



SERVICE BULLETIN

Replacement of oil filter for ROTAX® Engine Type 912 i, 912 and 914 (Series)

ATA System: 79-00-00 Lubrication system

MANDATORY

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 engines of Series 912 iSc Sport, 912 A, 912 F, 912 S and 914 F are affected, if at least one of the following criteria applies:

Criterion A) All versions of ROTAX® engines types:

Engine type	Serial number
912 iSc Sport	S/N 7 702 103
912 A	from S/N 4 411 473 up to S/N 4 411 499 inclusive
912 F	from S/N 4 413 112 up to S/N 4 413 113 inclusive
912 S	from S/N 9 564 479 up to S/N 9 564 562 inclusive
914 F	from S/N 4 421 819 up to S/N 4 421 846 inclusive

The above engines have been fitted by the manufacturer with an oil filter part no. 825016 with a production date code 10/17 up to 38/17 and have no green mark see Fig. 1).

NOTE: Engines with serial numbers higher than in Criterion A have already been equipped with tested oil filters (oil filters are marked or have a production date code lower or higher than mentioned in Criterion B, as described in section 3) and are therefore not affected.

For relevant information, see the maintenance records and/or the logbook.

Criterion B) Spare parts (installed on engines):

All engines are affected, which have been equipped with an oil filter part no. 825016 (with a production date code from 10/17 up to 38/17) during engine repair, maintenance or general overhaul as of June 8th, 2017 to October 31st, 2017 and have no green mark. see Fig. 1).

Criterion C) Spare parts (in inventory/not installed):

Further all oil filters part no. 825016 sold as a spare part during the period of June 8th, 2017 to October 31st, 2017 with a production date code from 10/17 up to 38/17 are also affected.

1.2) Concurrent ASB/SB/SI and SL

None.

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1.3) Reason

Due to deviations in the manufacturing process of the oil filter's gasket, cracks in the gasket may have occurred. In rare cases, these deficiencies might lead to oil leakage in the area of the oil filter gasket.

1.4) Subject

Replacement of oil filter for ROTAX® Engine Type 912 i, 912 and 914 (Series).

1.5) Compliance

- Immediately, on undelivered engines / spare parts.
- Before the initial installation in an aircraft and/or the initial start-up thereafter.
- Before next flight: At leakage in the area of the oil filter, oil pressure below limits or unusual engine operating behavior.
- If there is no leakage visible, carry out this replacement on installed engines listed in section 1.1), according to the instructions in section 3) at the next ROTAX® scheduled maintenance event or within the next 25 hours of operation, but not later than 200 days from the date of this Service Bulletin.

1.6) Approval

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

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.

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

- Operators Manual (OM)
- Illustrated Parts Catalog (IPC)
- Maintenance Manual Line (MML)

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 that listed on the ROTAX® website: www.FLYROTAX.com. Updates and current revisions can be downloaded for free.

1.12) Other Publications affected

None.

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1.13) Interchangeability of parts

- All affected oil filters part no. 825016 found to be not OK (either installed on engines or as spare parts) must not be further used, have to be clearly marked as unserviceable and returned F.O.B. to ROTAX® Authorized distributors or their independent Service Centers.

2) Material Information

2.1) Material- cost and availability

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

2.2) Company support information

Shipping costs, downtime costs, loss of income, telephone costs etc. or costs of conversion to other engine versions or additional work, as for instance simultaneous engine overhauls are not covered in this scope and will not be borne or reimbursed by ROTAX®.

2.3) Material requirement per engine

parts requirement:

Fig. no.	part no.	Qty/ engine	Description	Application
1	825016*	1	Oil filter	Oil system

* or relevant part as per supersedure history.

2.4) Material requirement per spare part

None.

2.5) Rework of parts

None.

2.6) Special tooling/lubricants- /adhesives- /sealing compound- /price and availability

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

Description	Qty/engine	Part no.	Application
AEROSHELL SPORT PLUS 4 GEN 2	as required	297997	Oil filter
Oil filter wrench*	1	877620	Oil filter removal

* or equivalent.

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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 Authority
- Persons with approved qualifications for the corresponding engine types. Only authorized persons (iRMT, Level Line Maintenance) are entitled to carry out this work.

NOTE: All work has to be performed in accordance with the relevant Maintenance Manual.

Safety notice



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.

NOTICE

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

ENVIRONMENTAL NOTE

Environmental notes give you tips on environmental protection.

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

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3.1) General

As outlined in 1.1 only oil filters part no. 825016 with a production date code from 10/17 to 38/17 are affected (see Criterion A), B) and C)).

Step	Procedure
1	Check the engine logbook and maintenance documentation or shipping documents to see if this Service Bulletin has already been accomplished.
2	<p>Check whether the affected oil filter shows a green mark on the crown of oil filter (as illustrated in Fig. 1) (same area as production date code).</p> <ul style="list-style-type: none"> - green mark is present: this oil filter is OK as it has already been tested by the supplier and can be used even though the production date code is from 10/17 to 38/17. No further actions are required. - green mark NOT present: this oil filter is NOT OK, please follow the instructions in section 3.2). <p>NOTE: If production date code is not easy to read, use a proper means of light (e.g. flashlight directed at a proper angle onto the oil filter crown etc.) for better visibility of the coding imprint.</p>

3.2) Replacement of NOT OK oil filter (installed on engines)

See Fig. 1.



WARNING

Risk of scalds and burns!

Always allow the engine to cool down to ambient temperature before starting work.



WARNING

Proceed with this work only in a non-smoking area and not close to sparks or open flames.

