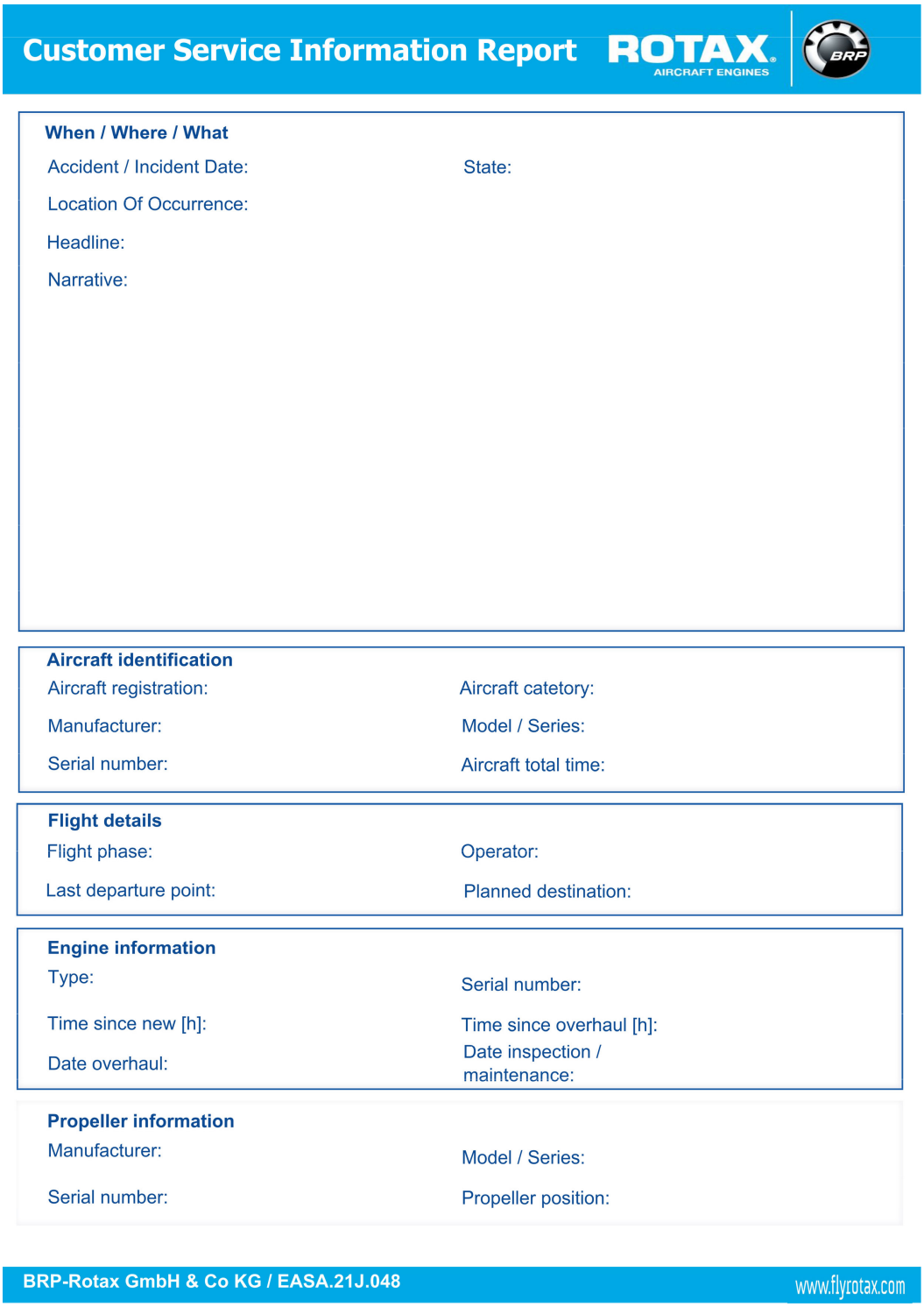
REPORTING

General note

In case of any relevant occurrences that may involve malfunction of the engine, the form on the next page should be filled out and sent to the responsible ROTAX® Authorized Aircraft engines distributor or their independent Service Center. This is valid for all ROTAX® Aircraft engines types (certified – according to the regulation of EASA part 21A.3 / FAR 21.3) (non-certified – ASTM compliant, etc...).

NOTE

The form is also available from the official ROTAX® AIRCRAFT ENGINES Website in electronic version.
www.flyrotax.com



Customer Service Information Report ROTAX AIRCRAFT ENGINES

When / Where / What

Accident / Incident Date: State:

Location Of Occurrence:

Headline:

Narrative:

Aircraft identification

Aircraft registration: Aircraft catetory:

Manufacturer: Model / Series:

Serial number: Aircraft total time:

Flight details

Flight phase: Operator:

Last departure point: Planned destination:

Engine information

Type: Serial number:

Time since new [h]: Time since overhaul [h]:

Date overhaul: Date inspection / maintenance:

Propeller information

Manufacturer: Model / Series:

Serial number: Propeller position:

BRP-Rotax GmbH & Co KG / EASA.21J.048 www.flyrotax.com

Figure 5.17: Form

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Chapter: 12–00–00
MAINTENANCE OF THE SYSTEMS

TOPICS IN THIS CHAPTER

Introduction

The section “Maintenance of the systems“ is associated with other sections. It serves only as a supplement to and further explanation of the maintenance check list (See 05-20-00).

NOTE

For reasons of clarity, only headlines and keywords are listed in the Maintenance Schedule. Please refer to the following pages for further explanation if needed. As far as possible, the content has been arranged according to system.

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Chapter: 12–10–00
REPLENISHING OPERATING FLUIDS

TOPICS IN THIS CHAPTER

Introduction The engine should always be in a horizontal position before checking the fill levels.

ENVIRONMENTAL NOTE

All operating materials and cleaning products endanger the environment by improper disposal.
Dispose of the operating materials in an environmentally sound way!

SERVICING POINTS ON THE ENGINE

Overview

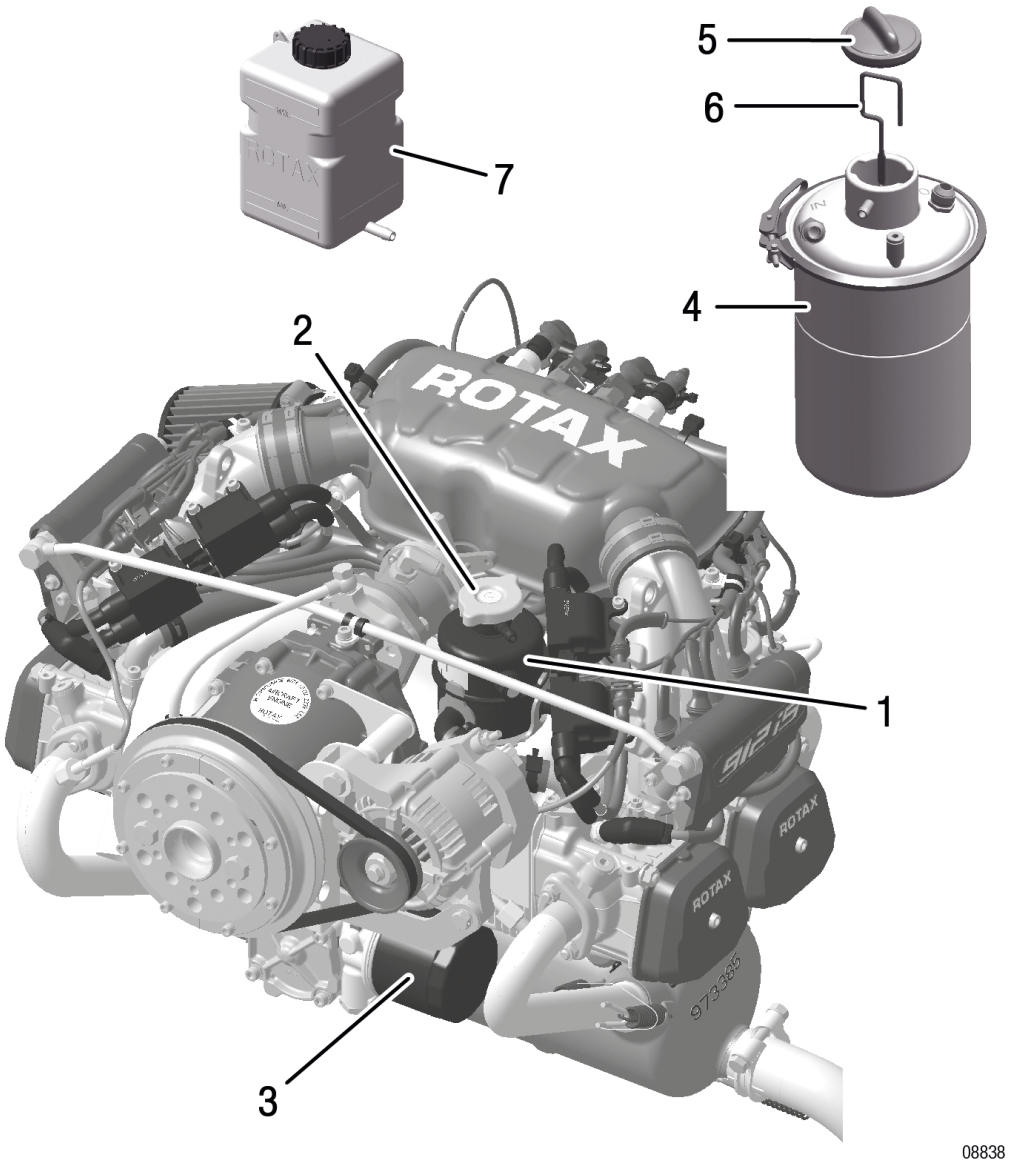

Figure 6.1

1 *Expansion tank*
2 *Radiator cap*
3 *Oil filter*
4 *Oil tank*
5 *Radiator cap*
6 *Oil dipstick*
7 *Overflow bottle*

FLUID CAPACITIES

General note

ATTENTION
The operation of the engine may be adversely affected if non-approved or contaminated fuel, oil or coolant are used. Any mixing of different manufacturers and types should be avoided. The use of additives may result in damage.

System

Overview

See Operators Manual for the engine type 912 i Series.

System	Fill capacity	Details about the operating fluids
Fuel system	Refer to the relevant specifications provided by the aircraft manufacturer.	Refer to the corresponding chapter in the Flight Manual.
Cooling system	Approx. 1.5 l (0.4 US gal.).	Refer to the corresponding chapter in the Operators Manual.
Oil system	MIN mark corresponds to 2.5 l (0.66 US gal.) and MAX mark corresponds to 3.0 l (0.8 US gal.).	Refer to the corresponding chapter in the Operators Manual.

NOTE

BRP-Rotax can give an approx value on the fill capacity depending on aircraft design and positions of radiators and tanks. The volume may difference from this value. Always check the relevant specifications provided by the aircraft manufacturer.

COOLING SYSTEM

General note

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

⚠ WARNING

Risk of Burns!
Never open the radiator cap when the cooling system is hot. For safety's sake, cover cap with a rag and open slowly. Sudden opening of the cap could provoke the escape of boiling coolant and result in scalding.

ENVIRONMENTAL NOTE

Coolant and mixtures of coolant and water have to be treated as hazardous waste!

COOLANT CHECK/REPLENISH

Special tool For accomplishment the following special tool is required.:

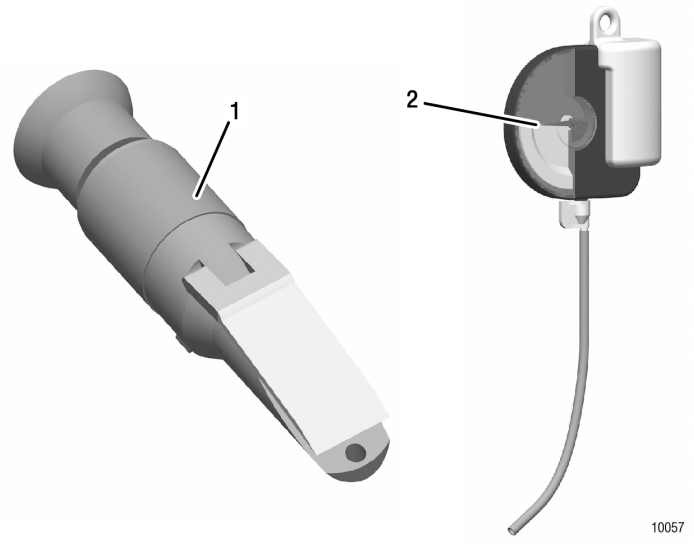

Figure 6.2: Special tool

Part number	Description
part no. n.a	Densimeter (1)
part no. n.a	Glycol tester (2)

Instruction

To refill the coolant the following steps are necessary.

Step	Procedure
1	Open the radiator cap (1) on the expansion tank (2).
2	Check the coolant level. The coolant level must be filled up to the top (see Sketch).
3	Inspect coolant with densimeter or glycol tester. Strongly discolored or thickened coolant must be replaced.

ATTENTION
Use only coolant as recommended in the current Operators Manual and SI-912 i-001 “Selection of suitable operation fluids“, current issue.

