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NOTES

TOA) Table of amendments

Approval*

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

current no.	chapter	page	date of change	remark for approval	date of approval from authorities	date of issue	signature
0	1 to 9	all	09 01 2012	DOA*			
1	1	1-5,1-10	04 01 2013	DOA*			
1	2	2-9, 2-10	04 01 2013	DOA*			
1	3	3-6,3-10,3-11	04 01 2013	DOA*			
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1	8	8-1	04 01 2013	DOA*			
2	1	1-5,1-11,1-14	02 01 2015	DOA*			
2	2	2-3, 2-6, 2-8	02 01 2015	DOA*			
2	3	3-4, 3-6, 3-10	02 01 2015	DOA*			
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2	9	9-6, 9-7, 9-8	02 01 2015	DOA*			

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NOTES

TOA) Summary of changes

Content

Summary of the relevant amendments in this context, but makes no claim to completeness.

current no.	chapter	page	date of change	comment
0		cover, rear page	09 01 2012	New layout
0	1	1-4	09 01 2012	Environment note
		1-6	09 01 2012	iRMT
0	2	2-4, 2-7	09 01 2012	Operating limits fuel pressure
0	3	3-4, 3-7	09 01 2012	Engine start
0	4	4-2, 4-5	09 01 2012	Engine stop
0	9	9-1, 9-3, 9-5, 9-6, 9-7, 9-8	09 01 2012	Form Overview of authorized distributor
1	1	1-5	04 01 2013	Warning: change of text
		1-10	04 01 2013	change of text
1	2	2-9, 2-10	04 01 2013	change of text
1	3	3-6	04 01 2013	change of text
		3-10, 3-11	04 01 2013	change of text
1	4	4-2, 4-3	04 01 2013	Additional text: unscheduled Maintenance
		4-5	04 01 2013	oil pressure
		4-6	04 01 2013	oil level, oil pressure at cold start
1	7	7-5	04 01 2013	positioning of text
1	8	8-1	04 01 2013	Note added
2	1	1-5	02 01 2015	Warning: change of text
2	1	1-11	02 01 2015	change of Type description
2	1	1-14	02 01 2015	change of compression ratio.
2	2	2-3, 2-6, 2-8	02 01 2015	Suffix -01 added
2	3	3-4, 3-6, 3-10	02 01 2015	change of text
2	4	4-1	02 01 2015	Additional text: Exceeding of max. admissible coolant temperature
		4-2, 4-5, 4-6	02 01 2015	
2	9	9-6, 9-7, 9-8	02 01 2015	change of text

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NOTES

1.4) Safety notice

Normal use



Non-compliance can result in serious injuries or death!

Never fly the aircraft equipped with this engine at locations, airspeeds, altitudes, or other circumstances from which a successful no-power landing cannot be made, after sudden engine stoppage.

- This engine is not suitable for acrobatics (inverted flight etc.).
- This engine shall not be used on rotorcrafts with an in-flight driven rotor (e.g. helicopters).
- 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 and owner/user.
- Due to the varying designs, equipment and types of aircraft, BRP-Powertrain grants no warranty or representation on the suitability of its engine's use on any particular aircraft. Further, BRP-Powertrain grants no warranty or representation of this engine's suitability with any other part, components or system which may be selected by the aircraft manufacturer, assembler or user for aircraft application.



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 must be adhered to.

- Certain areas, altitudes and conditions present greater risk than others. The engine may require humidity or dust/sand preventative equipment, or additional maintenance may be required.
- You should be aware that any engine may seize or stall at any time. This could lead to a crash landing and possible severe injury or death. For this reason, we recommend strict compliance with the maintenance and operation and any additional information which may be given to you by your dealer.