Switch off ignition and secure engine against unintentional operation. Secure aircraft against unauthorized operation.

Disconnect negative terminal of aircraft battery.

Step	Procedure
1	Remove the affected oil filter according to the Maintenance Manual Line.
2	Install the new oil filter according to the Maintenance Manual Line.

- Restore aircraft to original operating configuration.
- Connect negative terminal of aircraft battery.

3.2.1) Test run

Conduct test run and perform leakage check. See chapter 12-20-00 of the latest Maintenance Manual Line for the respective engine type.

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3.3) Replacement of oil filters in spare parts inventory/not installed on the engine (Criterion C)

See [Fig. 1](#).

Step	Procedure
1	Quarantine and/or remove affected filters from your inventory. Mark as unserviceable and return F.O.B. to your ROTAX® Authorized Distributor or their independent Service Centers.

3.4) Summary

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

The execution of the mandatory Service Bulletin must be confirmed in the logbook.

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.

3.5) Inquiries

Inquiries regarding this Service Bulletin 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 www.FLYROTAX.com.

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4) Appendix

The following drawings should convey additional information:

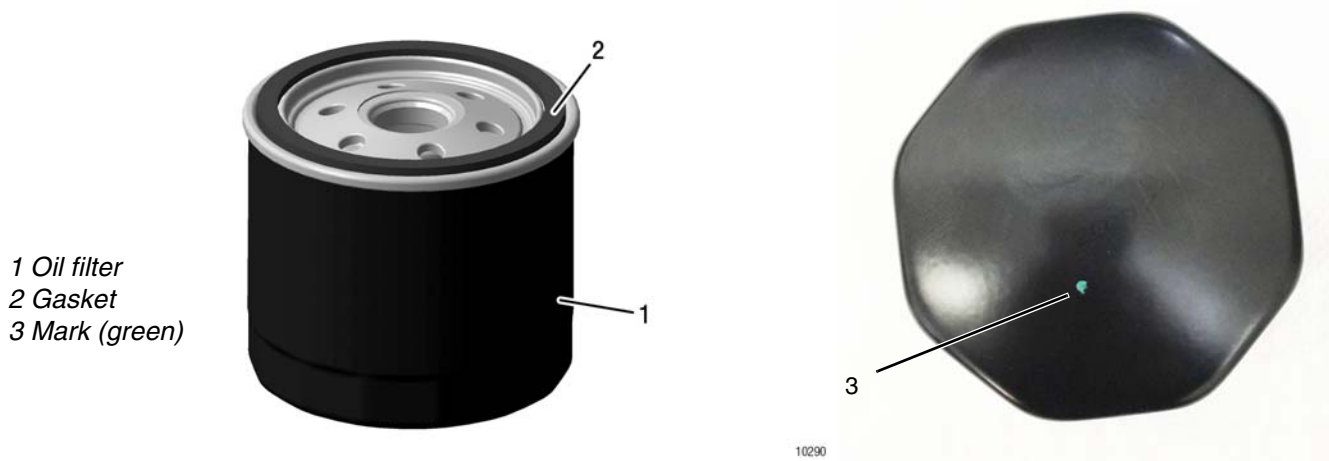
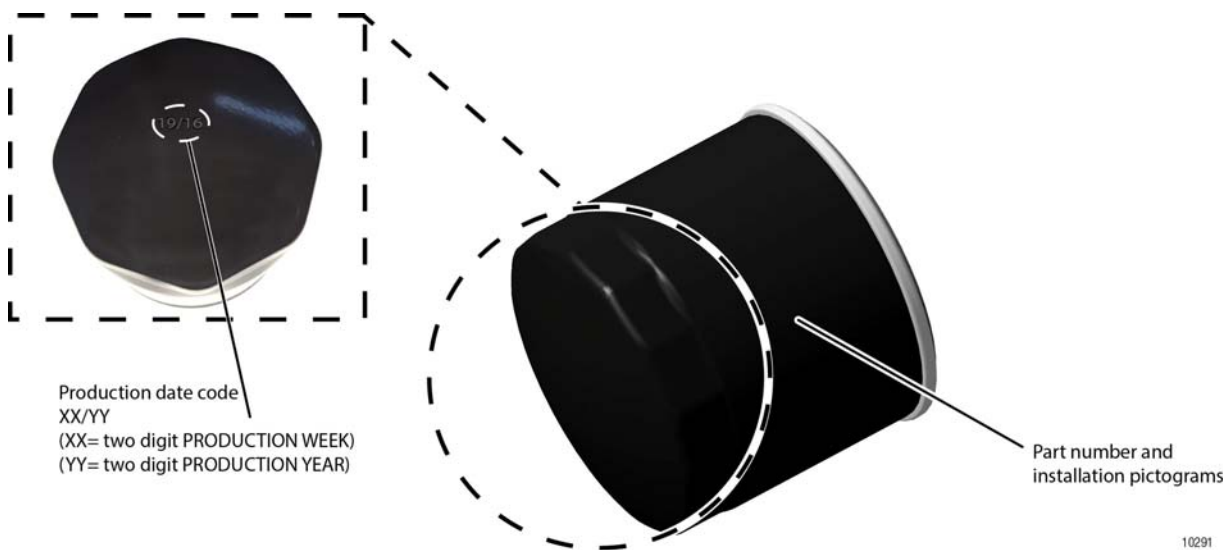


Fig. 1
Oil filter

10290, 10291, 10292

NOTE: The illustrations in this document show the typical construction. They may not represent full detail or the exact shape of the parts which have the same or similar function.

Exploded views are **not technical drawings** and are for reference only. For specific detail, refer to the current documents of the respective engine type.

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