Step	Procedure
4	If necessary, replenish with coolant of same composition.
5	Tighten the radiator cap by hand. **NOTE** *The radiator cap must be tightened until the stop lug is contacted.*

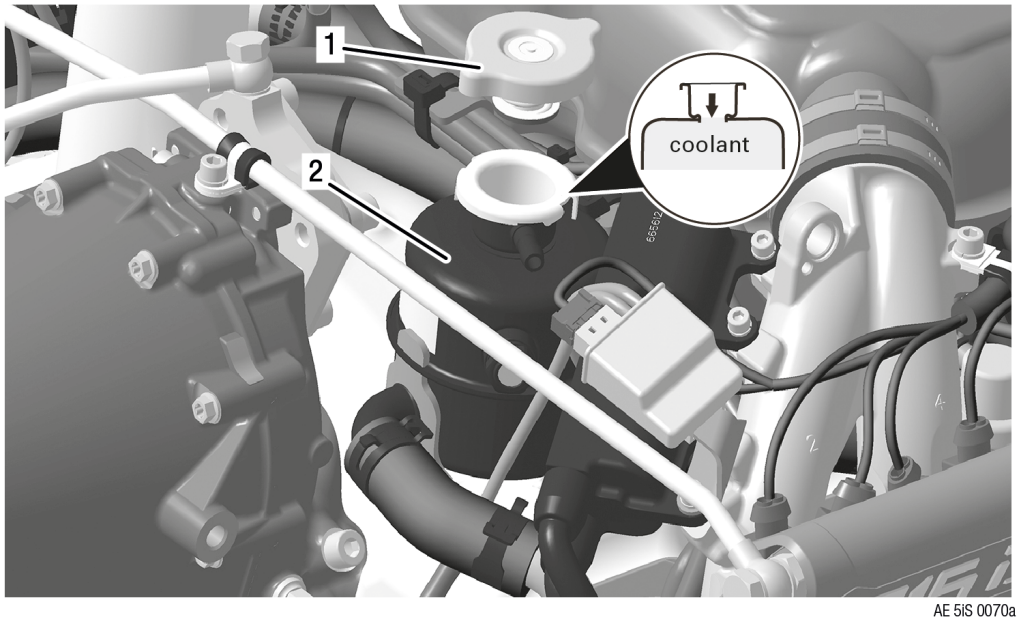

Figure 6.3: Coolant check/replenish TYPICAL

1 Radiator cap
2 Expansion tank

Engine test run Engine test run is necessary:

Step	Procedure
1	Operate the engine until the temperatures have stabilized for a period of 5 min. (engine oil temperature between 50 to 70 °C (122 - 160 °F).
2	Switch the engine OFF.
3	Allow the engine to cool down.
4	Check for leaks.
5	Check the coolant level and top up with coolant as required.

LUBRICATION SYSTEM

General note

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

⚠ WARNING

Risk of electric shock!
Ignition “OFF” and system grounded! Disconnect negative terminal of battery.

ENVIRONMENTAL NOTE

Protect the environment.
Do not harm the environment by spilling oil. Dispose of oil in an environmentally friendly manner.

OIL LEVEL CHECK/REPLENISH

Preparatory tasks Before checking the oil level, make sure that there is no residual oil in the crankcase.

Instruction For checking and before replenish proceed as follows.

Step	Procedure
1	Prior to oil level check, turn the propeller several times by hand in direction of engine rotation to pump all the oil from the engine to the oil tank.
2	This process is completed when air flows back to the oil tank. This air flow can be perceived as a murmur (gurgling) when the oil tank cover (1) of the oil tank is removed.
3	Pull out the oil dipstick (2).
4	The oil level in the oil tank should be between the two marks (max./min.) on the oil dipstick, but must never fall below the min. mark.
5	During standard engine operation, the oil level should be mid-way between the max. and min. marks, as at higher oil level (over servicing), oil will escape via the venting passage. Difference between “max.“ and “min“. - mark = 0.45 l (0.95 liq.pt).

ATTENTION

For longer flights replenish oil to max. mark to warrant more oil reserve.

ATTENTION

Only use brand name oil in accordance with the latest Operators Manual and the latest Service Instruction “Selection of suitable operating fluids“ of the respective engine type.

Step	Procedure
6	Replenish oil as required.
7	Check oil level - Marks on the oil dipstick.
8	Fit the oil dipstick and tighten the oil tank cover (1) by hand.

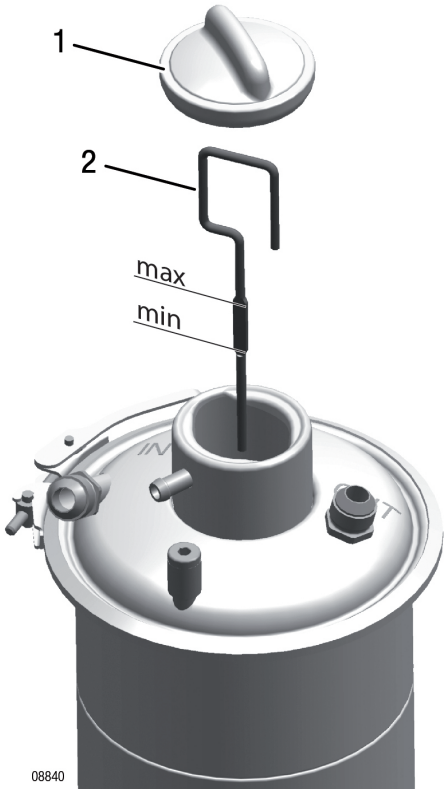

Figure 6.4: Oil level check/Replenish

1 Oil tank cover

2 Oil dipstick

Engine test run

An engine test run is necessary:

Step	Procedure
1	Check the oil level and top up with oil as required.
2	Operate the engine until the temperatures have stabilized for a period of 5 min. (engine oil temperature between 50 to 70 °C (122 - 160 °F).
3	Switch the engine OFF.
4	Allow the engine to cool down.
5	Check for leaks.

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Chapter: 12–20–00
SCHEDULED MAINTENANCE

TOPICS IN THIS CHAPTER

Introduction This chapter relates in particular to the maintenance work mentioned in the Maintenance Schedule for the various engine systems and covers the work in more detail.

ENGINE CLEANING

General note

ENVIRONMENTAL NOTE

When cleaning the engine, the dissolved residues of fuel, oil and other environment-contaminating agents are rinsed off.
Collect the residual liquids and dispose of them in an environmentally sound way.

ATTENTION

Do not use flammable liquids or caustic cleaning agents for cleaning the engine.

Cleaning agents

Use of a commercially available cold cleaning agent for the engine is recommended.
See Chapter 05-00-00 section Consumable Materials.

Cleaning

ATTENTION

Never clean an engine with a high pressure cleaner. This is detrimental to the electrical installations and shaft seals. Oxidation of the various components and their potential failure may occur.

ATTENTION

Before cleaning, all openings through which cleaning agents and/or dirty water could enter the engine must be closed off.
Failure to do this may result in engine damage!

NOTE

Always clean engine in cold state.

The engine must always be cleaned with due care and attention to detail. Plug openings as required before cleaning.

After each cleaning

After each cleaning procedure, dry all electrical components such as

- Battery
- Ignition unit
- Spark plug connector
- Clamp connections etc.

by use of compressed air to prevent leakage current.

VISUAL INSPECTION

General note

General visual inspection of the engine for damage or abnormalities. For definition and scope of visual inspection. See Chapter 05-20-00 section Visual inspection.

Abnormalities

Take note of changes caused by temperature influence.
During a visual inspection you should focus on the following points in particular:

- Exhaust system
- Engine suspension frame
- Heat shrink sleeve
- Sensor technology
- Oil filter
- FUSE BOX
- Oil cooler
- Venting hoses (oil tank)
- Airbox
- Fuel line (steel)
- Wiring harness
- Coolant hoses
- ECU

CHECKING THE ENGINE SUSPENSION

General note

ATTENTION
Be sure to use the recommended tightening torque for the specified fastener.

Checking the engine suspension

Step	Procedure
1	Verify the engine suspension points on the crankcase for tight fit and damage including cracks.
2	Inspect the surroundings of engine attachment on crankcase and gearbox. If there is discoloration of the crankcase around the attachment points (black ring), there may be loose attachments.
3	Inspect engine isolating mounts including for heat damage, wear and cracks.
4	Inspect engine suspension frame.

CORROSION

Definition

Corrosion is a natural process which attacks and potentially damages metals via an electrochemical reaction. For more detailed information about different types of corrosion and corresponding methods for dealing with corrosion refer to the FAA Advisory Circular AC 43.13. See chapter “AC 43.13-1B Maintenance and Repair“.

LEAKAGE CHECK

General note

ATTENTION

Leaking connections can lead to engine problems or engine failure!

Visual inspection of the whole engine for leaks. If leaks are visible, locate the cause and remedy the fault.

Water pump

Checking water pump for leaks
If the leakage bore, located at the base of the ignition housing, is dripping oil, the oil seal on the water pump shaft may be defective and must be replaced. In the case of coolant drips at the leakage bore, the coolant mechanical seal must be replaced (inspect the quality of the coolant).

NOTE

If a coolant leak is suspected, the following steps must be taken:

Step	Procedure
1	Clean the engine.
2	Operate the engine until the temperatures have stabilized for a period of 5 min. (engine oil temperature between 50 ° to 70 °C (122 °- 158 °F).
3	Switch “OFF“ ignition and secure engine against unintentional operation. Secure aircraft against unauthorized operation.
4	For a period of 1 minute after the engine has been stopped, no coolant must drip down.

Coolant hoses

Check coolant hoses and connections and fittings for leakage. Examine the surrounding area to see if there are any leaks!

Hose clamps, kinks

Check all hoses, particularly in the area of the hose clamps and hose connections, for porosity, damage and kinks. If damage is detected, replace hose immediately.

Fuel line

Inspect fuel line (steel), their connections and screw fasteners. Look for scuffing marks or other damage.

ATTENTION

Avoid overstretching the fixing elements. Always comply with the specified torque!

Complete a detailed visual inspection. When checking steel fuel lines (1), pay attention to the connection areas (2). Look for leaks and cracks.

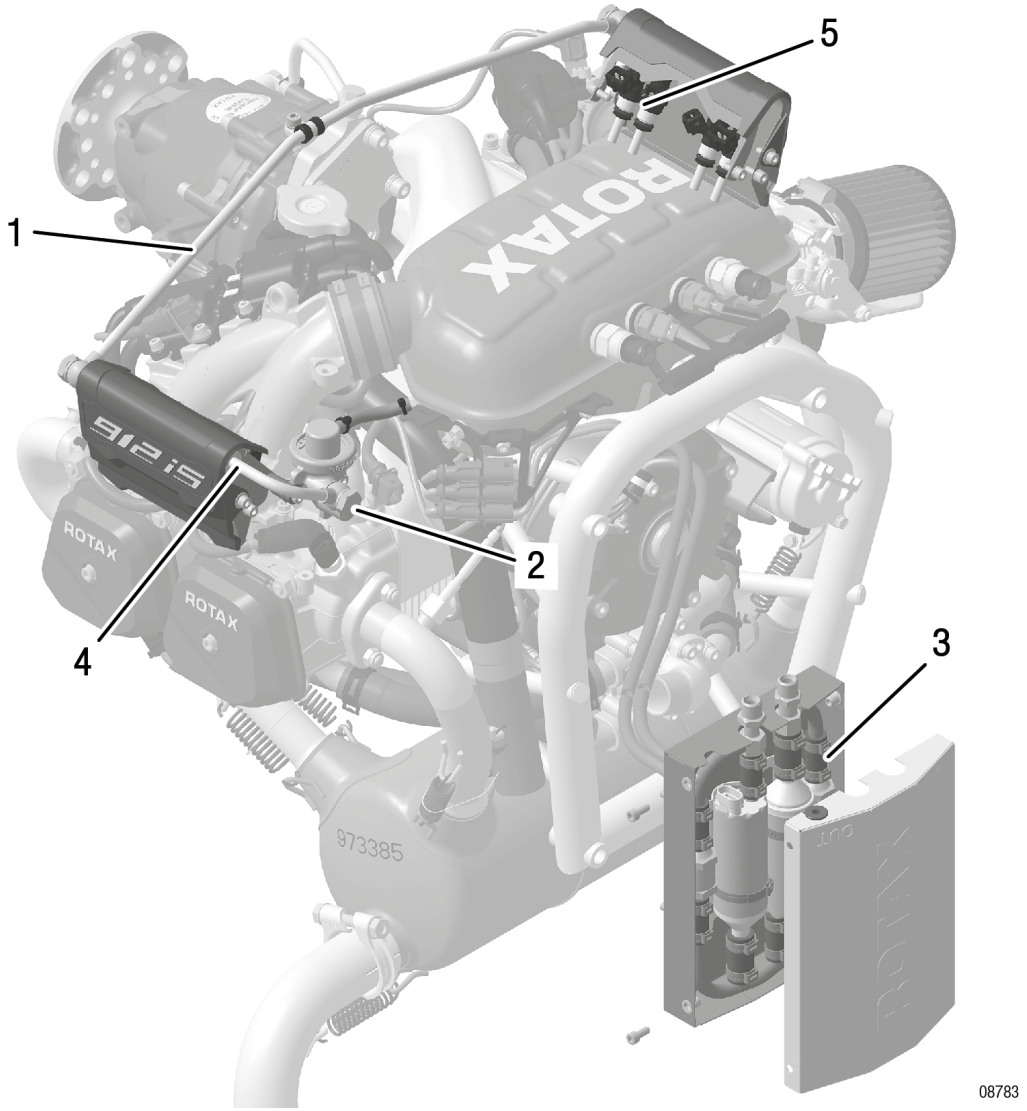

Figure 7.1: Connections and fuel lines

1 *Fuel hose assy. (Steel)*
2 *Pressure regulator*
3 *Electric fuel pump module*
4 *Fuel rail 1/3 outline line*
5 *Fuel injector*

Electric fuel pump module

Electric fuel pump module open and inspect for leaks.

DIFFERENTIAL PRESSURE CHECK

General note

⚠ WARNING

Risk of electric shock!
Ignition “OFF” and system grounded!

