



Safety Alert

Checking of the Crankshaft Journal (Power Take Off Side)

MANDATORY

Symbols:

Please pay attention to the following symbols emphasizing particular information throughout this document.

- ▲ WARNING: Identifies an instruction, which if not followed, may cause serious injury or even death.
- CAUTION: Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- ◆ NOTE: Information useful to implement the change more easily.

1. General

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Release date: December 1st 2011

Date of effect: immediately

Compliance: before next take-off, lately January 1st 2012

Release Number: SA-003-engine-crankshaft

Superseded notice: none

Referenced Document: ROTAX Alert Service Bulletin ASB-912-059UL, latest issue available via download on www.rotax-aircraft-engines.com

Models affected: G-3/600, GX

Affected S/N: Aircraft with engines serial numbers as per ROTAX ASB-912-059UL. In addition all engines are affected that received a crankshaft PN 888164 as spare part or



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installed at engine repair/overhaul, whose crankshaft SN complies with following range: 40232 thru 40267 inclusive, 40293 thru 40374 inclusive, 40408 thru 40433 inclusive and 40435 thru 40507 inclusive.

Reason:

As per ROTAX ASB-912-059UL: "Due to a deviation in the manufacturing process some crankshafts may have a crack formation occur on the power take off side. These cracks can cause a breakage of the crankshaft support bearing and may lead to engine stoppage."

Subject:

- check crankshaft journal (power take off side)
- comply with ROTAX ASB-912-059UL

Time required:

- check for applicability: 10 minutes
- for crack checking: 4 hours

2. Material Information

Tools needed:

- as per ROTAX ASB-912-059UL

Parts needed:

- as per ROTAX ASB-912-059UL

3. Compliance

Schedule for Inspection:

- before next flight
- latest before January 1st 2012
- as per ROTAX ASB-912-059UL

Level of maintenance:

- check for applicability: none
- for crack checking: heavy

◆ **NOTE:** As per ROTAX ASB-912-059UL: "If a ferry flight is required, a magnetic plug check prior to next flight must be conducted (see latest Maintenance Manual Line Chapter 12-20-00 Check of magnetic plug). If no deviation from normal operation (chips, excess metal fillings) is found continued flight is allowed for max. 4 hours in operation, but latest before January 1st 2012."

▲ **WARNING:** As per ROTAX ASB-912-059UL: "Non-compliance with these instructions could result in engine damages, personal injuries or fatal injuries."



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License required:
(US-LSA)

- check for applicability
- owner/operator with Sport Pilot Licence (or higher)
 - LSA Repairman, or
 - A&P Mechanic, or
 - Part 145 Repair Station

- for crack checking
- LSA Repairman with ROTAX Heavy Maintenance Training, or
 - A&P Mechanic with ROTAX Heavy Maintenance Training, or
 - Part 145 Repair Station with ROTAX Authorization

License required:
(EASA-LSA)

- check for applicability
- Owner/Operator
 - REMOS Service Center

- for crack checking
- REMOS Service Center with ROTAX Heavy Maintenance Training, or
 - Part 145 Repair Station with ROTAX and REMOS Authorization

4. CHECK for APPLICABILITY

Check Engine SN:

In case the engine of the aircraft has never been equipped with a spare crankshaft, e.g. due to repair, overhaul, etc., only the engine SN needs to be checked.

The engine serial number is named on the aircraft equipment list and on the engine data plate, which is found on the ignition cover, on the left, opposite the electric starter. See ROTAX Maintenance Manual Line for further information.

Check Crankshaft SN:

In case the engine of the aircraft has been equipped with a spare crankshaft, e.g. due to repair, overhaul, etc., the crankshaft SN needs to be checked. This is given in the documentation of the spare crankshaft.

Documentation:

In case the engine and/or the crankshaft is not affected by the ROTAX ASB-912-059UL, sign off aircraft and engine logbook by a licensed person. Include engine SN and/or crankshaft SN in the logbook entry.

In case the engine is affected, the ROTAX Alert Service Bulletin ASB-912-059UL must be complied with to the full extent. Check off aircraft and engine logbook by licensed person after inspection or repair is accomplished.



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5. INSTRUCTIONS for INSPECTION

Instructions: Follow ROTAX ASB-912-59UL.

Documentation: In case no cracks are detected when being checked according to ROTAX ASB-912-059UL restore the aircraft to original operating configuration according to ROTAX ASB-912-059UL and REMOS Maintenance Handbook. Sign off aircraft and engine logbook by a licensed person. Include engine SN and/or crankshaft SN in the logbook entry.

In case cracks are detected, the ROTAX Alert Service Bulletin ASB-912-059UL must be complied with to the full extent.

6. INSTRUCTIONS for REPAIR

Instructions: Follow ROTAX ASB-912-59UL.

Documentation: In case cracks are detected when being checked according to ROTAX ASB-912-059UL make an entry in both the aircraft and engine logbook by a licensed person. Do not operate the aircraft in this case.

Contact REMOS Aircraft and your nearest ROTAX aircraft engine distributor.

**REMOS wishes you safe and fun flights!
Always check your aircraft before you fly!**