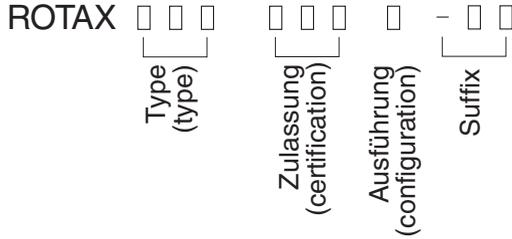
- Training**
- Whether you are a qualified pilot or a novice, complete knowledge of the aircraft, its controls and operation is mandatory before venturing solo. Flying any type of aircraft involves a certain amount of risk. Be informed and prepared for any situation or hazard associated with flying.
 - A recognized training program and continued education for piloting an aircraft is absolutely necessary for all aircraft pilots. Make sure you also obtain as much information as possible about your aircraft, its maintenance and operation from your dealer.
 - Engine-specific training courses are authorized by the distributors according to manufacturer specifications (iRMT).
-
- Regulation**
- Respect all government or local rules pertaining to flight operation in your flying area. Fly only when and where conditions, topography, and airspeeds are safest.
 - Consult your aircraft dealer or manufacturer and obtain the necessary information, especially before flying in new areas.
-
- Instrumentation**
- Select and use proper aircraft instrumentation. This instrumentation is not included with the ROTAX engine package. Only approved instrumentation may be installed.
-
- Engine log book**
- Keep an engine log book and respect engine and aircraft maintenance schedules. Keep the engine in top operating condition at all times. Do not operate any aircraft which is not properly maintained or has engine operating irregularities which have not been corrected.
-
- Maintenance (iRMT)**
- Before flight, ensure that all engine controls are operative. Make sure all controls can be easily reached in case of an emergency.
 - Since special tools and equipment may be required, engine servicing should only be performed by an authorized ROTAX engine dealer. BRP-Powertrain requires that any service be carried out and verified by a technician that has a current iRMT rating.

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1.7) Type description

e.g. 912 A 2 -01

The type description is made up the following.

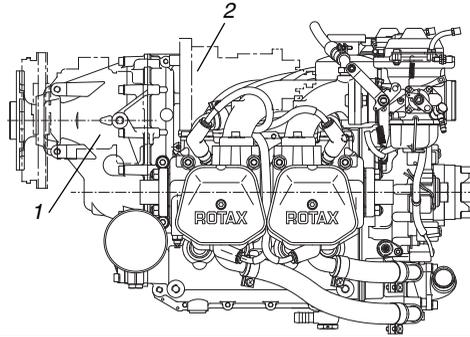


Description

Designation		Description
Type:	912	4-cyl. horizontally opposed, normal aspirated engine
Certification:	A	certified to JAR 22 (TC No. EASA.E.121)
	F, S	certified to FAR 33 (TC No. E00051 EN) JAR-E (TC No. EASA.E.121)
	UL, ULS	non-certified aircraft engines
Configuration	1	Prop shaft with flange for fixed prop, P.C.D 100 mm (3.936 in.)
	2	Prop shaft with flange for fixed pitch propeller.
	3	Prop shaft with flange for constant speed propeller and drive for hydraulic governor for constant speed propeller.
	4	Prop flange for fixed pitch propeller and prepared for retrofit of a hydraulic governor for
Suffix	-XX	Explanation of the type designation Suffix, see SB-912-068.

1.8) Engine components, engine views, cylinder designation

Side view

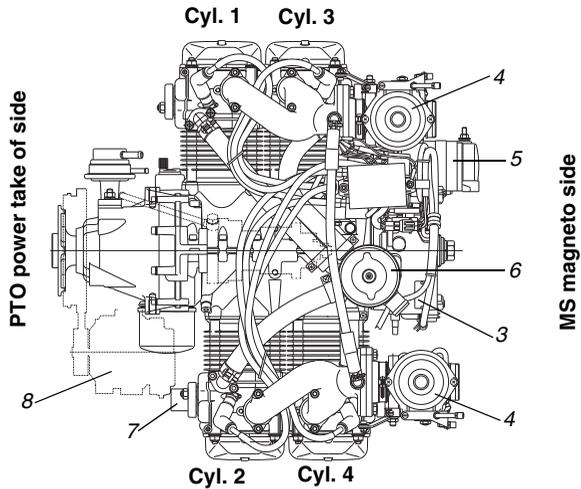


Part	Function
1	Propeller gear box
2	Vacuum pump or hydraulic governor for constant speed propeller

Fig. 2

00337

Top view



Part	Function
3	Engine serial number
4	CD carburetor
5	Electric starter
6	Expansion tank with excess pressure valve
7	Exhaust flange
8	External alternator

Fig. 3

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Front view

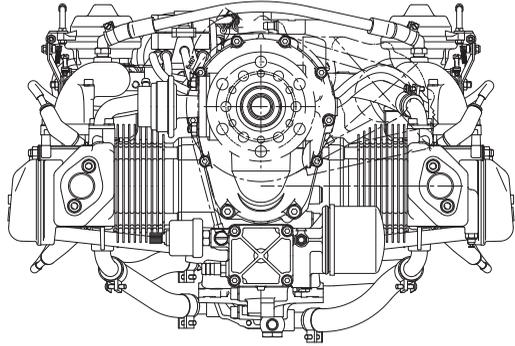


Fig. 4

00336

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1.9) Technical data

See table

Description	912 A/F/UL	912 S/ULS
Bore	79.5 mm (3.13 in)	84 mm (3.31 in)
Stroke	61 mm (2.40 in)	61 mm (2.40 in)
Displacement	1211 cm ³ (73.9 in ³)	1352 cm ³ (82.5 in ³)
Compression ratio.	9.0 : 1	10.8: 1