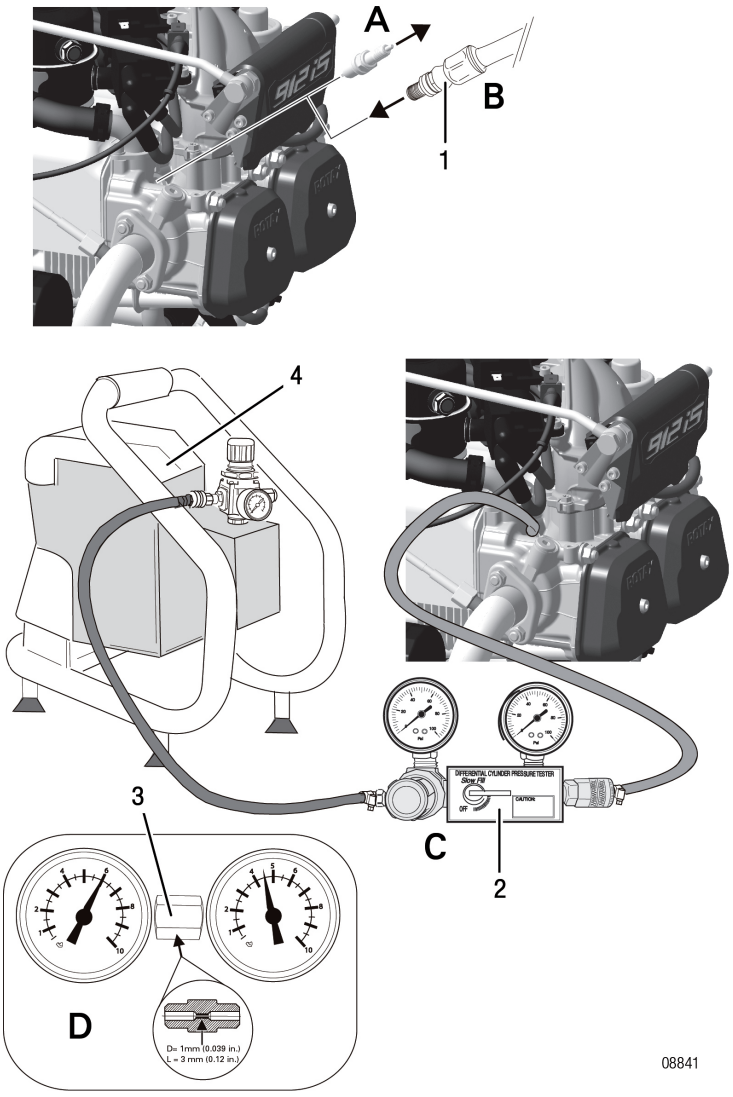

Figure 7.2: Differential pressure check. TYPICAL

1 *Adaptor*
2 *Manometer/Test gauges set*
3 *Orifice jet*
4 *Compressor*

Special tools

To measure the differential pressure the following special tools and equipment are necessary.

Part number	Description
n.a.	Compressed air approx. 6 bar (80 psi).
n.a	2 pressure gauges.
n.a	Orifice jet*, of 1 mm (0.04 in) inner diameter and 3 mm (0.12 in) length. * or equivalent e.g. orifice diameter 0.040 in., long 0.0250 in., 60° degree approach angle according to AC43.13, latest issue.
n.a	Adapter to spark plug thread.
n.a	Connect line.

Instruction

Testing is carried out using the **differential pressure test procedure**.

Step	Procedure
1	Operate the engine until the temperatures have stabilized for a period of 5 min (engine oil temperature between 50 to 70 °C (122 - 160 °F).
2	Starting with cylinder head 1 move piston to TDC position.
3	Remove the upper spark plugs. Prevent dirt or other foreigner particles from penetrating the engine (A).
4	Screw adaptor (1) into the spark plug thread and connect up the two pressure gauges (2) with the orifice jet (3) between them (B).
5	Now put constant pressure, between 5.5-6 bar (80 psi) on the line and take readings at pressure gauge (C)..
6	Repeat this proceeding at all 4 cylinder heads.

Value

The maximum permissible pressure drop is 25 %, e.g. from 6 to 4.5 bar (80 psi to 65 psi) (D).

If the pressure loss is less than 25% then the valve seats and piston rings are working properly. The spark plug has to be installed according to Chapter 12–20–00 section Installation of spark plugs.

If the value is over 25% inspection, repair or overhaul must be carried out in accordance with the BRP-Rotax instructions for continued airworthiness.

- Detailed inspection of affected engine components.

COMPRESSION CHECK FOR FAULT-TRACING

General note

Official and accepted measurement method is the differential pressure check, it is possible to check the engine with a compression check method when differential pressure check reading is unclear. Mainly - always perform the differential pressure check. In the course of fault-tracing a compression check can also be performed.

A compression tester is required to check compression. The compression should be between 9 and 12 bar (130 psi and 174 psi).

⚠ WARNING

Keep the propeller area clear!
All LANE select switches must be “OFF“.

Instruction

Compression check for fault-tracing.

Step	Procedure
1	Operate the engine until the temperatures have stabilized for a period of 5 min (engine oil temperature between 50 to 70 °C (122 - 160 °F).
2	Unscrew and remove top spark plugs.
3	Press compression tester (1) over the spark plug hole and use the starter to turn the engine over with open throttle until maximum pressure is reached.
4	Successively take readings on all four cylinders and compare results.

Measurement

Individual readings for the cylinder must not differ by more than 2 bar (29 psi).

If the value is below 6 bar (87 psi), inspection, repair or overhaul must be carried out in accordance with the BRP-Rotax instructions for continued airworthiness

- Detailed inspection of affected engine components.

Special tools For accomplishment the following special tool is required:

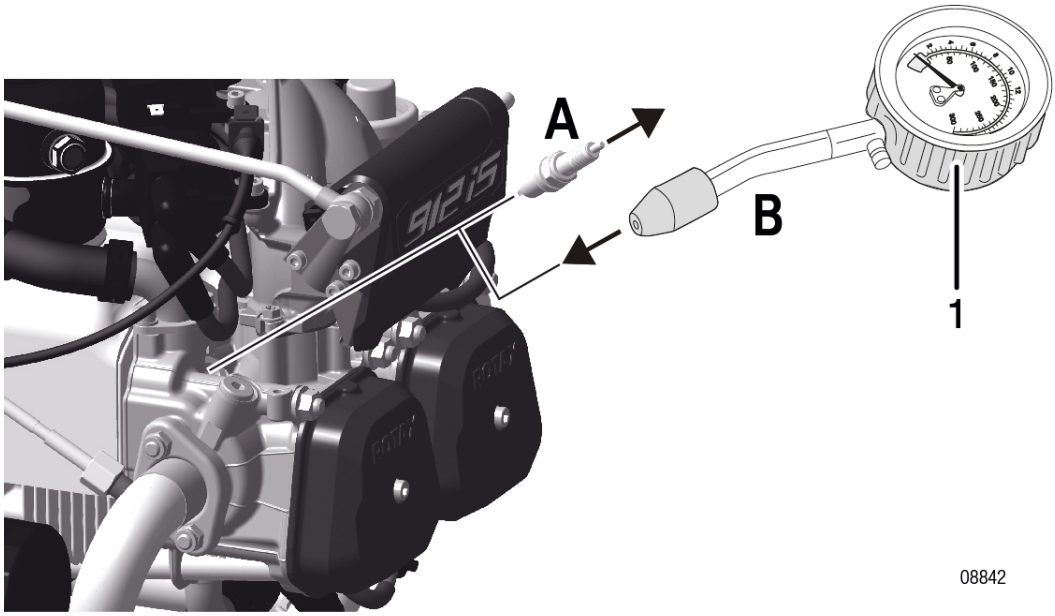

Figure 7.3: Compression check for fault-tracing. TYPICAL

Part number	Description
part no.: n.a.	Compression tester (1)

ENGINE MANAGEMENT ECU

Safety notice

⚠ WARNING

Non-compliance can result in serious injuries or death!
When working on the ECU, the general safety instruction must be observed. See chapter „INTRO“.

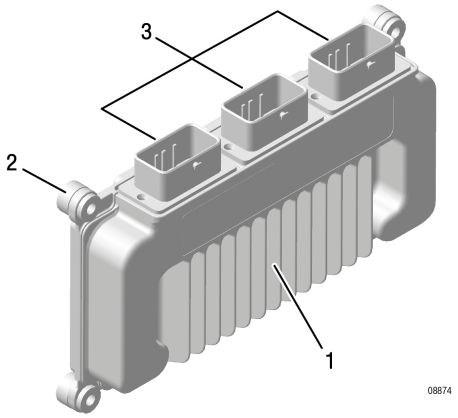

Figure 7.4: Engine management ECU

1 ECU
2 Rubber isolator
3 Socket for APM-connector

CHECKING ECU

Instruction For checking proceed as follows:

Step	Procedure
1	Inspect the ECU (1) and ECU mounts (2) for secure attachment and damage.
2	Inspect the ECU wiring for wear, chafing and other damage, and make sure that the connectors are securely attached.

READ OUT THE ECU DATA MEMORY

Instruction For read out the ECU data memory proceed as follows:

Step	Procedure
1	Connect the decoding unit (Dongle) with ECU data cable to the computer.
2	Select the menu item BUDS in the maintenance software and print out the report.

NOTE

Connect and disconnect the B.U.D.S. USB-to-CAN Converter only if ECU is OFF. Non-compliance leads to entries in the error / event memory of the ECU.

LOCKING/LOOSEN OF THE CRANKSHAFT

Locking of the crankshaft

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

Special tool

For accomplishment the following special tool is required:

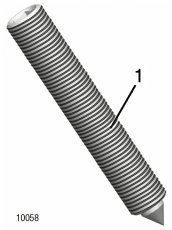

Figure 7.5: Special tool

Part number	Description
240880	Thread bolt (1)

Instruction

The following work procedures are to be accomplished:

Step	Procedure
1	Remove the plug screw (1) M8x20 and sealing ring from the crankcase half (cyl. 2/4).
2	Turn crankshaft/propeller shaft until the piston of cyl. no. 1 and no. 2 are in TDC position and lock crankshaft in this position with the thread bolt (2) part no. 240880. **NOTE** *The required recess position of the crankshaft can be additionally verified by looking through the crankcase recess (3) with a flash light.*
3	Screw the thread bolt (4) into the crankcase. While doing so, move the crankshaft to and fro slightly with the propeller until the locking screw engages in the recess of the crankshaft, and tighten to 10 Nm (89 in.lb).

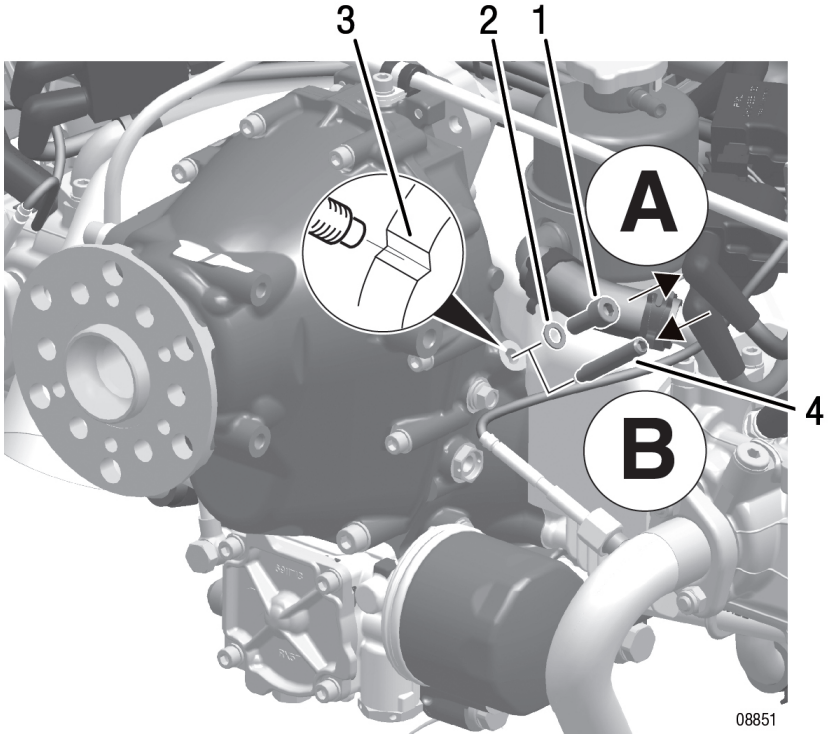

Figure 7.6: Locking/Loosen of the crankshaft. TYPICAL

1 Plug screw M8x20
2 Sealing ring
3 Crankshaft
4 Thread bolt

Loosen of the crankshaft

After completion of work/check:

Step	Procedure
1	Remove the thread bolt (4) and refit crankshaft plug screw M8x20 (1) along with a new sealing ring with a dry torque of 15 Nm (133 in.lb).

TEST RUN OF ENGINE

General note

⚠ WARNING

Danger of life threatening injuries caused by the propeller, rotating and stressed parts of the engine!
Always observe the engine from a safe place while it is running. Check that the cockpit is occupied by a competent operator.

Preparation

Preparation of the engine for test run:

- Ensure that all the operating fluids (engine oil, coolant, fuel) are replenished to the specified level.
- Make sure that no loose objects (e.g. tools) are left in the engine compartment.
- Inspect tight fit of the propeller.
- Anchor the aircraft suitably to the ground and fix wheel chocks. Ensure that the propeller zone is clear and safe before starting the engine.

Test run

Test run as follows

For the special checks, see Operators Manual for the engine type 912 i Series .

Step	Procedure
1	Engine start according to latest Operators Manual.
2	After engine start, observe oil pressure. Oil pressure has to be built up within 10 sec.
3	Let engine run for approx. 2 min. at 2000 rpm. Then first use the throttle lever to bring the engine to approx. 2500 rpm and then run through warming up period, until the oil temperature reaches 50 °C (122 °F).
4	Check temperatures and oil pressure: At a steady oil temperature above 50 °C (122 °F) and oil pressure above 2 bar (29 psi) engine speed may be increased.
5	Ignition check as per the current Operators Manual.
6	Conduct a short full throttle run and check that the engine reaches the max. full power speed. Consult the pilot's operating handbook for maximum speed, as it depends on the propeller used.
7	After full-load run, conduct a short cooling run to prevent formation of vapour lock in cylinder heads. This is necessary to prevent steam locks in the cooling and fuel system after shut-down.

