SERVICE INSTRUCTION

Pre-Delivery Inspection (PDI) for all ROTAX® 4-stroke Aircraft Engines

ATA System: 00-00-00 General

1) Planning information

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods in accordance with prevailing legal regulations.

BRP-Rotax GmbH & Co KG cannot accept any responsibility for the quality of work performed in accomplishing the requirements of this publication.

1.1) Applicability

All versions of certified ROTAX® engine types:

Engine type (Series)	Serial number
912 A	All
912 F	All
912 S	All
912 iSc Sport	All
914 F	All
915 iSc A	All
915 iSc C24	All
916 iSc A	All
916 iSc C24	All
916 iSc B	All

All versions of ASTM compliant ROTAX® engine types:

Engine type (Series)	Serial number
912 UL	All
912 ULS	All
912 iS Sport	All
914 UL	All
915 iS A	All
915 iS C24	All
916 iS A	All
916 iS C24	All

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1.2) Concurrent ASB/SB/SI and SL

In addition to this Service Instruction the following documents must be observed:

- SI-PAC-031, Optional packaging / storage accessories for ROTAX® Aircraft Engines, current version.
- SI-912 i-001,SI-912-016,SI-914-019,SI-915 i-001,SI-916 i-001, Selection of suitable operating fluids for ROTAX® Engine Type 916 i (Series), 915 i (Series), 912 i (Series), 912 and 914 (Series), current version.
- SI-912 i-004,SI-912-018,SI-914-020,SI-915 i-003,SI-916 i-003, Purging of lubrication system for ROTAX® Engine Type 916 i (Series), 915 i (Series), 912 i (Series), 912 and 914 (Series), current version.
- SL-916 i-016,SL-2ST-012,SL-912-020,SL-914-018,SL-912 i-009,SL-915 i-017, Engine Registration via ROTAX® Aircraft Engines Website, current version.
- SL-2ST-006,SL-912-012,SL-914-010,SL-912 i-003,SL-915 i-001,SL-916 i-011, Warranty conditions for ROTAX® Engine Types 2-stroke, 912 (Series), 914 (Series), 912 i (Series), 915 i and 916 i (Series), current version.
- SL-912-041, SL-914-043, SL-912 i-037, SL-915 i-017, SL-916 i-013, Safety wiring for ROTAX® 912 (Series), 914 (Series), 912 i (Series), 915 i (Series) and 916 i (Series) Aircraft Engines, current version.
- SI-912 i-002, SI-915 i-002, SI-916 i-002, SI-914-038, B.U.D.S. Aircraft Installation Instructions and Update for ROTAX® Engine Types 916 i, 915 i, 912 i and 914 (Series), current version.
- SL-916 i-017,SL-915 i-018,SL-914-027,SL-912-029,SL-912 i-021,SL-2ST-019 Occurrence reporting for ROTAX® Aircraft Engines, current version.
- SL-912-031 / SL-914-029 / SL-912 i-023/ SL-915 i-019 / SL-916 i-018 Warranty procedures and processes for ROTAX® Aircraft Engines, current version.

1.3) Reason

To augment current issues of engine manuals, this Service Instruction provides information that should be completed upon receiving and before installing a ROTAX® Aircraft engine.

1.4) Subject

Pre-Delivery Inspection (PDI) for all ROTAX® 4-stroke Aircraft Engines.

1.5) Compliance

NONE - For information only.

1.6) Approval

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

For ASTM compliant engines the technical content of this document is approved under the relevant processes of the effective BRP-Rotax quality management system.

1.7) Labor time

Estimated labor hours:

Engine installed in the aircraft - - - labor time will depend on airframe installation and therefore no estimate is available from the engine manufacturer.

1.8) Mass data

Change of weight - - - none.

Moment of inertia - - - unaffected.

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1.9) Electrical load data

No change.

1.10) Software modifications

No change.

1.11) References

In addition to this technical information refer to current issue of

- In general Illustrated Parts Catalog (IPC) and in particular:
  Chapters 00-00-00 and 76-10-00
- In general Operators Manual (OM)
- In general Installation Manual (IM) and in particular:
  Chapters 10-10-00, 24-00-00 and 79-00-00
- In general Maintenance Manual Line (MML) and in particular:
  Chapter 05-20-00 and 12-20-00
- In general Maintenance Manual Heavy (MMH) and in particular:
  Chapters 24-20-00, and 76-10-00

NOTE: The status of the Manuals can be determined by checking the table of amendments. The 1st column of this table shows the revision status. Compare this number to the one listed on the ROTAX® website:

www.flyrotax.com. Updates and current revisions can be downloaded for free.

1.12) Other Publications affected

None.

1.13) Interchangeability of parts

- Not affected

2) Material Information

2.1) Material

Price and availability will be provided on request by ROTAX® Authorized Distributors or their independent Service Centers.

