

**General overhaul of ROTAX 912 A and 912 UL**

FOR INFORMATION ONLY.
WITHOUT COMMITMENT TO ADVISE MODIFICATIONS.

1) Subject:

The interval for the general overhaul on Type 912 A and 912 UL is presently after 600^h of operation or 10 years after taking engine into service.

2) Proceeding:

The general overhaul is exclusively carried out by Rotax. For shipment of the engine concerned the relevant Rotax Distributor is responsible. Find list of distributors in appropriate documentation like Manual, Installation-Instructions, etc..

To avoid needless waiting periods we advise to coordinate date of overhaul and to have the customs clearance settled by the distributor.

3) Delivery scope:

All the components necessary for a testrun of the engine, like carbs, fuel pump, intake silencer, exhaust system, ignition unit with E-box, rectifier regulator, vacuum pump, hydraulic governor and electric starter, have to be included in the shipment.

Do not send any components depending on fuselage, like engine suspension, pre-heating of carbs, airguides etc., which are not in the delivery scope of Rotax. By law we are not permitted to install these parts.

4) Accomplishment of the general overhaul:

The receipt of the engine is followed by acknowledgement and registration of delivery scope, supplemented by photos. After issue of the repair card a test run for state of receipt with data recording is carried out. Subsequently the engine will be disassembled, cleaned, dimensional readings and inspection taken and recorded. Appropriate dimension sheets and checking reports are provided for that. After determination of the parts due for renewal the engine is reassembled.

Following the running-in period on the dyno, a test run with measuring- and check-report and finally a leakage- and compression test are carried out.

5) Costs of the general overhaul:

For the general overhaul a recommended price has been agreed with our distributors. This price does not include costs of transport, removal and reinstallation of engine in the aircraft nor statutory value added tax and payment of duty.

Engine damage caused by a crash or fire, damage by actions of force or improper handling are excepted from this price arrangement.

6) Remarks:

The producer of the engine Type 912 is making efforts to increase the TBO from presently 600^h or 10 years to 1000^h and consequently to 1200^h. All the necessary programs for extending the running period are conducted at full scope.

We expect to have the increase of the TBO finalized by the second half of 1994.