Step	Procedure
8	Shut engine down. **NOTE** *Switch “OFF” lanes, fuel pumps and master switch*
9	Inspect rotary seal for leakage. **NOTE** *Due to the design of the rotary seal, the manufacturer tolerates a certain amount of leakage. If the leakage is in excess of the limit rotary seal must be renewed.* Tolerated leakage: For this check the engine must be operated until all temperatures have stabilized for a period of 5 minutes. At that point shut down engine and ensure the ignition is switched off and engine secured against unintentional operation. Coolant must not drip through leakage bore, located at the base of the ignition housing, for a period of 1 minute after the engine has been stopped. In case this leakage test can not be passed, the rotary seal must be replaces.

Engine oil and coolant

⚠ WARNING

Risk of Burns!
Never open the radiator cap when the cooling system is hot. For safety’s sake, cover cap with a rag and open slowly. Sudden opening of the cap could provoke the escape of boiling coolant and result in scalding.

Replenish engine oil and coolant as required once engine has cooled down.

Oil filter

ATTENTION

If the oil filter has been replaced, re-tighten by hand after the trial run on a cold engine.

Check of leaks

Inspect the engine for oil, fuel or coolant leaks and repair as necessary.

CHECKING THE V-BELT TENSION

General note

In the case of configurations with additional auxiliary generator, inspect attachment and V-belt tension.

Checking the V-belt tension

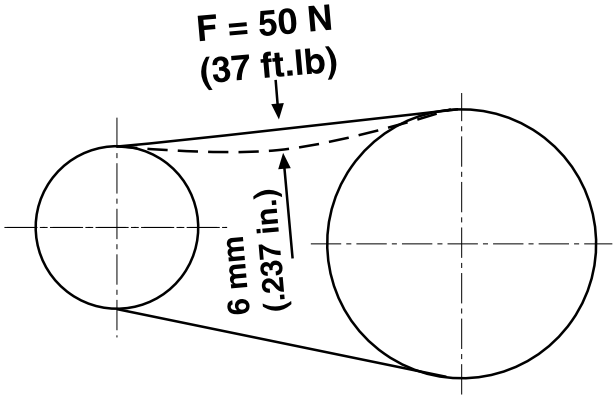

Figure 7.7: Checking the V-belt tension

BELT TENSION ADJUSTMENT

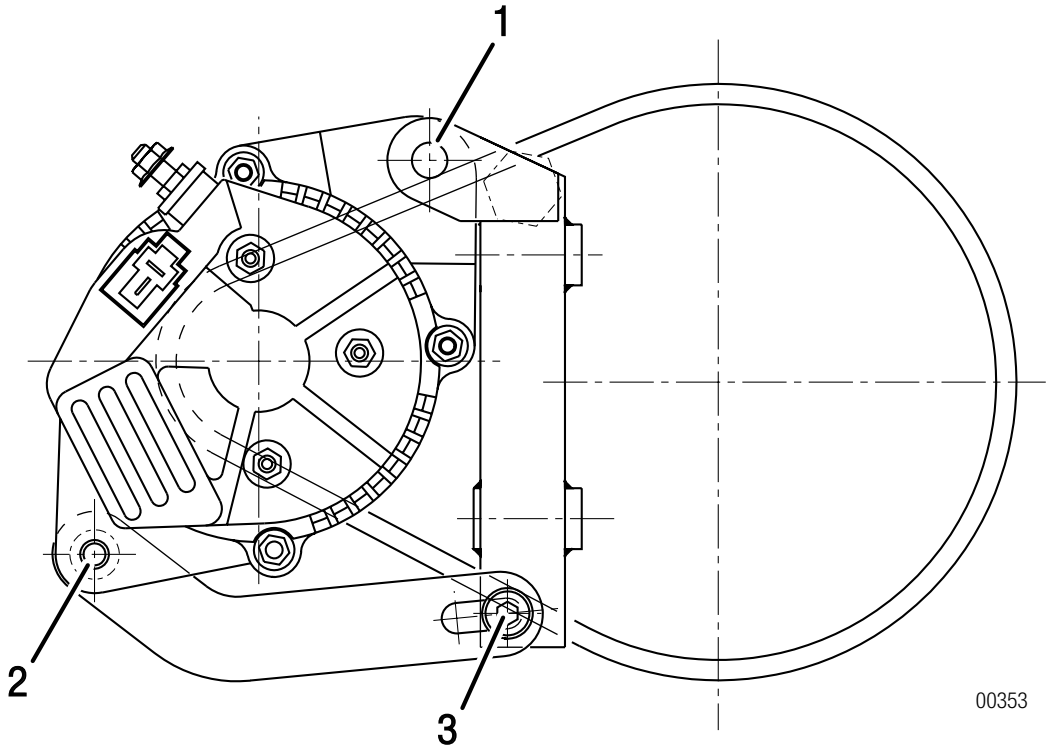

Figure 7.8: Overview

1 Hex. screw M10 *2, 3 Allen screw M8*

Belt tension

To adjust the belt tension:

Step	Procedure
1	Loosen the hex. screw (1) M10 and the two M8 allen screw (2) and (3).
2	Press the alternator upwards and tighten allen screw (3).
3	Then tighten hex. screw (1) M10 with tightening torque 40 Nm (30 ft.lb) and allen screw M8 (2) with tightening torque 22 Nm (16 ft.lb).

AIR INTAKE SYSTEM

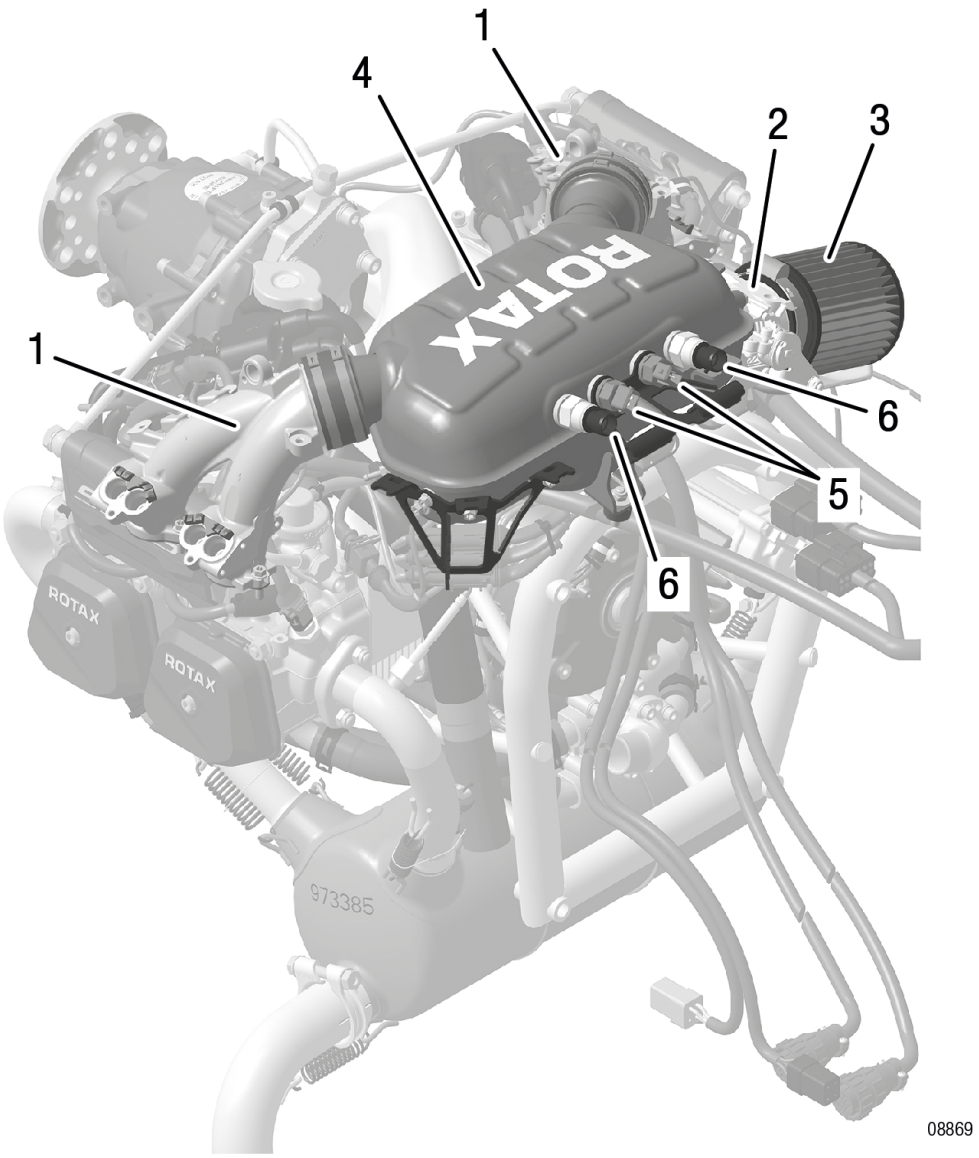

Figure 7.9: Overview

1	*Intake manifold*	*2*	*Throttle body socket*
3	*Air filter*	*4*	*Airbox*
5	*Temperature sensor*	*6*	*Pressure sensor*

CHECKING AIR INTAKE SYSTEM

General note

ATTENTION

In the event of dust formation, clean air filter at correspondingly shorter intervals. If filter mat is damaged, replace air filter.

ATTENTION

A dirty filter insert will not only reduce the engine performance but might also promote premature wear of the engine.

Carry out visual inspection of dry air filter after prescribed maintenance interval. Clean dirty air filter as described in aircraft manufacturers Maintenance Manual.

Instruction

To check the air intake system the following steps are necessary:

Step	Procedure
1	Visual inspection of the air filter.
2	Visual inspection of the airbox for mechanical damage, cracks, leaks, contamination and secure attachment.
3	Inspect the intake hoses and molded hoses for damage, cracks, breaks, chafing and wear.
4	Check the gaskets. Look for signs of leaks.
5	Check both pressure sensors and their connectors.

CLEANING THE DRY AIR FILTER

General note

ATTENTION

Never use gasoline, steam, caustic liquids, strong detergents, particle cleaning agents or high pressure cleaners during this step.

ATTENTION

Do not dry over open flame, with compressed air or with hot air gun.

Cleaning

To clean the dry filter the following steps are necessary:

Step	Procedure
1	Lightly tap and brush off surface dirt (A).
2	Spray K&N filter cleaner onto filter surface and leave to soak for approx. 10 min. (B).
3	Rinse air filter with low pressure water from inside to outside and let element dry naturally (C).

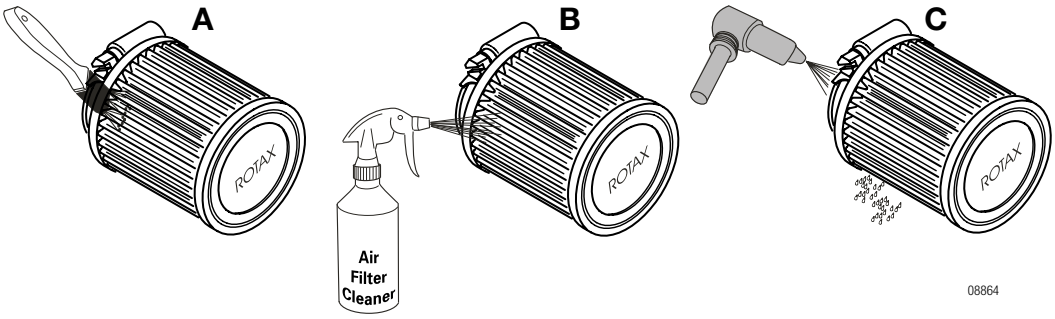

Figure 7.10: Cleaning the dry air filter

After cleaning

ATTENTION
Never use gear oil, diesel or engine oil, as they attract humidity.

NOTE

Each filter pleat must be sprayed with oil.

After 5 to 10 min. the filter will be soaked with oil, noticeable by the uniform red coloring.

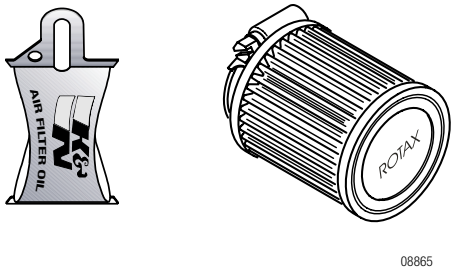

Figure 7.11: After cleaning

REPLACING THE DRY AIR FILTER

General note

Only use dry type air filters which are specified by the aircraft manufacturer and from ROTAX®.

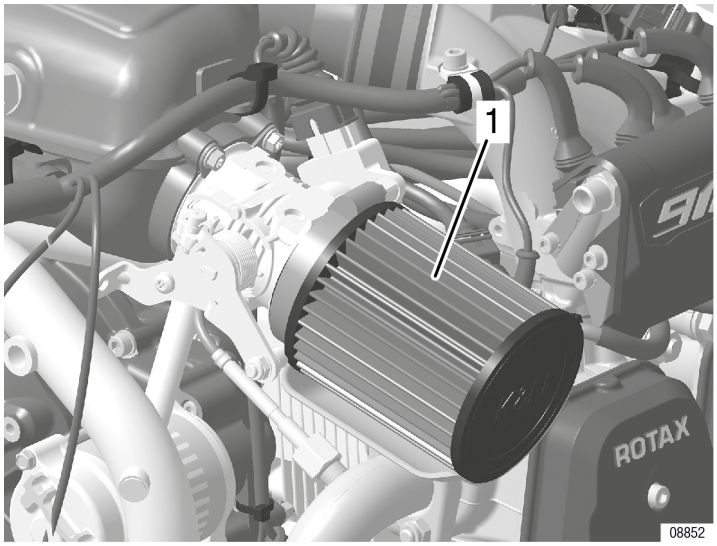

Figure 7.12: Overview. TYPICAL

1 Air filter

ATTENTION
Each air filter must be secured by clamp attachment and a wire securing element. See chapt. 05-00-00 section: Acceptable methods, techniques and practice.Filter connection must be free of oil.

ATTENTION
Attach new air filter, free of grease, at connection faces, and wire-secure against loss.