2.2) Company support information

Any possible support by BRP-Rotax will be provided on request by ROTAX® Authorized Distributors or their independent Service Centers

2.3) Material requirement per engine

None.

2.4) Material requirement per spare part

None.

2.5) Rework of parts

None.

2.6) Special tooling/lubricants- /adhesives- /sealing compounds

Price and availability will be supplied on request by ROTAX® Authorized Distributors or their independent Service Centers:

Description	Qty/engine	Part no.	Application
ENGINE LIFT SET	(AR)	876040	Lifting of i series aircraft engines
USB TO 9 PIN SERIAL CONVERTER	(AR)	n.a.	914 (Series) TCU connection
B.U.D.S. SET LEVEL 3	(AR)	864023	912 i, 915 i, and 916 i (Series) ECU connection
B.U.D.S. SET LEVEL 2	(AR)	864022	912 i, 915 i, and 916 i (Series) ECU connection
B.U.D.S. SET LEVEL 1	(AR)	864021	912 i, 915 i, and 916 i (Series) ECU connection

NOTICE If using these special tools observe the manufacturers specifications.

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3) Accomplishment/Instructions

ROTAX® reserves the right to make any amendments to existing documents, which might become necessary due to this standardization, at the time of next revision or issue.

NOTE: Before maintenance, review the entire documentation to make sure you have a complete understanding of the procedure and requirements.

Accomplishment

All measures must be implemented and confirmed by at least one of the following persons or organizations:

- ROTAX® - Airworthiness representatives
- ROTAX® - Authorized Distributors or their independent Service Centers
- Persons approved by the respective Aviation Authorities
- Persons with approved qualifications for the corresponding engine types. Only authorized persons (iRMT, Level Heavy Maintenance) are entitled to carry out this work
- Persons with type-specific training

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

All work has to be performed in accordance with the relevant ROTAX® Instructions for Continued Airworthiness (ICA) of the respective engine type.

General

Further material on general inspection, maintenance and repair can also be found in relevant Advisory Circular AC 43.13 from FAA.

Advisory Circular

The Advisory Circular (AC) contains maintenance methods, techniques and practices.

Procedure

3.1) Unpacking the engine

When the engine is delivered, Inspect the crate for any external shipping damage. Immediately report any damage to the Authorized Distributor or Service Center for ROTAX® aircraft engines.

3.1.1)Crate cover removal

See Fig. 1

Step	Procedure
1	Carefully cut the retaining straps if present.
2	Release the metal tabs retaining the crate cover by lifting the tabs with a small pry bar or flat blade screwdriver.
3	Lift up and remove the crate cover.
4	Optionally, the crate cover and all four sides can be removed at once by opening the lower metal tabs, allowing easy access to accessory kits etc.

NOTICE The retaining straps are under tension. Use caution when cutting them free.

1. Retaining strap
2. Retaining tab

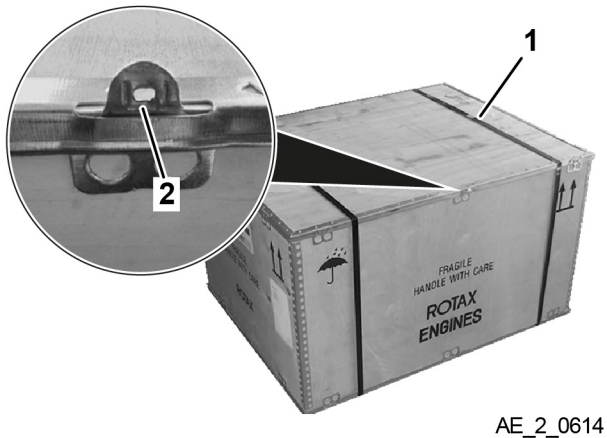

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Fig. 1.
Typical engine shipping crate

See Fig. 2

Step	Procedure
5	The engine is wrapped in a protective bag (blue), which is internally coated with a corrosion inhibitor. While the engine is in storage, it must be kept within this protective bag.
6	Inspect the engine and accessory kits for any shipping damage. Immediately report any damage to the Authorized Distributor or Service Center for ROTAX® aircraft engines.

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See current SL-916 i-017,SL-915 i-018,SL-914-027,SL-912-029,SL-912 i-021,SL-2ST-019 Occurrence reporting for ROTAX® Aircraft Engines

Details on engine storage requirements and time limits can be found in the currently valid Installation Manual (IM) , section “Preservation and storage of the engine”.

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Fig. 2.
Corrosion preventative bag

3.1.2)Parts list / packing slip

Accessory kits containing components such as voltage regulator and metric oil fittings are supplied within the engine crate. Accessory kit part numbers vary depending upon the engine model ordered.