1.10) Fuel consumption

See table

Fuel consumption in l/h (US gal/h)	912 A/F/UL	912 S/ULS
At take-off performance	24.0 l/h (6.3 gal/h)	27.0 l/h (7.1 gal/h)
At max. continuous performance	22.6 l/h (5.6 gal/h)	25.0 l/h (6.6 gal/h)
At 75 % continuous performance	16.2 l/h (4.3 gal/h)	18.5 l/h (4.9 gal/h)
Specific consumption at max. continuous performance	285 g/kWh (0.47 lb/hph)	285 g/kWh (0.47 lb/hph)

1.11) Direction of rotation

Direction of rotation on propeller shaft

Direction of rotation on propeller shaft: counter clockwise, looking at p.t.o side of engine.

normal direction of propeller rotation (engine)

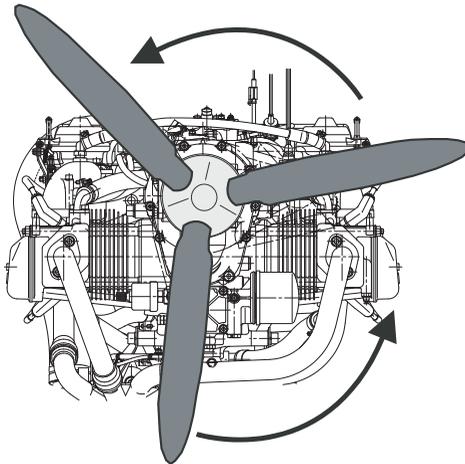


Fig. 5

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Conventional coolant

See also [Chapter 2.3](#).

Applicable for engine S/N without Suffix -01.

Coolant temperature: (coolant exit temperature)	
Max.	120 °C (248 °F)

Cylinder head temperature:	
Max.	150 °C (300 °F)
Permanent monitoring of coolant temperature and cylinder head temperature is necessary.	

Waterless coolant

See also [Chapter 2.3](#).

Cylinder head temperature:	
Max.	150 °C (300 °F)
Permanent monitoring of cylinder head temperature is necessary.	

Conventional coolant

Applicable for engine S/N with Suffix -01.

Coolant temperature limit measured in the cylinder head	Engine type
Max. 120 °C (248 °F)	912 A/F/UL
Permanent monitoring of coolant temperature is necessary.	

Engine start, operating temperature

Max.	50 °C (120 °F) (ambient temperature)
Min.	-25 °C (-13 °F) (oil temperature)

Fuel pressure

Non-compliance can result in serious injuries or death!

Exceeding the max. admissible fuel pressure will override the float valve of the carburetor and to engine failure.

The aircraft engine manufacturer strongly recommends the installation of an additional pump, unless this has not been covered by legal obligations so far.

Max.	0.4 bar (5.8 psi) (0.5 bar (7.26 psi))*
Min.	0.15 bar (2.2 psi)

* applicable only for fuel pump from S/N 11.0036

Propeller governor

Power consumption of the hydraulic propeller governor:	
Max.	600 W

Vacuum pump

Power consumption of the vacuum pump:	
Max.	300 W

External alternator

Power consumption of the external alternator:	
Max.	1200 W

Bank angle

Deviation from bank angle:	
Max.	40°

NOTE: Up to this value the dry sump lubrication system warrants lubrication in every flight situation.

2.2) Operating limits (912 S/ULS)

Performance Performance data relate to ISA (International Standard Atmosphere) conditions without Governor, external alternator etc.

Take-off performance	73.5 kW at 5800 rpm
Max. continuous performance	69 kW at 5500 rpm

Speed

Take-off speed	5800 rpm (max. 5 min)
Max. continuous speed	5500 rpm
Idle speed	min. 1400 rpm

Acceleration

Limit of engine operation at zero gravity and in **negative "g"** condition.

Max.	5 seconds at max. -0.5 g
------	--------------------------

Oil pressure

Max.	7 bar (102 psi)
NOTICE	For a short period admissible at cold start.
Min.	0.8 bar (12 psi) (below 3500 rpm)
Normal	2.0 to 5.0 bar (29-73 psi) (above 3500 rpm)

Oil temperature

Max.	130 °C (266 °F)
Min.	50 °C (120 °F)
normal operating temperature	approx. 90 to 110 °C (190-230 °F)

EGT

exhaust gas temperature

Max.	880 °C (1616 °F)
------	------------------

Conventional coolant

See also [Chapter 2.3](#).