COOLING SYSTEM

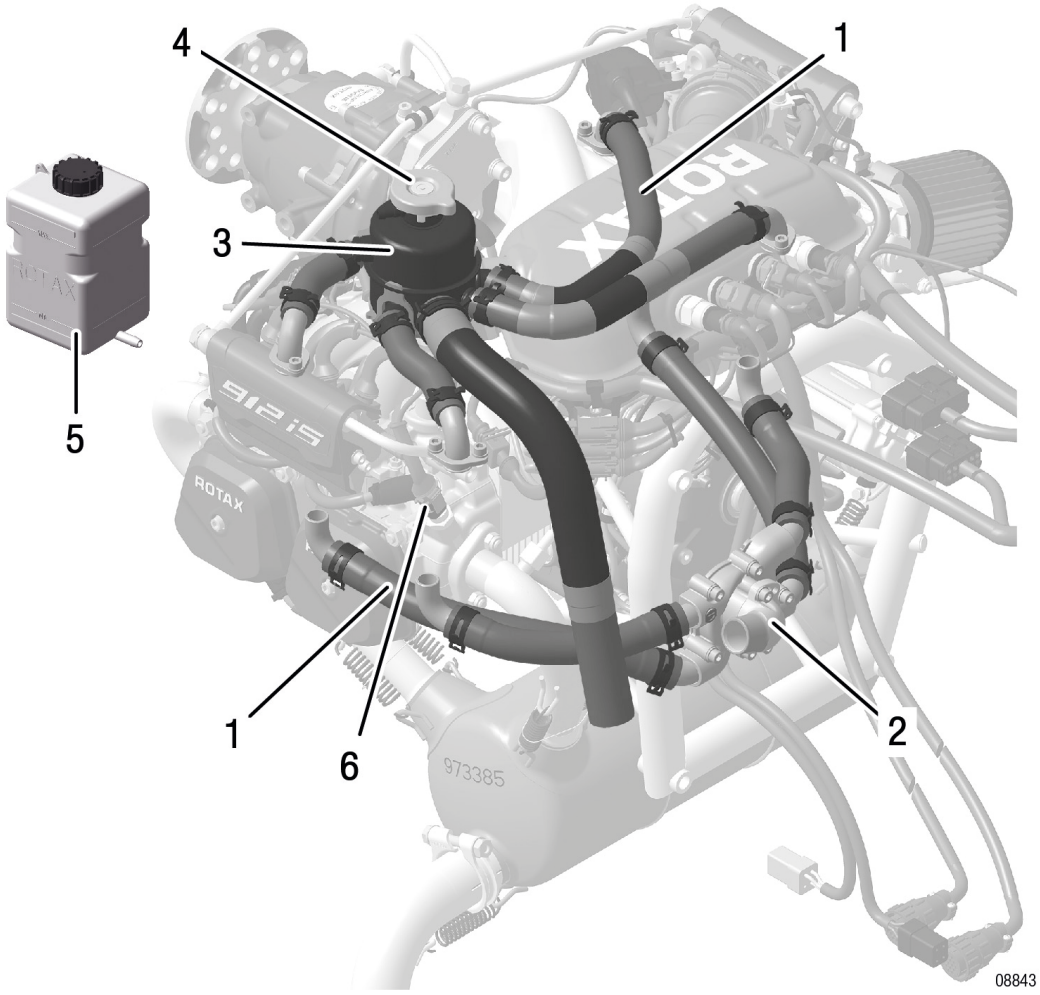

Figure 7.13: Overview

1 Coolant hoses	*2 Water pump*
3 Expansion tank	*4 Radiator cap with gasket*
5 Overflow bottle	*6 Coolant temperature sensor*

CHECKING THE COOLING SYSTEM

General note See Figure Overview.

> **⚠ WARNING**
>
> **Risk of burns and scalds. Hot engine parts.**
> Always allow engine to cool down to ambient temperature before starting work.

Coolant hoses Carry out visual inspection of all coolant hoses (1) for damage, leaks, hardening as a result of heat and porosity.

Water pump Inspect all connections on the top and bottom of the cylinder head and on the water pump (2).

Expansion tank Inspect expansion tank (3) for damage. Inspect protection rubber at the bottom of the tank for tight fit.

Radiator cap Inspect the gasket of the radiator cap (4) and check the pressure release valve and return valve for proper operation.
See Chapter 12-20-00 section Expansion tank, Radiator cap.

REPLACING THE COOLANT

General note

> **⚠ WARNING**
>
> **Risk of Burns!**
> Never open the radiator cap when the cooling system is hot. For safety's sake, cover cap with a rag and open slowly. Sudden opening of the cap could provoke the escape of boiling coolant and result in scalding.

> **ATTENTION**
>
> **Use only coolant as recommended in the current Operators Manual and SI-912 i-001 "Selection of suitable operation fluids", current issue.**

> **ENVIRONMENTAL NOTE**
>
> **Protect the environment!**
> Do not harm the environment by spilling coolant. Dispose coolant in an environmentally friendly manner.

Instruction

To replace the coolant the following steps are necessary:

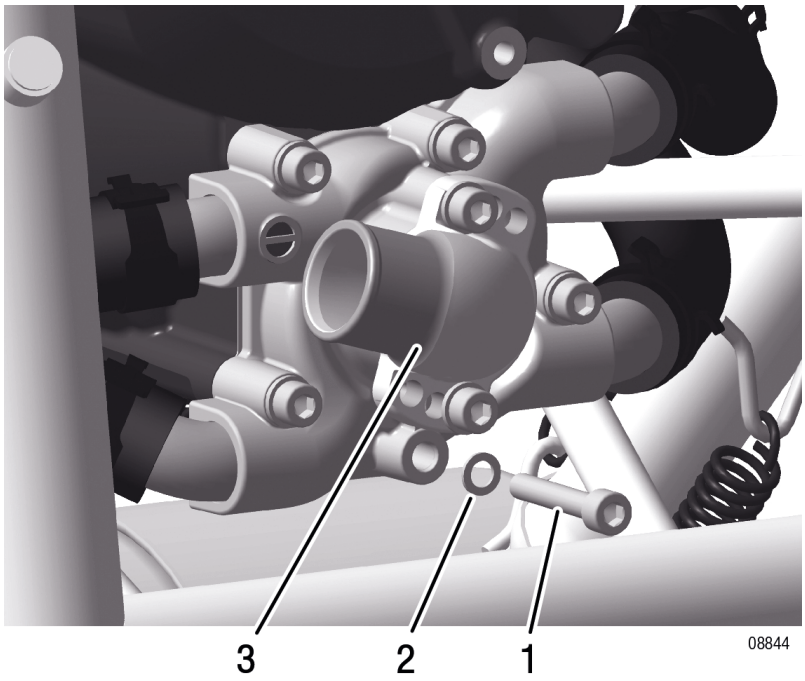

Figure 7.14: Replacing the coolant TYPICAL

1 Attachment screw (stainless steel)
2 Gasket ring
3 Water pump

Step	Procedure
1	Open the radiator cap on the expansion tank.
2	Remove the bottom attachment screw (1) (with sealing ring (2)) of water pump (3).
3	Drain the engine coolant. **NOTE** *If the radiator is located below the engine, also detach the lowest positioned coolant hose.*
4	Fit attachment screw (stainless steel) along with a new sealing ring. Tighten to 10 Nm (89 in.lb).
5	If the coolant is being replaced with a different type, (OAT, IAT) the cooling system must be flushed. See chapter 12-20-00 section Flushing the cooling system.
6	Refill newly mixed coolant into the expansion tank (highest point of the cooling system). See chapter 12-10-00 section Coolant check/replenish.

Step	Procedure
7	Fit radiator cap.
8	**NOTE** *Run the engine briefly and replenish with clean coolant as required.*

FLUSHING THE COOLING SYSTEM

General note

⚠ WARNING

Risk of Burns!
Never open the radiator cap when the cooling system is hot. For safety's sake, cover cap with a rag and open slowly. Sudden opening of the cap could provoke the escape of boiling coolant and result in scalding.

Instruction

To flush the coolant the following steps are necessary:

Step	Procedure
1	The system is flushed using pure water at a pressure of 2 bar (29 psi). **NOTE** *For the flushing, open the lowest located coolant hose (either at water pump or radiator).*
2	Refill newly mixed coolant into the expansion tank (highest point of the cooling system). See Chapter 12-10-00 section Coolant check/replenish.

ATTENTION

Where water-free coolant is used, the cooling system must be flushed and refilled with conventional coolant.

Step	Procedure
3	Fit radiator cap.
4	**NOTE** *Run the engine for a minute and replenish coolant as required.*

EXPANSION TANK, RADIATOR CAP

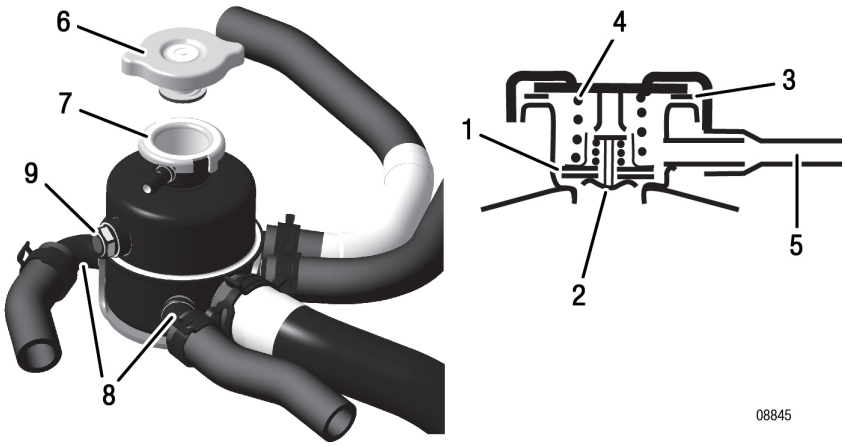

Figure 7.15: Expansion tank, radiator cap

1	*Pressure relief valve*	*2*	*Return valve*
3	*Rubber seal*	*4*	*Pressure spring*
5	*Connection to overflow bottle*	*6*	*Opening pressure of the radiator cap*
7	*Sealing surface*	*8*	*Tube connections*
9	*Sight glass*		

General note

To equalize pressure in the cooling system, an expansion tank is required. If the pressure in the system rises above 1.2 bar (17.4 psi) as the coolant warms up, the pressure relief valve (1) opens and the coolant can flow into the overflow bottle via the line (5). When the coolant cools down, the return valve (2) opens and the coolant is sucked back.

Radiator cap

Inspect the rubber seal (3), the pressure spring (4) and the two valves incorporated in the radiator cap for damage and leaks. If necessary, replace with a new original radiator cap with 1.2 bar (17.4 psi) (6) opening pressure.

NOTE

The radiator cap must be tightened fully on the expansion tank.

Expansion tank

Inspect sealing surface (7) and tube connection (8) of the expansion tank. Carry out visual inspection of tank for damage and scuffing marks.

OVERFLOW BOTTLE

General note

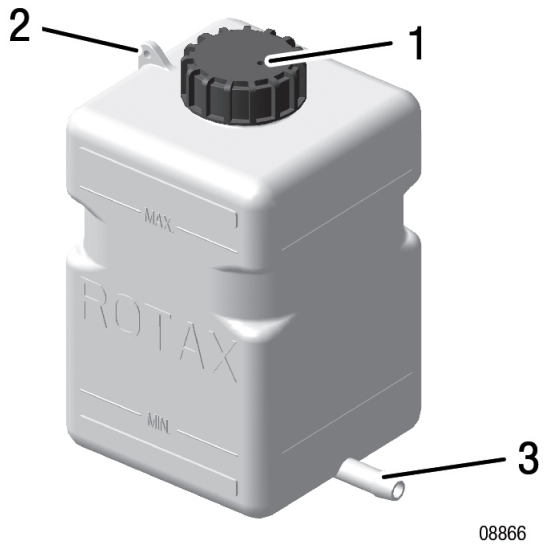

Figure 7.16: Overflow bottle

1 Venting bore
2 Tab for the safety wire
3 Hose connection

Instruction Checking overflow bottle.

Step	Procedure
1	Inspect the bottle for damage.
2	Check the venting bore (1) in the screw cap.
3	Inspect tab (2) for the safety wire.
4	Check hose connection (3).

ACCESSORIES (INCLUDING RADIATOR, RADIATOR HOSES, HOSE CLAMPS, COOLING AIR DUCTS)

General note Accessories (including radiator, radiator hoses, hose clamps, cooling air ducts)

ATTENTION
Equipment is to be inspected in accordance with the Maintenance Manual of the aircraft manufacturer.