3.2) Engine registration

Registering your engine links your ROTAX® product with warranty services, proof of ownership, recall notifications and bonus campaigns.

See Fig. 3

Step	Procedure
1	Carefully open the corrosion preventative bag so that it can be easily closed and sealed again.
2	Locate the engine's serial number and transcribe the number to the logbook. Certified engines will already have this information in the supplied logbook. NOTE: The engine serial number for 912 i, 915 i and 916 i (Series) engines is located on the engine block behind the gearbox. The engine serial number for 914 and 912 (Series) engines is located on the top of the ignition housing at the rear of the engine.

1. Serial number 912 / 914 Series
2. Serial number 912 i / 915 i / 916 i Series

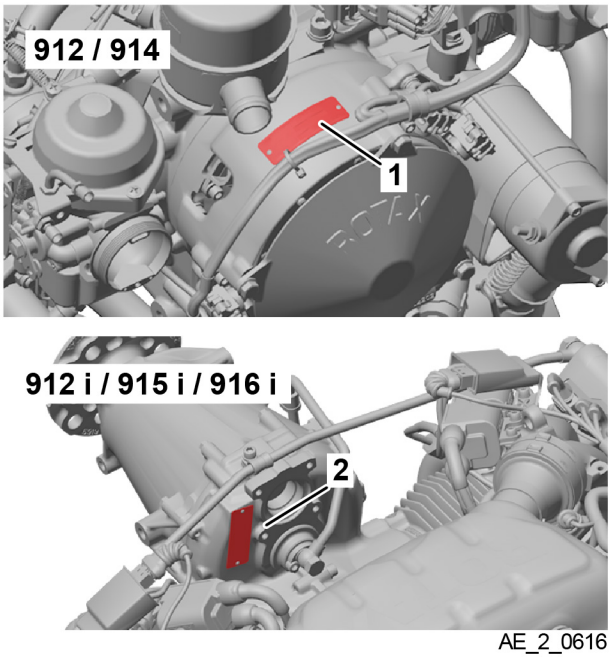

Fig. 3.
Serial number location

See SL-916 i-016,SL-2ST-012,SL-912-020,SL-914-018,SL-912 i-009,SL-915 i-017, Engine Registration via ROTAX® Aircraft Engines Website, current version.

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See Fig. 4

Step	Procedure
3	Open a web browser to www.flyrotax.com, click on “Services” tab, and then click “Engine Registration” from the drop-down menu. Use the QR code below with your smart phone or mobile device.

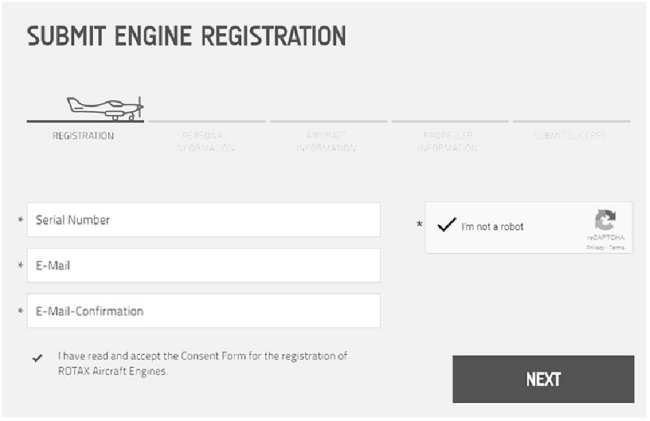

Fig. 4.
Online engine registration

Step	Procedure
4	Follow the on-screen instructions to enter all required information. Once all information has been entered, the engine will be officially registered with ROTAX®.

3.3) Engine lifting

3.3.1)Engine lifting - 912 / 914 series

See Fig. 5

Step	Procedure
1	The engine is lifted via the intake manifolds.
2	Loop rope or straps through each intake manifold between each pair of cylinders and attach to an adequately rated lifting device.

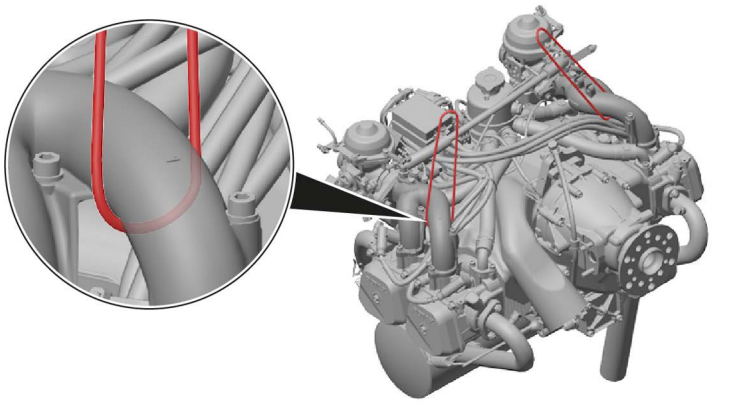

Fig. 5
912 / 914 engine lifting points

3.3.2)Engine Lifting - 912 i / 915 i / 916 i

See Fig. 6

Step	Procedure
1	The engine is lifted via the dedicated attachment points on each intake manifold.