Applicable for engine S/N without Suffix -01.

Coolant temperature: (coolant exit temperature)	
Max.	120 °C (248 °F)

Cylinder head temperature:	
Max.	135 °C (275 °F)
Permanent monitoring of coolant temperature and cylinder head temperature is necessary.	

Waterless coolant

Cylinder head temperature:	
Max.	135 °C (275 °F)
Permanent monitoring of cylinder head temperature is necessary.	

Conventional coolant

Applicable for engine S/N with Suffix -01.

Coolant temperature limit measured in the cylinder head	Engine type
Max. 120 °C (248 °F)	912 S/ULS
Permanent monitoring of coolant temperature is necessary.	

Engine start, operating temperature

Max.	50 °C (120 °F) (ambient temperature)
Min.	-25 °C (-13 °F) (oil temperature)

Fuel pressure

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Propeller governor

Power consumption of the hydraulic propeller governor:	
Max.	600 W

Vacuum pump

Power consumption of the vacuum pump:	
Max.	300 W

External alternator

Power consumption of the external alternator:	
Max.	1200 W

Bank angle

Deviation from bank angle:	
Max.	40°

NOTE: Up to this value the dry sump lubrication system warrants lubrication in every flight situation.

2.3) Operating media-Coolant

General note

NOTICE

Obey the latest edition of Service Instruction SI-912-016 for the selection of the correct coolant.

Conventional coolant

Conventional coolant mixed with water has the advantage of a higher specific thermal capacity than water-less coolant.

Application

When correctly applied, there is sufficient protection against vapor bubble formation, freezing or thickening of the coolant within the operating limits.

Use the coolant specified in the manufacturers documentation.

Mixture

NOTICE

Obey the manufacturers instructions about the coolant.

Applicable for engine S/N without Suffix -01.

designation	mixture ratio %	
	concentrate	water
conventional e.g. BASF Glysantine anticorrosion	50*	50
waterless e.g. Aero Cool 180°	100	0

* coolant component can be increased up to max. 65%.

Applicable for engine S/N with Suffix -01.

designation	mixture ratio %	
	concentrate	water
conventional e.g. BASF Glysantine anticorrosion	50*	50

* coolant component can be increased up to max. 65%.

Coolant level

NOTICE

The coolant specifications of the section [Chapter 2.3\) Operating media](#) are to be observed!

Step	Procedure
1	Verify coolant level in the expansion tank , replenish as required up to top. The max. coolant level must be flush with the bottom of the filterneck (see Fig. 1).
2	Verify coolant level in the overflow bottle , replenish as required. The coolant level must be between max. and min. mark.

Graphic

Expansion tank

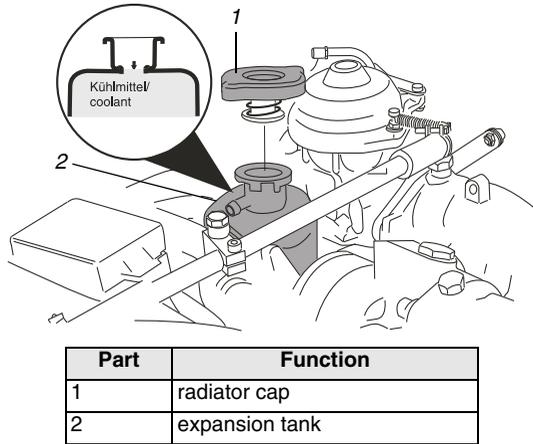


Fig. 1

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Check of mech. components

Check of mechanical components

Step	Procedure
1	Turn propeller by hand in direction of engine rotation several times and observe engine for odd noises or excessive resistance and normal compression.

NOTICE

At excessive resistance of the engine perform the relevant unscheduled maintenance check according to Maintenance Manual (Line), chapter “Hard to turn over“.

Gear box

Version without overload clutch:

No further checks are necessary.

Version with overload clutch:

Step	Procedure
1	Turn the propeller by hand to and fro, feeling the free rotation of 30° before the crankshaft starts to rotate. If propeller can be turned between the dogs frictionless (lower than 25 Nm (19 ft.lb)), further inspection is required.

Carburetor

Step	Procedure
1	Verify free movement of throttle cable and starting carburetor over the complete range. Check from the cockpit.

Exhaust system

Step	Procedure
1	Inspect for damages, leakage and general condition.

3.2) Before engine start

Carry out pre-flight checks.