FUEL SYSTEM

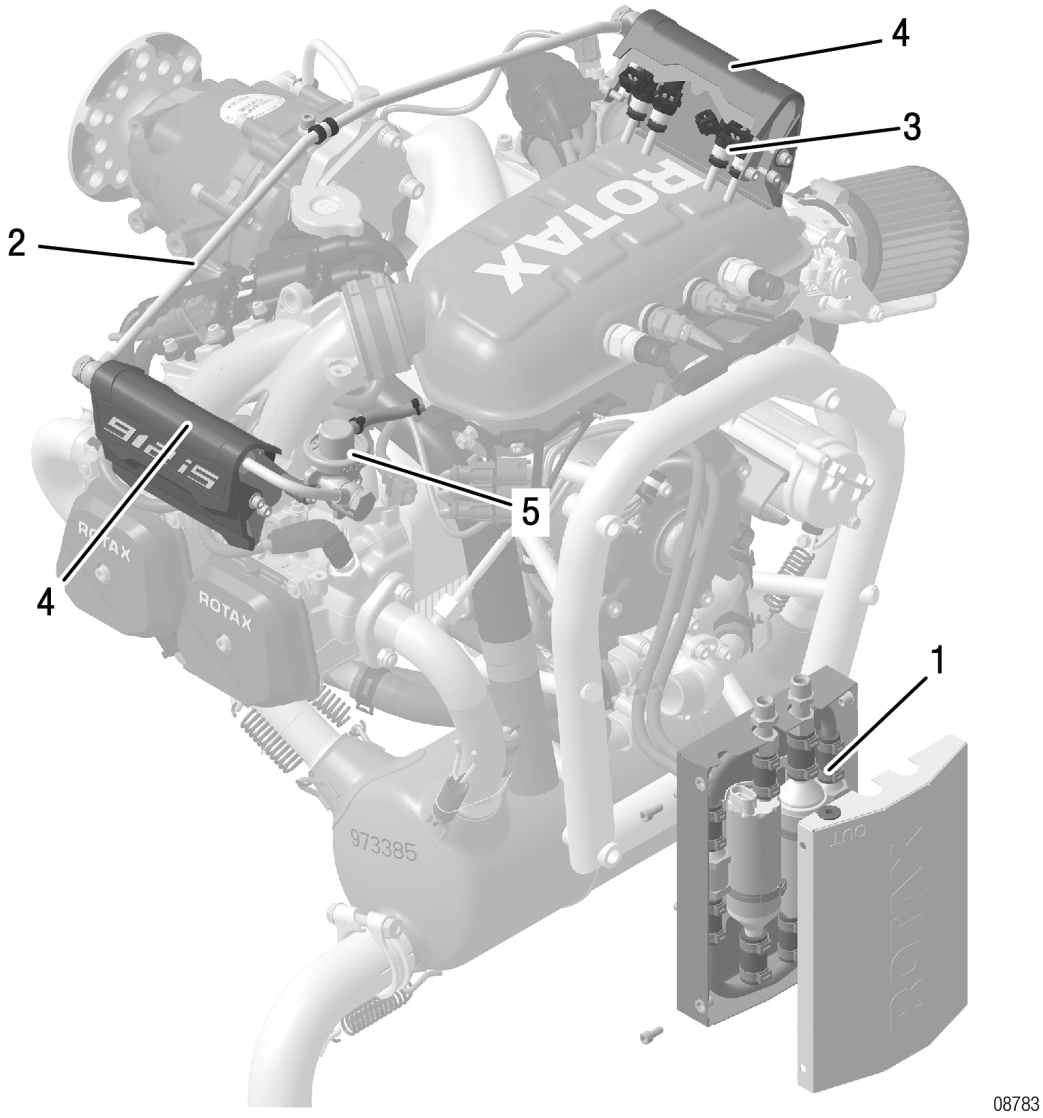

Figure 7.17: Overview

1 *Fuel pump*
2 *Fuel line (steel)*
3 *Fuel injector*
4 *Fuel rail*
5 *Fuel pressure regulator*

LEAK TESTS

General note

ATTENTION
Avoid over-tightening the fastening elements. Use a suitable torque wrench for all work.

Instruction

To check the following steps are necessary:

Step	Procedure
1	Inspect all fuel lines, their connections and unions.
2	Inspect the fuel lines for sign of chafing.

CHECKING THE FUEL LINES

General note

See Chapter 05–10–00 section Time limit for parts.

Instruction

Step	Procedure
1	Inspect all hoses for porosity and other damage in particular at the hose clamps and connections and replace as required.
2	Check fuel line (of steel).

CHECKING THE FUEL PRESSURE REGULATOR

General note

Step	Procedure
1	Check the fuel pressure regulator (1) for damages and inspect the general condition.
2	Perform a leak test (Fuel pumps “ON”).
3	Inspect all connections (2) for secure attachment.

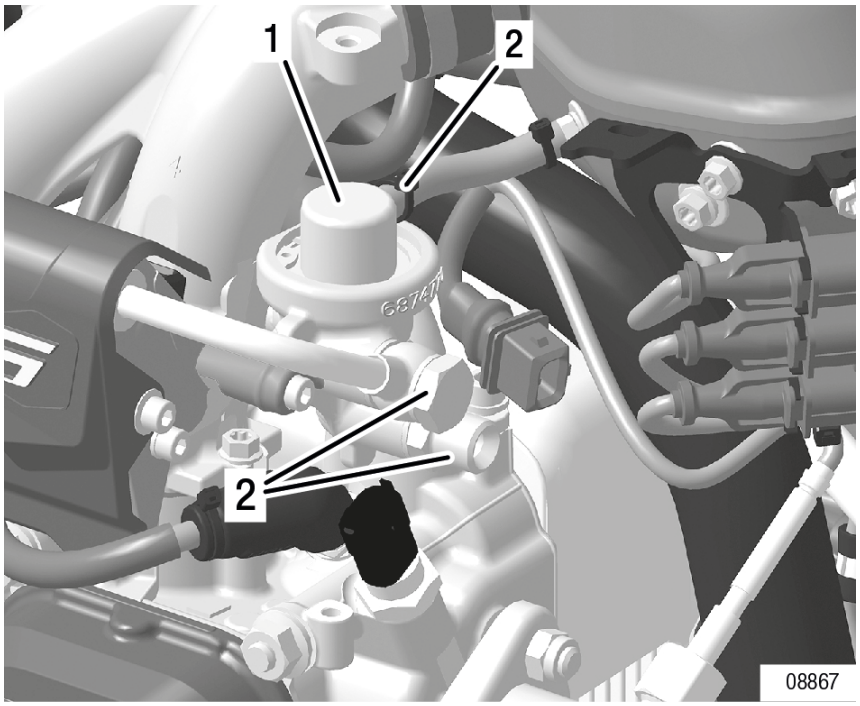

Figure 7.18: Fuel pressure regulator

1 Fuel pressure regulator *2 Reference hose connection*

FUEL PUMPS

General note

Inspect the fuel pumps in accordance with the manufacturers instructions or the aircraft manufacturers.

- Remove the housing
- Visual inspection of lines and connections

CHECK VALVES

General note Check for leaks.

FUEL INJECTORS

General note Check for leaks.

FUEL RAIL

General note Check for leaks.

LUBRICATION

Overview

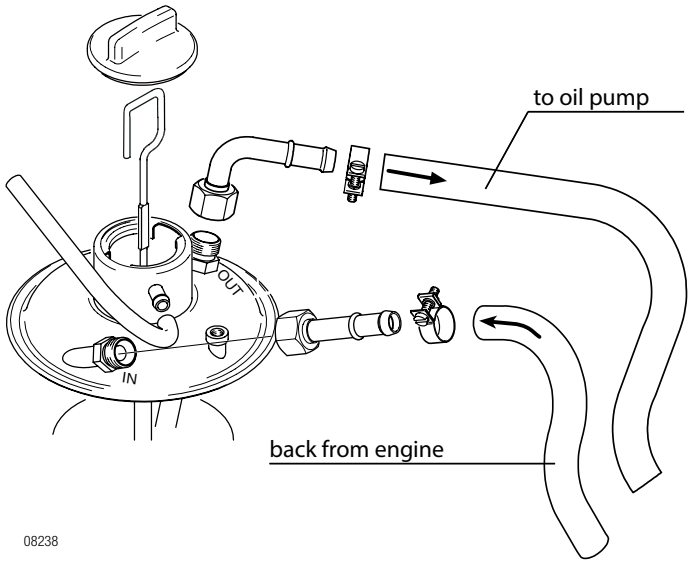

Figure 7.19

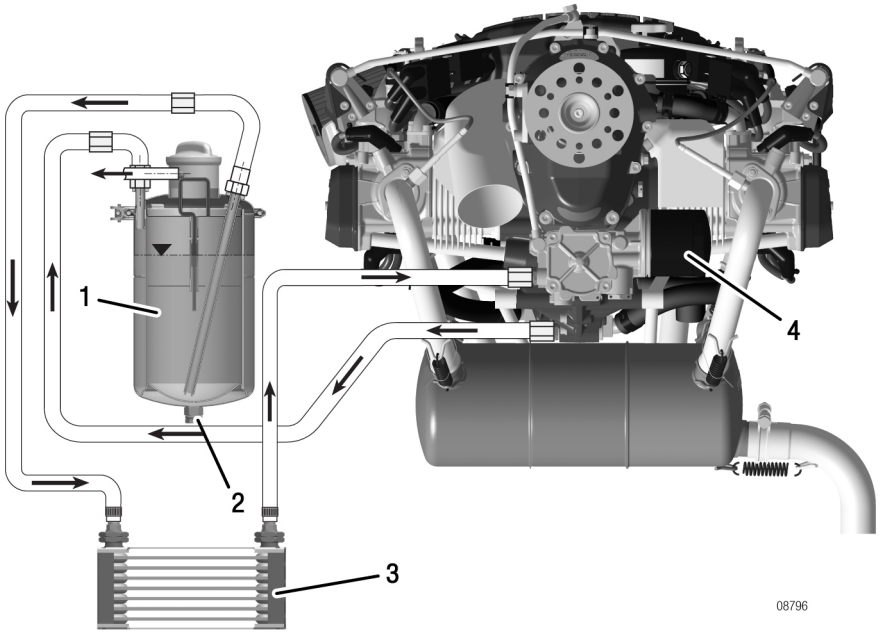

Figure 7.20

1 Oil tank
2 Drain screw M12x12
3 Oil radiator
4 Oil filter

General note

For detailed information see Service Instruction SI-912 i-005 “oil change“, latest issue.

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

⚠ WARNING

Risk of electric shock!
Ignition “OFF” and system grounded! Disconnect negative terminal of battery.

NOTE

It is advisable to check the oil level prior to an oil change as it informs about oil consumption.
See Chapter 12-10-00 section Oil level check/Replenish.

Observe

ATTENTION

Observe the following to prevent possible unintentional voiding of the oil system and damage to the valve drive:

- Draining the suction lines, oil cooler and return line is not necessary and must be avoided, as it results in air entering the oil system. Otherwise SI-912 i-004 must be accomplished.
  See Chapter 12-20-00 section Purging the oil system.
- Replacement of the oil filter and the oil change should be effected quickly and without interruption to prevent a draining of the oil system and the hydraulic tappets.

OIL CHANGE

Instruction

NOTE

Run engine to warm oil before beginning oil change procedure. To change the oil the following steps are necessary:

Step	Procedure
1	Crank engine slowly by hand to transfer the oil from the crankcase. See Chapter 12-20-00 section Purging the oil system.
2	Remove safety wire and oil drain screw from the oil tank, drain the used oil - see environment note.
3	Replace oil filter at each oil change and inspect the filter insert. See Chapter 12-20-00 section Oil filter replacement and Inspection of the filter insert.
4	Dispose of oil filter according to environmental regulations.
5	Install oil drain screw with new gasket and safety wire.

ATTENTION

Only use brand name oil in accordance with the latest Operators Manual and the latest Service Instruction "Selection of suitable operating fluids" of the respective engine type.

ATTENTION

The engine must not be cranked when the oil system is open. Attention must also be paid to this before first commissioning (e.g. when assembling the propeller after correct purging of the oil system).

ATTENTION

Compressed air must not be used to blow through the oil system (or oil lines, oil cooler, oil pump housing, oil bores in the engine).

ENVIRONMENTAL NOTE

Protect the environment.
Do not harm the environment by spilling oil. Dispose of oil in an environmentally friendly manner.

Step	Procedure
6	Install new oil filter.
7	Pour in approx. 3 l (0.8 gal (US)) of fresh oil.
8	After carrying out the oil change, the engine should be slowly cranked by hand in the direction of engine rotation (approx. 20 turns) to completely refill the entire oil circuit.

OIL FILTER REPLACEMENT

General note

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

ATTENTION

To ensure correct functioning of the oil circuit and the forced flow lubrication, use ORIGINAL-ROTAX®- oil filter only. Only these filters will ensure correct pressure in the by-pass valve.

At every oil change, unscrew the oil filter and cut open using special tool taking care not to produce chips.

Special tools To carry out the procedure the following tools are necessary:

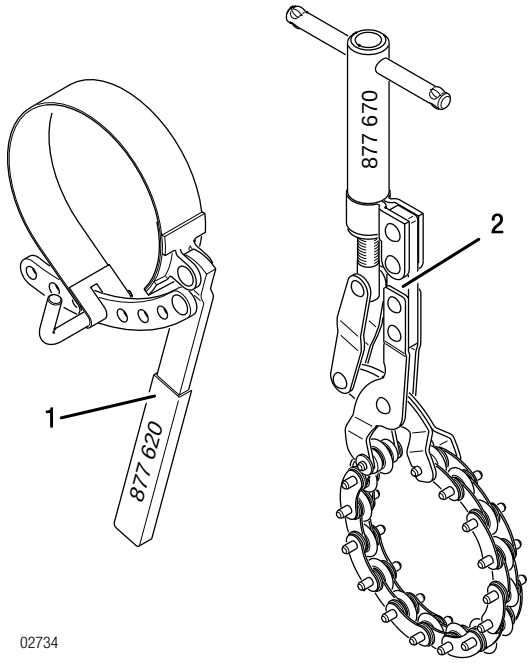

Figure 7.21: Special tool

*1 Oil filter wrench part no. 877620**

2 Cutting tool part no. 877670

**or equivalent*

Procedure

To remove the oil filter the following steps are necessary:

Step	Procedure
1	Remove used oil filter with oil filter wrench.
2	Clean the contact surface of the oil pump housing with a clean cloth.

INSPECTING OF THE OIL FILTER COMPONENTS

General note

ATTENTION
The filter components must be inspected carefully.

This inspection is important as it allows conclusions to be drawn regarding the internal condition of the engine and provides information about the possible cause of any damage.

Procedure

To carry out the procedure the following steps are necessary:

Step	Procedure
1	Oil filter cut open using special tool taking care not to produce chips.
2	Remove anti-drain membrane.
3	Cut top and bottom edges off the mat with a knife.
4	Remove filter mat, fold up and press remaining oil out.
5	Unroll and inspect it for metal chips, foreign matter, contamination and abrasion.
6	Pass over matt with a clean magnet and inspect for metal.

Possible foreign matter

Steel chips	Bronze chips
Aluminium chips	Sliver of bearing material
Remains of sealing compound	Plastic (thrust washer)
Carbon fiber	Sliver of copper

Increased foreign matter

If an increased amount of metal particles is found, such as brass- or bronze chips or sliver from bearing abrasion, repair or overhaul the engine in accordance with the BRP-Rotax instructions for continued airworthiness. If the filter mat is clogged by foreign matter, the lube oil reaches the bearing points unfiltered via the by-pass valve in the oil filter.