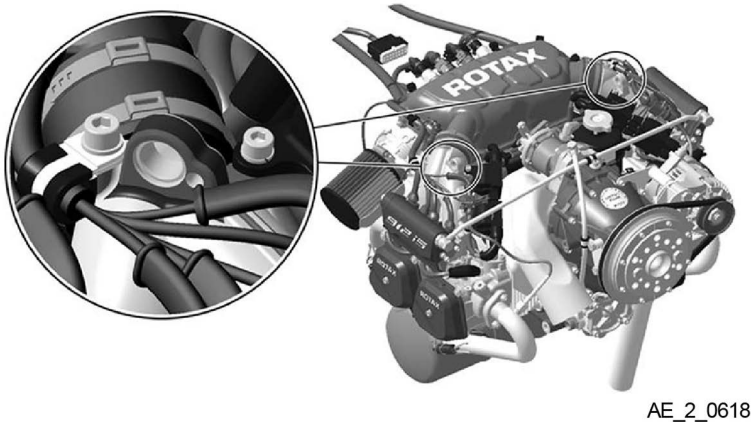

Fig. 6
912 i / 915 i / 916 i engine lifting points

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Step	Procedure
2	Insert lifting tool part number 876040 into the dedicated attachment point on each intake manifolds and attach straps or hooks to an adequately rated lifting device.

NOTICE Using any other lifting tool than the recommend-ed one may cause damage to the governor cable attachment points.

See current Installation Manual (IM) for the respective engine type, Chapter 10-10-00.

See current Illustrated Parts Catalog (IPC) for the respective engine type, Chapter 00-00-00.

3.4) Shipping brackets

NOTICE The engine support brackets and fixation bolts are for shipping only and must not be used for engine suspension.

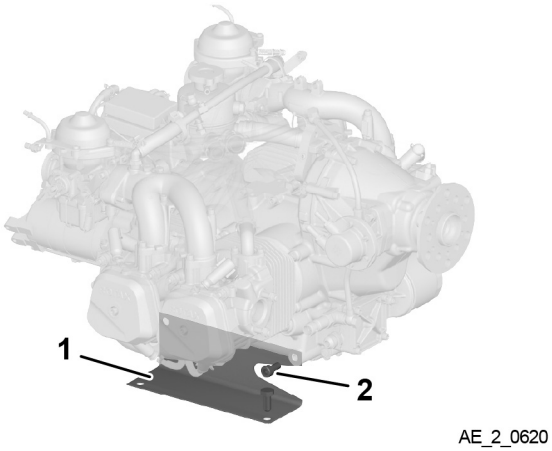

Fig. 7
Typical brackets and bolts for shipping only

See SI-PAC-031, Optional packaging / storage accessories for ROTAX® Aircraft Engines, current version.

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3.5) Protective coverings

All openings are protected against ingress of contamination and dampness. It is recommended to leave the protective plugs in place until installation of the specific feed line etc.

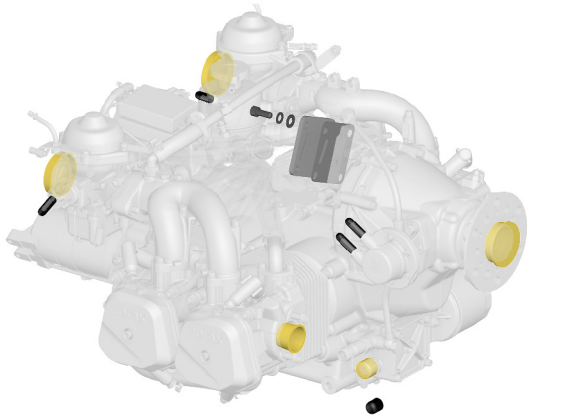

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Fig. 8
Typical protective coverings

NOTICE Protective coverings are only for use during transport and engine installation. They must be removed before the engine is operated.

See SI-PAC-031, Optional packaging / storage accessories for ROTAX® Aircraft Engines, current version.

3.6) Auxiliary equipment installation

Auxiliary equipment such as coolant radiator and connecting hoses are not part of the standard engine version and are not included in the scope of supply.

The following Auxiliary items are available from ROTAX® Authorized Distributors and their independent Service Centers:

- Airbox (912 Series)
- External alternator
- Engine suspension frame assy.
- Oil radiator and connections
- Coolant radiator
- Coolant overflow bottle with cap
- Exhaust system (912 and 912 i Series)
- Cooling air baffle
- Fuel pumps (915 i, 916 i Series)
- Cooling air baffle

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See current Illustrated Parts Catalog (IPC) for the respective engine type.