3.3) Pre-flight checks

Safety



Non-compliance can result in serious injuries or death!

Ignition “OFF”. Before moving the propeller. Switch off both ignition circuits and anchor the aircraft. Have the cockpit occupied by a competent person.



Risk of burnings and scalds!

Hot engine parts!

Carry out pre-flight checks on the cold or luke warm engine only!

Operating media

Step	Procedure
1	Check for any oil-, coolant- and fuel leaks. If leaks are evident, rectify and repair them before next flight.

Coolant

NOTICE

The coolant specifications of the section [Chapter 2.3\)](#) Operating media are to be observed!

Step	Procedure
1	Verify coolant level in the overflow bottle , replenish as required up to top. The coolant level must be between min. and max. mark.

NOTICE

The oil specifications of the section [Chapter 2.5](#)) Operating media are to be observed!

Step	Procedure
1	Check oil level and replenish as required.
2	<p>NOTE: Propeller shouldn't be turned excessively reverse the normal direction of engine rotation.</p> <p>Remove bayonet cap, turn the propeller slowly by hand in direction of engine rotation several times to pump oil from the engine into the oil tank.</p>
3	It is essential to build up compression in the combustion chamber. Maintain the pressure for a few seconds to let the gas flow via the piston rings into the crankcase. The speed of rotation is not important but the pressure and the amount of gas which is transferred into the crankcase
4	This process is finished when air is returning back to the oil tank and can be noticed by a gurgle from the open oil tank.
5	Install bayonet cap.

Oil level (oil dipstick)

NOTE: The oil level should be in the upper half (between the "50%" and the "max" mark) and should never falls below the "min" mark. Prior to long flights oil should be added so that the oil level reaches the "max" mark.

Avoid oil levels exceeding the "max" mark, since excess oil could be poured out through the venting system.

Difference between max.- and min.- mark = 0.45 litre (0.95 liq pt).

3.5) Prior to take-off

Safety



Non-compliance can result in serious injuries or death!

Do not take the engine into operation if any person is near the aircraft.

Warming up period

Step	Procedure
1	Start warming up period at approx. 2000 rpm for approx. 2 minutes.
2	Continue at 2500 rpm, duration depending on ambient temperature, until oil temperature reaches 50 °C (120 °F).
3	Check temperatures and pressures.

Throttle response

NOTICE

After a full-load ground test allow a short cooling run to prevent vapour formation in the cylinder head.

Step	Procedure
1	Short full throttle ground test (consult Aircraft Operators Manual since engine speed depends on the propeller used).

Ignition check

Check the two ignition circuits at **4000 rpm** (approx. 1700 rpm propeller).

Step	Procedure
1	Speed drop with only one ignition circuit must not exceed 300 rpm (approx. 130 rpm propeller).
2	115 rpm (approx. 50 rpm propeller) max. difference of speed by use of either circuit, A or B.
	NOTE: The propeller speed depends on the actual reduction ratio.

Propeller governor

Check of hydraulic propeller governor:

Check control of the hydraulic propeller governor to specifications of the manufacturer.

NOTE: Cycling the propeller governor puts a relatively high load on the engine. Unnecessary cycling should be avoided.

3.6) Take-off

Safety



Non-compliance can result in serious injuries or death!

- Oil temperature, cylinder head temperature, coolant temperature and oil pressure has to be observed. Limits must not be exceeded!
See [Chapter 2.1](#)) Operating limits.
- Respect “cold weather operation” recommendations, see [Chapter 3.9](#)).

Climb

Climbing with engine running at take-off performance is permissible (max. 5 minutes) (see [Chapter 2.1](#)).

3.7) Cruising

Performance

Step	Procedure
1	Set performance as per performance specifications Chapter 5) and respect operating limits as per Chapter 2.1).

Oil temperature

Step	Procedure
1	Avoid operation below normal operation oil temperature (90 to 110 °C / 194 to 230 °F), as possible formation of condensation water in the lubrication system badly influences the oil quality. To evaporate possibly accumulated condensation water, at least once a day 100 °C (212 °F) oil temperature must be reached.

3.8) Engine shut-off

General note

Normally the cooling down of the engine during descending and taxiing will be sufficient to allow the engine to be shut off as soon as the aircraft is stopped.

At increased operating temperatures make an engine cooling run of at least minimum 2 minutes.

4) Abnormal operation

Introduction



Non-compliance can result in serious injuries or death!

At unusual engine behaviour conduct checks as per Maintenance Manual, Chapter 05-50-00 before the next flight.

NOTE: Further checks - see Maintenance Manual.