Unclear findings

In the case of unclear findings:

Step	Procedure
1	Flush the oil circuit.
2	Fit a new oil filter.
3	Engine test run. See chap. 12-20-00 section: Test run of engine.
4	Inspect the oil filter once more.

Contaminated

ATTENTION
If the oil circuit is contaminated, replace the oil cooler and flush the oil circuit. See chapter 12–20–00 section: Flushing the oil circuit. Proper judgement requires years of experience in repair of piston engines.

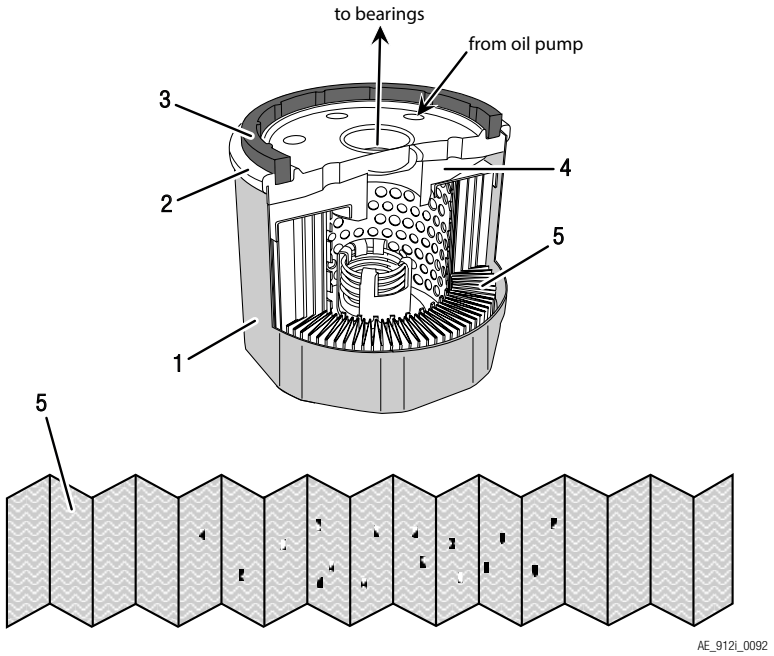

Figure 7.22: Oil filter

1 *Filter housing*
2 *Filter cover*
3 *Gasket ring*
4 *Anti-drain membrane*
5 *Filter matt*

INSTALLING NEW OIL FILTER

Procedure

To mount the oil filter the following steps are necessary:

Step	Procedure
1	Clean the contact surface (1) of the oil pump housing (2) with a clean cloth.
2	Apply thin film engine oil on the gasket (3) of the oil filter (4).
3	Install the oil filter on the engine.
4	Screw on oil filter until oil filter gasket is seated solidly. **NOTE** *Mark 270° - check mark on oil pump housing to control tightening of oil filter.*
5	Tighten oil filter with 3/4 turn (270°).
6	Inspection of the used oil filter. See Chapter 12-20-00 section Inspection of the filter insert.

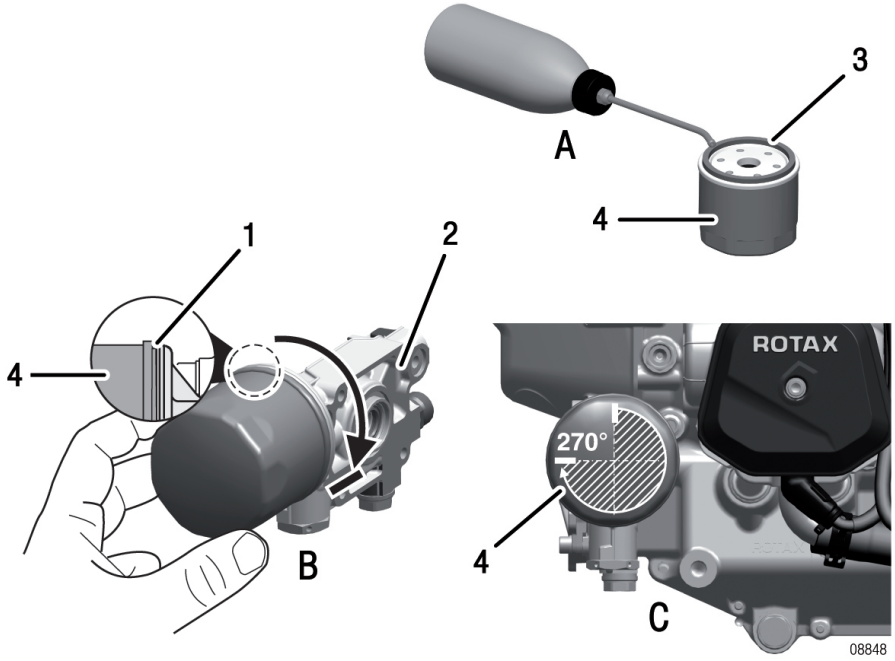

Figure 7.23: Install oil filter

1 Contact surface
2 Oil pump housing
3 Gasket
4 Oil filter

CLEANING THE OIL TANK

General note

NOTE

This procedure is optional and requires purging of the oil system. See Chapter 12–20–00 section Purging the oil system. If using leaded fuel it is required to clean the tank every 200 flight hours. It is only necessary to clean the oil tank and the inner parts if there is heavy oil contamination.

Procedure

Procedure to clean the oil tank:

Step	Procedure
1	Detach the profile clamp and remove the oil tank cover together with the O-ring and the oil lines.
2	Remove the inner parts of the oil tank such as the baffle insert and the partition.
3	Clean oil tank and inner parts and check for damage.

ATTENTION

Incorrect assembly of the oil tank components might cause engine faults or engine damage.

Step	Procedure
4	Fit hex. screw M12x12 with a new gasket ring. Tighten to 25 Nm (18 ft.lb).
5	Safety wire.
6	Reassemble the oil tank by following the same steps in reverse order.
7	Purge the oil system.

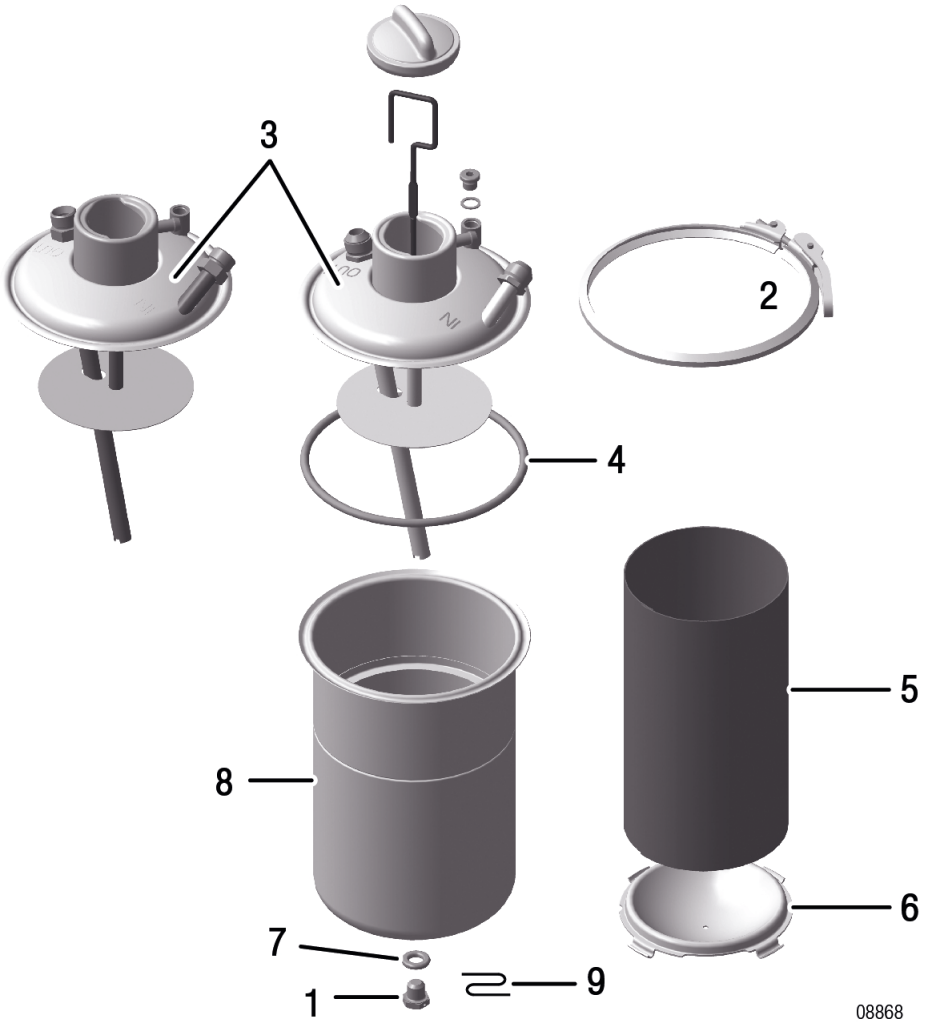

Figure 7.24: Oil tank

1	*Hex. screw M12x12*	*2*	*Profile clamp*
3	*Oil tank cover assy. Metric/ AN*	*4*	*O-ring*
5	*Baffle insert*	*6*	*Partition*
7	*Gasket ring 12x18*	*8*	*Oil tank*
9	*Safety wire*		

PURGING THE OIL SYSTEM

General note

ATTENTION
Purging of the oil system is extremely important for operation and service life of the engine and therefore the procedure must be followed meticulously.

See Installation Manual for the engine type 912 i Series Chapter 79-00-00 section Purging the lubrication system.

Purging the oil system

Purging the oil system is necessary:

- with initial installation of new engine
- after reinstallation (e.g. after overhaul)
- after maintenance work during which the lubrication system was opened and
- voided (e.g. removal of the oil tank or oil cooler, replacement of oil lines).

FLUSHING THE OIL CIRCUIT

General note

⚠ WARNING
Risk of electric shock! Ignition “OFF” and system grounded! Disconnect negative terminal of battery.

Oil tank

Clean the oil tank.

Temporary oil lines

Temporary oil lines (only for flushing) must be fitted so that the oil radiator is not connected. The return line is routed into a separate, clean receptacle and not back to the oil tank.

NOTE

This is done to prevent metal chips and other debris from entering the radiator or oil tank.

Filling

Fill the oil tank with approx. 3 l (0.8 gal (US)) of engine oil.

Procedure

The following steps have to be carried out after refilling:

ATTENTION
The oil level in the tank must not drop below the end of suction pipe, otherwise air will be sucked in again.

Step	Procedure
1	Turn engine by hand in direction of engine rotation to return the oil from the oil from the oil tank into the engine and into the collection container. The procedure is complete when no more contamination can be discovered.
2	Control the oil captured during the rinsing process. The rinsing process is complete when no more contamination can be discovered.
3	Re-install cleaned oil lines and oil cooler according to the manufacturers instruction.
4	Install new oil filter and refill with oil.
5	Purge oil system.

Reconnect negative terminal of aircraft battery.
See Chapter 12–20–00 section Purging of the oil system.

Equipment

ATTENTION
Equipment is to be inspected in accordance with the Maintenance Manual of the aircraft manufacturer.

INSPECTING THE MAGNETIC PLUG

General note

NOTE

The magnetic plug is located on the crankcase between cylinder 2 and gearbox.

This inspection is important because it allows conclusions to be drawn on the internal condition of the gearbox and engine and reveals information about possible damage.

Procedure

Remove the magnetic plug and inspect it for accumulation of chips.

Steel chips in low numbers

Steel chips in low numbers as depicted in Fig. Overview can be tolerated if the accumulation is below 3 mm (0.125 in).

Steel chips in larger numbers

If there are larger accumulations of metal chips on the magnetic plug, the engine must be repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.

Unclear findings

In the case of unclear findings:

Step	Procedure
1	Rinse magnet in solvent and check again (the contamination may be moly from engine assy.)
2	Flush the oil circuit.
3	Fit a new oil filter.
4	Install the magnetic plug. See Chapter 12–20–00 section Installation of the magnetic plug.
5	Engine test run. See Chapter 12–20–00 section Test run of engine.
6	Inspect the magnetic plug once more.

Contamination

ATTENTION

If the oil circuit is contaminated, replace the oil cooler and flush the oil circuit. Proper judgement requires years of experience in repair of piston engines.

Trace the cause and remedy.