NOTICE

Make sure that ROTAX® GENUINE accessories are used; in case of usage of non ROTAX® GENUINE please refer to the manufacturer instructions.

It is the responsibility of the aircraft manufacturer to install and test these auxiliary items in accordance with the current versions of the ROTAX® technical documentation.

3.7) Verify trigger coil gaps (912 & 914 Series)

The trigger coils have to be verified by visual inspection against visible damages. Ensure that the trigger coil gaps are not inadvertently changed (e.g. collision with other parts during installation).

See current Maintenance Manual Line (MML) for the respective engine type, Chapter 05-20-00 Visual inspection of the engine.

In case of any suspect, verify the gap of the trigger coil.The trigger coils are only adjustable to a limited extent. The gap between trigger coil and trigger cam is equal to dimension IH02.

See Fig. 9

Step	Procedure
1	Adjust the air gap of the external triggers with feeler gauge to dimension IH02.
2	Check external trigger coils for correct axial position with reference to the trigger cam of the fly wheel hub.
3	Tighten all Allen screws with 5 Nm (44 in.lb.).

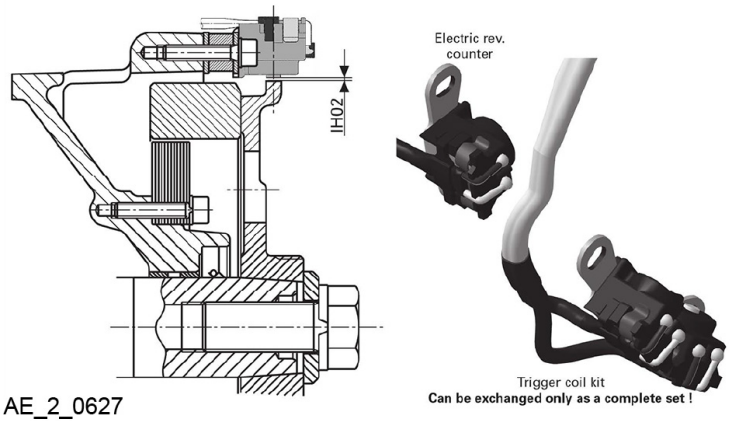

Fig. 9
Example safety wiring

See current Maintenance Manual Heavy (MMH) for the respective engine type, Chapter 24-20-00.

3.8) Safety wiring

There are several points on the engine where stain-less steel safety locking wire is required. The safety wiring of accessories and auxiliary equipment must be done by the aircraft manufacturer in compliance with the standards of aviation.

See Fig. 10

SL-912-041, SL-914-043, SL-912 i-037, SL-915 i-017, SL-916 i-013, Safety wiring for ROTAX® 912 (Series), 914 (Series), 912 i (Series), 915 i (Series) and 916 i (Series) Aircraft Engines, current version.

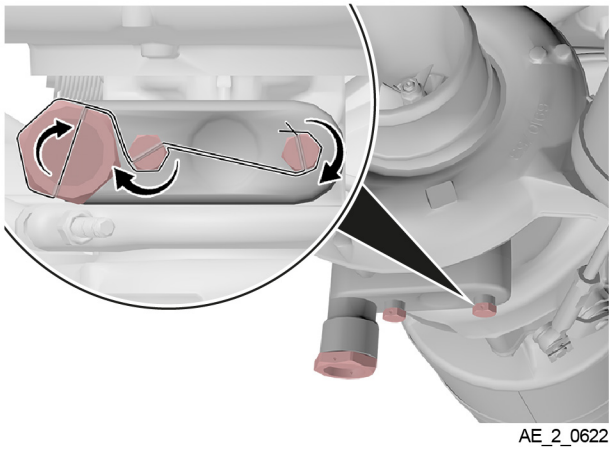

Fig. 10
Example safety wiring

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3.9) Checking the Turbocharger Control Unit (TCU) with B.U.D.S. Aircraft software - 914 (Series)

Before connecting to the TCU, make sure you have installed the latest version of B.U.D.S. Aircraft.

See SI-912 i-002,SI-915 i-002,SI-916 i-002,SI-914-038, B.U.D.S. Aircraft Installation Instructions and Update for ROTAX Engine Types 916 i, 915 i, 912 i and 914 (Series), current version.

Download newest B.U.D.S Version available at official Homepage www.flyrotax.com.

Current version of the software can communicate with the TCU (4.6 966741) providing the following functions:

- Function test of all sensors
- Checking the throttle potentiometer (throttle position, throttle valve position)
- Recalibration of the throttle position
- Extracting and clearing log files

See Fig. 10

Step	Procedure
1	Connect USB-to-Serial converter to a USB-Port of the PC or Laptop and to the 9-pin RS 232 connector on the engine wiring harness.