Table of contents

This chapter of the Operators Manual contains expanded operating and maintenance instruction at abnormal operation.

Subject	Page
Start during flight	page 4-2
Exceeding of max. admissible engine speed	page 4-2
Exceeding of max. admissible cyl. head temperature	page 4-2
Exceeding of max. admissible cooling system temperature	page 4-2
Exceeding of max. admissible oil temperature	page 4-3
Oil pressure below minimum - during flight	page 4-3
Oil pressure below minimum - on ground	page 4-3
Trouble shooting	page 4-4

4.1) Start during flight

- Engine stop**
- If the propeller turns in flight cause of windmilling, but its speed is not sufficient to start the engine, then the electric starter is easily usable.
It is never ever necessary to wait for the standstill of the propeller.
-

4.2) Exceeding of max. admissible engine speed

- Exceeding of max. engine speed**
- Reduce engine speed. Any exceeding of the max. admissible engine speed has to be entered by the pilot into the logbook, stating the duration and extend of overspeed.
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.3) Exceeding of max. admissible cooling system temperature

Exceeding of cooling system temperature

NOTICE

Reduce engine power setting to the minimum necessary to maintain flight and carry out precautionary landing.

4.3.1) Exceeding of max. admissible cyl. head temperature

Applicable for engine S/N without Suffix -01.

- Any exceeding of the max. admissible cylinder head temperature has to be entered by the pilot into the logbook, stating duration and extent of over-temperature condition.
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.3.2) Exceeding of max. admissible coolant temperature

Applicable for engine S/N with Suffix -01.

- Any exceeding of the max. admissible coolant temperature has to be entered by the pilot into the logbook, stating duration and extent of over-temperature condition.
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.4) Exceeding of max. admissible oil temperature

Exceeding of oil temperature

NOTICE

Reduce engine power setting to the minimum necessary to maintain flight and carry out precautionary landing.

- Any exceeding of the max. oil temperature must be entered by the pilot in the logbook, stating duration and extent of over-temperature condition.
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.5) Oil pressure below minimum - during flight

Oil pressure below minimum

NOTICE

Reduce engine power setting to the minimum necessary and carry out precautionary landing.

- Check oil system.
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.6) Oil pressure below minimum - on ground

Immediately stop the engine and check for reason. Check oil system.

- Check oil quantity in oil tank.
 - Check oil quality. See [Chapter 2.5](#)).
 - Carry out an unscheduled maintenance check according to Maintenance Manual Line chapt. 05-50-00.
-

4.7) Trouble shooting

Introduction

All checks in accordance with the Maintenance Manual (current issue/revision).



Non-compliance can result in serious injuries or death!

Only qualified staff (authorized by the Aviation Authorities) trained on this particular engine, is allowed to carry out maintenance and repair work.

NOTICE

If the following hints regarding remedy do not solve the problem, contact an authorized workshop. The engine must not be operated until the problem is rectified.

Table of content

This chapter of the Operators Manual contains possible cause and remedy in case of trouble shooting.

Subject	Page
Starting problems	page 4-5
Engine run	page 4-5
Oil pressure	page 4-5
Oil level	page 4-6
Engine hard to start at low temperature	page 4-6

Starting problems**Engine does not start**

Possible cause	Remedy
Ignition off.	Switch on.
Closed fuel valve or clogged filter.	Open valve, clean or renew filter, check fuel system for leaks.
No fuel in tank.	Refuel.
Starting speed too low, faulty or discharged battery.	Fit fully charged battery.
Starting speed too low, start problems on cold engine.	Use top quality, low friction oil; allow for sufficient cooling period to counter for performance drop on hot starter; pre-heat engine.
Wrong fuel (Jetfuel or Diesel).	Change of fuel.

Engine run**Engine idles rough after warm-up period, smoky exhaust emission**

Possible cause	Remedy
Starting carb (Choke) activated.	Close starting carb (Choke).

Engine keeps running with ignition off

Possible cause	Remedy
Overheating of engine.	Let engine cool down at idling at approx. 2000 rpm.

Knocking under load

Possible cause	Remedy
Octane rating of fuel too low.	Use fuel with higher octane rating.

Oil pressure**Low oil pressure**

Possible cause	Remedy
Not enough oil in oil tank.	Refill oil.
Too hot oil.	Cool down oil.

High oil pressure

Possible cause	Remedy
Too cold oil.	Cover oil cooler or install thermostat.
Wrong viscosity of oil.	Change oil to lower viscosity.