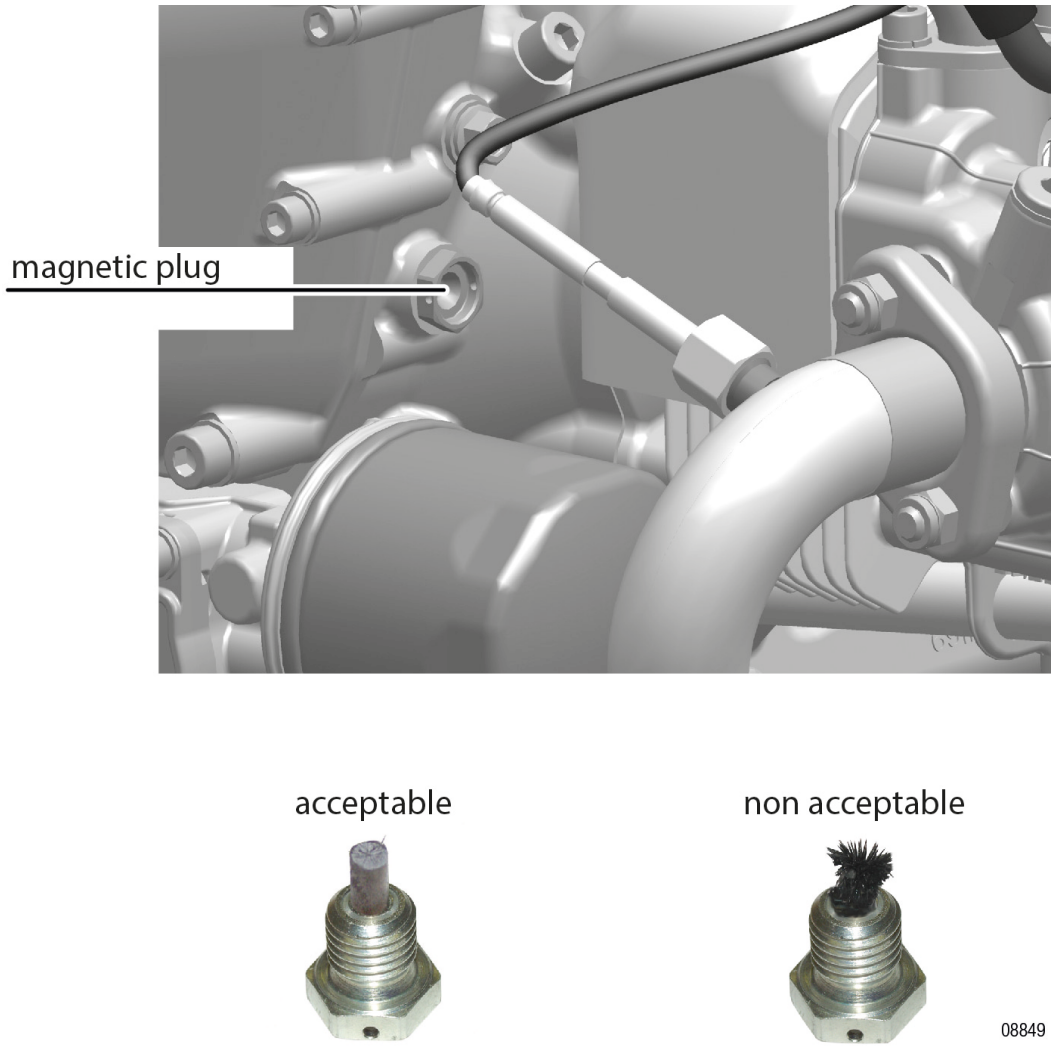

Figure 7.25: Overview TYPICAL

INSTALLATION OF THE MAGNETIC PLUG

Install

The following steps are necessary:

Step	Procedure
1	Clean the magnetic plug.
2	Install the magnetic plug. Tightening torque 25 Nm (18 ft lb.)
3	Secure with safety wire.

Inspect all systems for correct function. Detailed inspection of affected engine components.

ELECTRIC SYSTEM

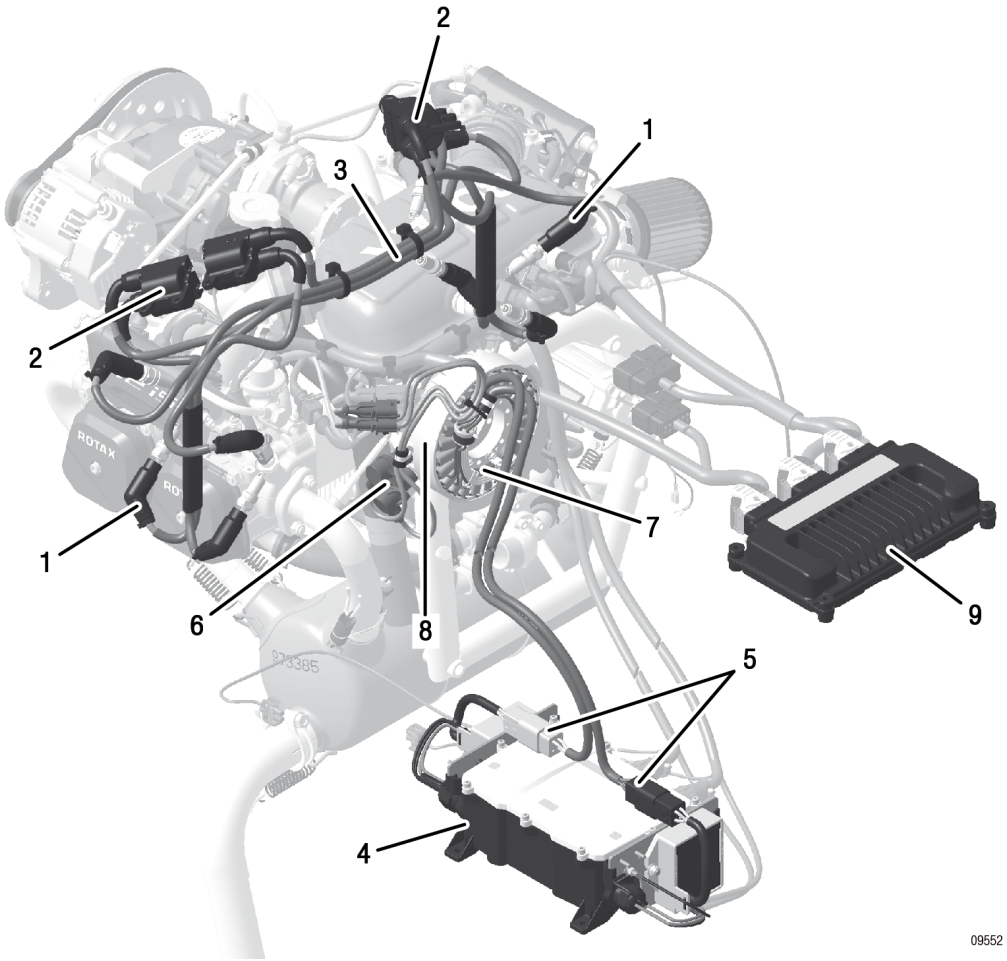

Figure 7.26: Overview

1 *Spark plug connectors*
2 *Double ignition coils*
3 *Ignition cable*
4 *FUSE BOX*
5 *Plug connectors*
6 *Crankshaft position sensors*
7 *Stator*
8 *Stator assy.*
9 *ECU*

CHECK OF WIRING

General note

⚠ WARNING

Risk of electric shock!
Ignition “OFF” and system grounded! Disconnect negative terminal of battery.

⚠ WARNING

Risk of burns and scalds. Hot engine parts.
Always allow engine to cool down to ambient temperature before starting work.

Procedure

The following steps have to be carried out:

Step	Procedure
1	Inspect all cable connectors and their connections for tight fit, good contact, corrosion or damage and replace as necessary.
2	Inspect all ground connections for corrosion and damage, replace if necessary.
3	Verify plug connections on generator /stator cables with rectifier-regulator and connections of all cables on rectifier-regulator for good contact, tight fit, corrosion, discoloration or damage and replace if necessary.
4	Verify shielding of cable assemblies for corrosion or damage, good ground contact and tight fit, inspect the attachment of the shielding and replace if necessary.
5	Inspect all 8 ignition cables to spark plug connector for corrosion or damage and tight fit and replace if necessary.
6	Fuse unit: Check fuse plugs/relays and replace if necessary.

REPLACEMENT OF SPARK PLUGS

General note

ATTENTION
Use of incorrect spark plugs can result in ignition problems and pre-ignition and consequent engine damage.

See Chapter 05–50–00 section Returning engine to service after submerging in water.
In numerous tests the best possible heat range has been determined to make sure that the spark plug will burn off deposits but will not overheat.

Renewal intervals

NOTE

Operation with leaded fuels (e.g. AVGAS 100LL) can result in increased wear of the spark plugs. Reduce renewal intervals accordingly.

Spark plugs

See Illustrated parts catalog for the engine type 912 i Series.

REMOVE THE SPARK PLUGS

Remove

Remove the spark plugs and store them according to cylinder and position.

INSPECTION OF SPARK PLUGS

Visual check

Inspect all spark plugs for mechanical damage.

Electrode gap

NOTE

Inspect the electrode gap also on new spark plugs before installation.

Electrode gap	
New	**Wear limit**
0.8 - 0.9 mm (0.031 - 0.035 in)	1.1 mm (0.043 in)

Spark plug face

Spark plug face reveals the following about the operating condition of the engine:

Spark plug face	Information
light tan- coloured	plug and calibration of the engine are correct
velvet black	Possibly indicates one or more of the following: • mixture too rich • insufficient air intake (clogged air filter) • engine operating temperature too low
oily, glossy coating	Possibly indicates one or more of the following: • damaged valve stem seal • misfiring • too much oil in combustion chamber • worn cylinder and piston rings
white with formation of melt beads	Possibly indicates one or more of the following: • mixture too lean • leaking valves

INSTALLATION OF SPARK PLUG

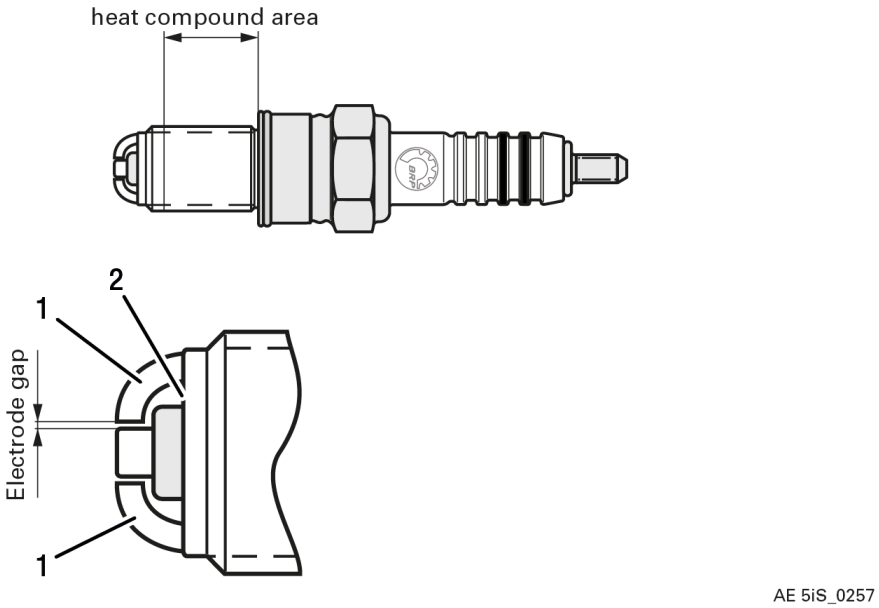

Figure 7.27: Spark plugs

1 Ground electrode *2 Head area*

Cleaning

⚠ WARNING

Eyes and skin irritation!
Rinse off with water in the case of contact with eyes or skin. May be harmful if swallowed.

Before every installation, the spark plug thread and the spark plug seat at the cylinder head should be cleaned (e.g. to remove residue of heat conduction compound).

Installation

ATTENTION
Always replace both spark plugs of a cylinder and do not interchange spark plugs between cylinders.

ATTENTION
Heat conduction compound at the ground electrode or the head area can lead to ignition problems. Apply heat conduction compound sparingly and do not apply to the first three threads.

Apply small amount of heat conduction compound to spark plug thread and tighten spark plug to 16 Nm (142 in. lb) on the cold engine.

FUSE UNIT (FUSE BOX)

General note Check plug connections and fuse plugs.

PROPELLER GEARBOX

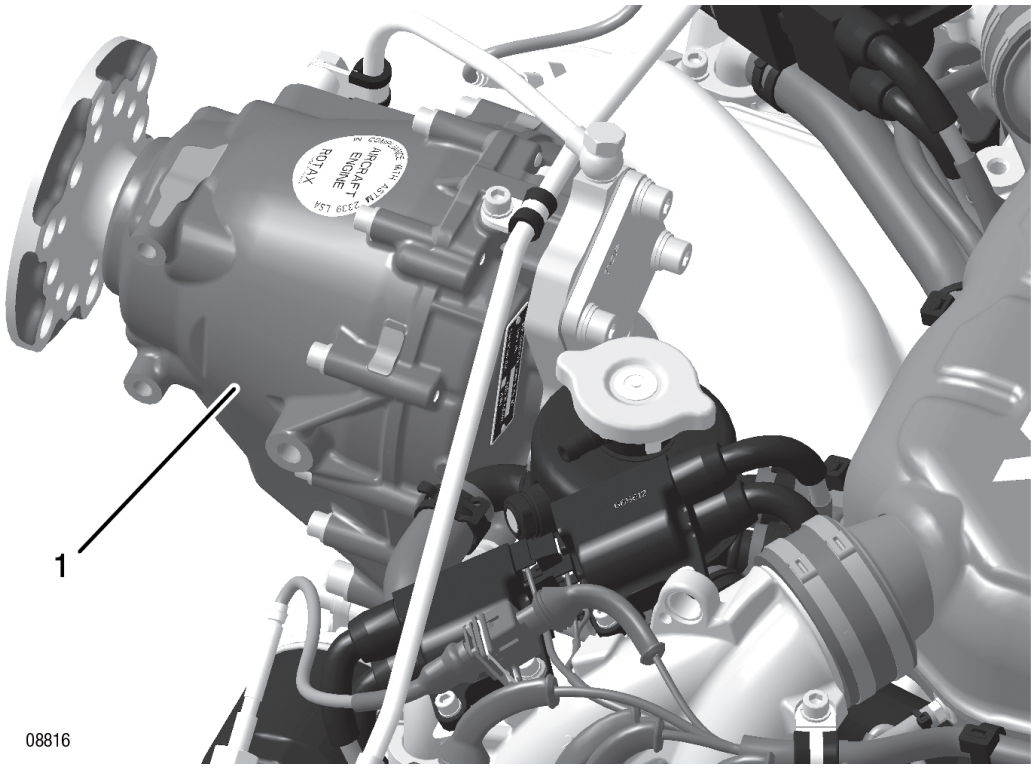

Figure 7.28: Overview

1 Propeller gearbox

CHECKING THE PROPELLER GEARBOX

General note

See Heavy Maintenance Manual Heavy for the engine type 912 i Series.

The gearbox must be inspected, repaired or overhauled in accordance with the BRP-Rotax instructions for continued airworthiness.
Detailed inspection of the affected gearbox components in accordance chapter 72-00-00 in the Heavy Maintenance Manual.
NDT Crack testing of the propeller shaft is not normally planned, but can be carried out if cracks are suspected.

NOTE

The drive gear is considered part of the gearbox. Therefore it must be removed from the crankshaft and be included when sending the gearbox for repairs or overhaul.

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