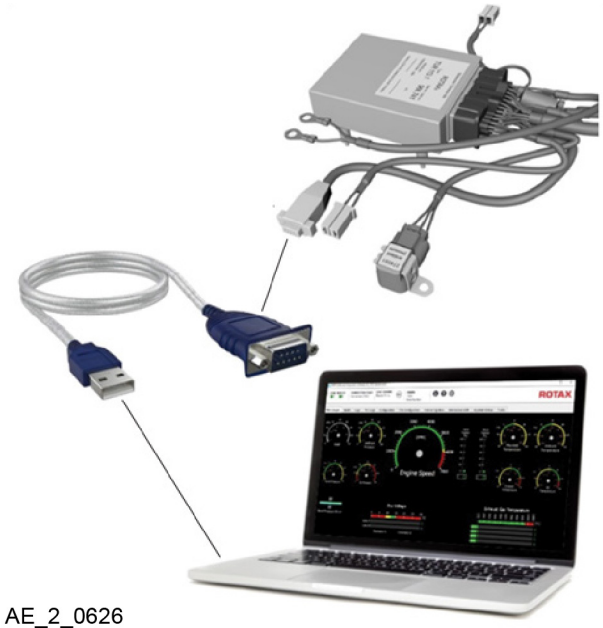

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Fig. 10
TCU Communication - 914 (Series)

See Fig. 11

Step	Procedure
2	Provide power to the TCU.
3	Launch B.U:D.S. Aircraft by double clicking the desktop icon. Alternatively B.U.D.S. Aircraft can also be started through the start menu entry (e.g. Start-Programs- BUDS- run BUDS).
4	After B.U.D.S Aircraft has been started, consult “Help” for a detailed explanation of the multiple functions.

NOTE: Ensure engine ignition “OFF” and secured against unintentional “ON”.

Checking the components of the turbo control

B.U.D.S. Aircraft software allows quick detection of shortcomings of the components by selecting the “Main Gauges” tab.

1 RPM
2 Ambient pressure
3 Airbox pressure
4 Airbox temperature
5 Throttle position
6 Servo position

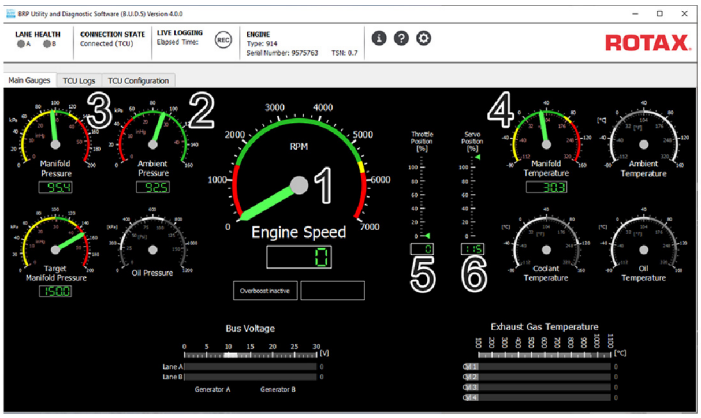

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Fig. 11
TCU Communication - 914 (Series)

With the throttle cables installed, mechanical synchronization complete and before first engine start, the Turbo Control Unit (TCU) must be calibrated. After carburetor pneumatic synchronization, the Calibration procedure should be repeated to allow for any adjustments made to throttle cable lengths.

See current Maintenance Manual Heavy (MMH) for ROTAX® 912 / 914 (Series) Chapter 76-10-00.

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3.10) ECU Communication - 912 i/ 915 i/ 916 i (Series)

After the completion of HIC connector wiring, maintenance ports and the connection of an Engine Monitoring Unit (EMU), it is helpful to connect to the Engine Control Unit (ECU) using B.U.D.S aircraft software to verify that all communications are functioning and no faults are appearing.

An optional B.U.D.S connection set (Dongle) is required for software communication. There are 3 Dongle versions available depending upon the level of maintenance being performed. Contact your local ROTAX® Authorized Distributor or their independent Service Centers for more information.

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Fig. 12
B.U.D.S set for 912 i/ 915 i/ 916 i Series ECU communication

See SI-912 i-002, SI-915 i-002, SI-916 i-002, SI-914-038, B.U.D.S. Aircraft Installation Instructions and Update for ROTAX® Engine Types 916 i, 915 i, 912 i and 914 (Series), current version.

See current Illustrated Parts Catalog (IPC) for the respective engine type, Chapter 76-10-00.

See current Maintenance Manual Heavy (MMH) for the respective engine type, Chapter 76-10-00.

See current Installation Manual (IM) for the respective engine type, Chapter 24-00-00

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3.11) Operating fluids

All ROTAX® aircraft engines receive a test run and break-in procedure before being released for distribution. All operating fluids are drained before shipping.