Oil level

Oil level is increasing

Possible cause	Remedy
Oil too cold during engine operation.	Cover oil cooler surface, observe the operating limits.
Contamination with diesel fuel.	Check fuel

Cold engine start

Engine hard to start at low temperature

Possible cause	Remedy
Starting speed too low.	Preheat engine.
Low charge battery.	Fit fully charged battery.
High oil pressure.	At cold start a pressure reading of up to around 7 bar (102 psi) does not indicate a malfunction.
Oil pressure too low after cold start.	Too much resistance in the oil suction system at low temperatures due to cold oil. Stop engine and preheat oil. After a cold start the oil pressure must be observed and should be above 1.5 bar (22 psi). Otherwise, the speed must be lowered again, because not enough cold oil can be sucked. If oil pressure is lower than 1 bar (15 psi) oils with lower viscosity have to be used. See SI-912-016, current issue.
NOTE:	Oil pressure must be measured at idle at an oil temperature of minimum 50 °C (120 °F). Be sure the oil pressure does not go below minimum at idle.

d06035.fm

9.2) Authorized Distributor

General note See the official ROTAX® AIRCRAFT ENGINES Website
www.FLYROTAX.com

List Overview of authorized distributor for ROTAX aircraft engines.

Subject	Page
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America	page 9-7
Australia	page 9-7
Africa	page 9-7
Asia	page 9-8

1) EUROPE

CZECHIA / SLOVAKIA:

►TEVESO S.R.O.

Skroupova 441
CS-50002 HRADEC KRALOVE
CZECHIA
Tel.: +42 049 / 5217 127,
Fax: +42 049 / 5217 226
E-mail: motory@teveso.cz
Website: www.teveso.cz
Contact persons: Ing. Jiri Samal

SWEDEN / FINLAND / NORWAY / ESTONIA / LATVIA / LITHUANIA / DENMARK:

►LYCON ENGINEERING AB

Härkeberga, SE-74596 ENKÖPING
SWEDEN
Tel.: +46 (0) 171 / 414039,
E-mail: info@lycon.se
Website: www.aeronord.eu

FRANCE / BELGIUM / LUXEMBURG MONACO:

►MOTEUR AERO DISTRIBUTION

11 Blvd Albert 1
98000 MONACO
Tel.: +377 (0) 93 30 17 40,
Fax: +377 (0) 93 30 17 60
E-mail: mad@libello.com
Website: www.moteuraerodistribution.com
Contact person: Philippe Thys

GERMANY / AUSTRIA / BULGARIA / HUNGARY / LIECHTENSTEIN / ROMANIA / SWITZERLAND / THE NETHERLANDS:

►FRANZ AIRCRAFT ENGINES VERTRIEB GMBH

Am Weidengrund 1a, 83135 Schechen,
GERMANY
Tel.: +49 (0) 8039 / 90350,
Fax: +49 (0) 8039 / 9035-35
E-mail: info@franz-aircraft.de
Website: www.franz-aircraft.de
Contact person: Eduard Franz

GREAT BRITAIN / IRELAND / ICELAND:

►CFS AEROPRODUCTS LTD.

BUBBENHALL ROAD
BAGINTON, WARWICKSHIRE CV8 3BB
GREAT BRITAIN
Tel.: +44 (0) 2476 / 305 873,
Fax: +44 (0) 2476 / 302 088
E-mail: rotax@cfsaero.com
Website: www.cfsaero.com

SLOVENIA:

►PIPISTREL D.O.O. AJDOVSCINA

Goriska Cesta 50A
5270 AJDOVSCINA
Tel.: +386 (0) 5 / 3663 873,
Fax: +386 (0) 5 / 3661 263
E-mail: info@pipistrel.si
Website: www.pipistrel.si
Contact person: Leon Brecejl

POLAND:

►FASTON LTD.

ul. Zwirki i Wigury 47
PL-21-040 SWIDNIK
Tel.: +48 (0) 81 / 751-2882;
Fax: +48 (0) 81 / 751-5740
E-mail: faston@go2.pl
Contact person: Mariusz Oltarzewski

ITALY / CROATIA / CYPRUS / GREECE / MALTA / PORTUGAL / SPAIN / TUR- KEY / SERBIA:

►LUCIANO SORLINI S.P.A.

Piazza Roma, 1
Carzago di Calvagese Riviera (Brescia)
ITALY
Tel.: +39 030 / 601 033,
Fax: +39 030 / 601 463
E-mail: avio@sorlini.com
Website: www.sorlini.com
Contact person: Alberto Comincioli

2) A M E R I C A

CANADA:

►ROTECH RESEARCH CANADA, LTD.