ENVIRONMENTAL NOTE Some residual engine operating fluids may be present within the engine. Take care in proper disposal.

See SI-912 i-001,SI-912-016,SI-914-019,SI-915 i-001,SI-916 i-001, Selection of suitable operating fluids for ROTAX® Engine Type 916 i (Series), 915 i (Series), 912 i (Series), 912 and 914 (Series), current version.

3.12) Oil system purging

Once all engine fluids have been added and before first engine start, the oil system must be purged of any trapped air.

See SI-912 i-004,SI-912-018,SI-914-020,SI-915 i-003,SI-916 i-003, Purging of lubrication system for ROTAX® Engine Type 916 i (Series), 915 i (Series), 912 i (Series), 912 and 914 (Series), current version.

See current Installation Manual (IM) for the respective engine type, Chapter 79-00-00.

See current Maintenance Manual Line (MML) for the respective engine type, Chapter 05-20-00 and 12-20-00.

NOTICE The execution of the Service Instruction must be confirmed in the logbook.

NOTICE In case of a thermostat installed, please follow the manufacturers instructions.

⚠ WARNING Incorrect or insufficient purging of the oil system may result in engine damage. Verification of successful purging must be carried out before the engine is operated at full power.

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3.12.1)Carburetor synchronization (912 and 914 (Series)

NOTE: Before proceeding, secure the aircraft on the ground using wheel chocks and ropes

Perform a mechanical synchronization before attempting a pneumatic synchronization. See current Maintenance Manual Line (MML) for the respective engine type, Chapter 12-20-00, section Mechanical Synchronization.

The two carburetors are adjusted to equal flow rate at idling with a suitable flow meter or vacuum gauge(s).

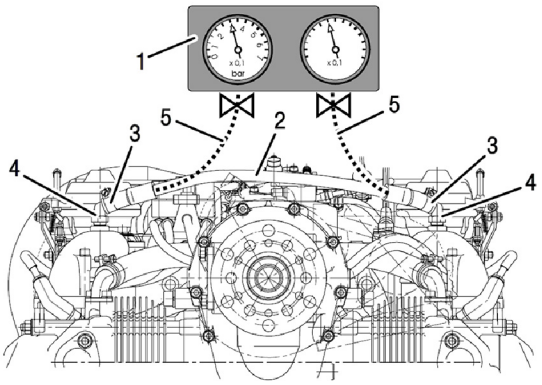

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Fig. 13
Typical pneumatic synchronization

⚠WARNING Non-compliance can result in serious injuries or death!
Always observe the engine from a safe place while it is running. Check that the cockpit is occupied by a competent operator.

See current Maintenance Manual Line (MML) for the respective engine type, Chapter 12-20-00, section Pneumatic Synchronization.

3.12.2)Independent Inspection

It is highly recommended that the entire engine installation be inspected by a knowledgeable third party before the engine's first start.

Contact your local ROTAX® Authorized Distributor or their independent Service Centers for a list of trained independent ROTAX® Maintenance Technicians (iRMT) in your area.

3.13) Validation of installation

3.13.1)Electrical power - Validation (912 i, 915 i, 916 i Series)

Test to ensure there is no continuity between Fusebox Regulator A and Fusebox Regulator B in static condition (Fusebox is not supplied with power by an external power source). In case of continuity the installation is not sufficient and the wiring concept needs to be revised.

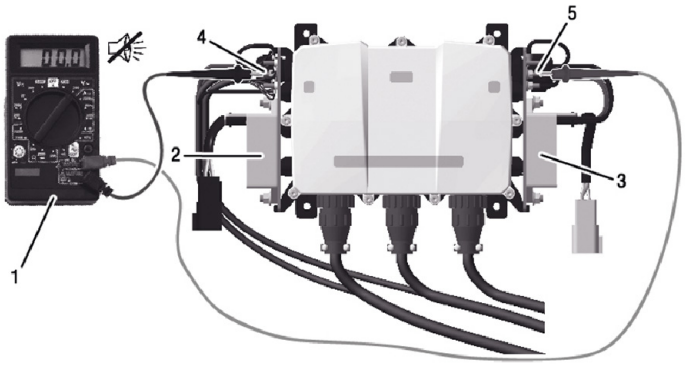

Fig. 14
Validation of EMS and Airframe Circuit separation

See current Installation Manual (IM) for the respective engine type, Chapter 24-00-00.

3.13.2)Coolant temperature - Validation

The maximum coolant temperature must be determined in order to check the efficiency of the cooling system. The coolant temperature is measured using a temperature sensor (1), which is installed on cylinder 4 for 912 i, 915 i and 916 i (Series) and on cylinders 2 and 3 for 912 and 914 (Series).

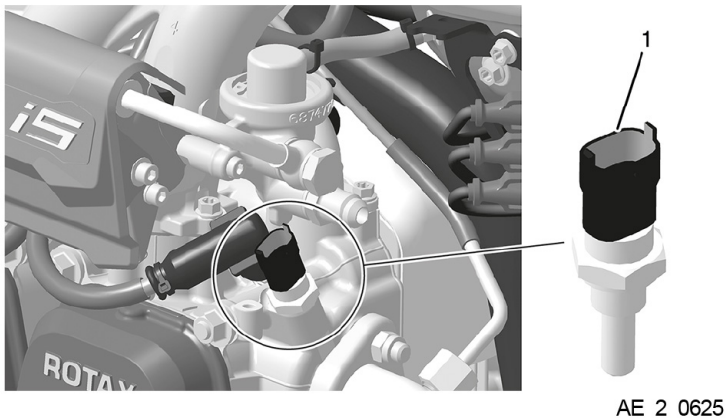

Fig. 15
Typical Coolant Temperature Sensor (CTS)

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3.13.3)Coolant pressure - Validation

To ensure the System has no leakage, remove the pressure cap from the expansion tank. Then attach the pressure tester and pump the system until the pressure manometer shows 1.2 bar (18 psi). After min. 1 minute, there should be still 1.2 bar (18 psi) pressure in the system.

- Check the efficiency of the coolant radiator and its proper sealing between cowling and radiator.
- Check the proper flow between expansion tank and overflow bottle..
- Ensure that no ram-air is induced onto the overflow bottle vent line.
- Check efficiency of air duct and proper air flow through the duct and around cylinders.
- Consider cold (winter) and hot (summer) conditions in ground and flight testing.
- Check proper dampening of the water radiator and stress-free installation and proper sealing.

See Chapter 79-00-00 of the latest Installation Manual (IM) for the respective engine type.

3.13.4)Oil system - Validation

To control the proper function of the lubrication system the following readings have to be taken on the running engine.

- Measure the vacuum in the suction oil hose from the oil tank via the oil cooler to the engine oil pump at a distance of max. 100 mm (4 in.) from the oil pump suction connector.
- Measurement of the mean crankcase pressure at full throttle, this ensures correct oil return from crankcase (blow-by gas).

If crankcase pressure and measuring pressure of the vacuum readings and all operational data (flight attitude, temperatures, etc.) are within the specified limits, then it can be assumed that the oil circuit is working correctly.

See Chapter 79-00-00 of the latest Installation Manual (IM) for the respective engine type.

3.13.5)Starting system - Validation

See Chapter 80-00-00 of the latest Installation Manual (IM) for the respective engine type.

3.14) Engine test run

Suggested checks before the first engine run are found in the respective engine's Installation Manual.

NOTICE Checklists are not exhaustive. Consult all Instructions for Continued Airworthiness (ICA).

NOTICE Prior to engine start and operation, review all instructions stated in the Operators Manual (OM).

Conduct an engine test run.

See current Maintenance Manual Line (MML) for the respective engine type.Chapter 12-20-00.

⚠ WARNING Never operate the engine without propeller as this results in serious engine damage from over-speeding.

⚠ 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.

After a short operational check and engine warm up, shut down the engine and secure against unintentional operation. Check for any leaks in the fuel, coolant and lubrication systems. Check for tight fit of oil filter, check all fluid levels and replenish if necessary before continuing engine test run. Details of engine test run results should be entered into the engine log book.

Perform a leakage check of the whole system, see current Maintenance Manual Line (MML) for the respective engine type.

3.15) Preparation for test flight

Follow all ICA including any pre-flight inspections and instructions given by the aircraft OEM.

⚠ CAUTION Do not conduct any test flights until all faults have been traced and found.

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3.16) Log keeping

Keep an engine log book and respect engine maintenance schedules. An engine logbook is provided with the engine.

NOTICE Engine maintenance documentation may be requested by ROTAX® upon a warranty request.

See SL-2ST-006,SL-912-012,SL-914-010,SL-912 i-003,SL-915 i-001,SL-916 i-011, Warranty conditions for ROTAX® Engine Types 2-stroke, 912 (Series), 914 (Series), 912 i (Series), 915 i and 916 i (Series), current version

See SL-912-031 / SL-914-029 / SL-912 i-023/ SL-915 i-019 / SL-916 i-018 Warranty procedures and processes for ROTAX® Aircraft Engines.

3.17) Summary

These instructions (section 3) have to be followed in accordance with the deadlines specified in section 1.5.

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

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.

3.18) Inquiries

Inquiries regarding this Service Instruction should be sent to the ROTAX® Authorized Distributor of your area.

A list of all ROTAX® Authorized Distributors or their independent Service Centers is provided on https://dealerlocator.flyrotax.com.