6235 Okanagan Landing Rd.
VERNON, B.C., V1H 1M5
CANADA

Tel.: +1 250 / 260-6299,

Fax: +1 250 / 260-6269

E-mail: inquiries@rotec.com

Website: www.rotec.com

NORTH / MIDDLE / SOUTH AMERICA:

►KODIAK RESEARCH LTD.

P.O. Box N 658

Bay & Deveaux Street

NASSAU

BAHAMAS

Tel.: +1 242 / 356 5377,

Fax: +1 242 / 356 2409

E-mail: custsupport@kodiakbs.com

Website: www.kodiakbs.com

3) AUSTRALIA / NEW ZEALAND / PAPUA NEW GUINEA:

►BERT FLOOD IMPORTS PTY. LTD.

P.O. Box 61, 16-17 Chris Drive
LILYDALE, VICTORIA 3140
AUSTRALIA

Tel.: +61 (0) 3 / 9735 5655,

Fax: +61 (0) 3 / 9735 5699

E-mail: wal@bertfloodimports.com.au

Website: www.bertfloodimports.com.au

Contact person: Mark Lester

4) A F R I C A

EGYPT:

►AL MOALLA

P.O. Box 7787, ABU DHABI

Tel.: +971 (0) 2/ 444 7378,

Fax: +971 (0) 2/444 6896

E-mail: almoalla@emirates.net.ae

Contact person: Hussain Al Moalla

ALGERIA / MAROCCO / TUNESIA:

►MOTEUR AERO DISTRIBUTION

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98000 MONACO

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Fax: +377 (0) 93 30 17 60

E-mail: mad@libello.com

Website: www.moteuraerodistribution.com

Contact person: Philippe Thys

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Tel.: +39 030 / 601 033,

Fax: +39 030 / 601 463

E-mail: avio@sorlini.com

Website: www.sorlini.com

Contact person: Alberto Comincioli

ANGOLA / BOTSWANA / LESOTHO/ MADAGASCAR / MALAWI / MOZAM- BIQUE/ NAMIBIA / SOUTH AFRICA / SWAZILAND/ ZAMBIA / ZIMBABWE:

►AVIATION ENGINES ANDACCESSORIES (PTY) LTD

P.O. Box 15749, Lambton 1414,

SOUTH AFRICA

Tel.: +27 (0) 11 / 824 3368,

Fax: +27 (0) 11 / 824 3339

E-mail: niren@cometaviationsupplies.co.za

Website: www.aviation-engines.co.za

Contact person: Niren Chotoki

GHANA / BENIN / BURKINA FASO / CAMEROON / CENTRAL AFRICAN REPUBLIC / CONGO / GABON / GUINEA / IVORY COAST / MALI / MAURITANIA / NIGER/ NIGERIA / SENEGAL / TOGO:

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PMB KA49, Kotoka International Airport, Accra

GHANA

Tel.: +233 (0) 28 5075254,

Fax: +233 (0) 217 717 92

E-mail: info@waasps.com

Website: www.waasps.com

Contact person: Jonathan Porter

5) A S I A

CHINA / HONG KONG / MACAO:

►PEIPORT INDUSTRIES LTD.

Rm. 1302, Westlands Centre
20 Westlands Road, Quarry Bay
HONG KONG
Tel.: +852 (0) 2885 / 9525,
Fax: +852 (0) 2886 / 3241
E-mail: admin@peiport.com.hk
Website: www.peiport.com
Contact person: Larry Yeung

CIS:

►AVIAGAMMA JSCO.

P.O. Box 51, 125 057 MOSCOW
Tel.: +7 499 / 158 31 23,
Fax: +7 499 / 158 62 22
E-mail: aviagamma@mtu-net.ru
Website: www.aviagamma.ru
Contact person: Vladimir Andriytschuk
General Director

KOREA:

►KOREA BUSINESS AIR SERVICE CO. LTD.

672-4 KBAS Bldg. Deungchon-dong,
Kangseo-ku, Seoul, South Korea
Tel.: +82 (0) 2 / 3664 - 6644
Fax: +82 (0) 2 / 2658 - 6562
E-mail: sd.lim@kbas.com
Website: www.kbas.com
Contact person: Su Dong Lim

INDONESIA / MALAYSIA / PHILIP- PINES / SINGAPORE / THAILAND / TAIWAN:

►BERT FLOOD IMPORTS PTY. LTD.

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Website: www.bertfloodimports.com.au
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UNITED ARAB. EMIRATES:

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►JUA, LTD.

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SHIZUOKA PREF 412
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Fax: +81 (0) 550 / 83 8224
E-mail: jua@shizuokanet.ne.jp
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28412656
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