# SERVICE BULLETIN

# Optional extension of Time Between Overhaul (TBO) from 1200 h to 2000 h on ROTAX 915 iSc (Series) Aircraft Engines

**ATA System: 00-00-00 General**

| MANDATORY | OBLIGATORY | RECOMMENDED | OPTIONAL |
|---|---|---|---|
| | | | X |

**Description**:
**Mandatory**: unsafe condition, therefore legally binding after publishing an (E)AD as referenced in EASA CM-21.A-J-001.
**Obligatory**: no unsafe condition, but BRP-Rotax demands to implement measures referred to in this document.
**Recommended**: no unsafe condition, BRP-Rotax assumes it is advisable to implement measures referred to in this document.
**Optional**: no unsafe condition, advancement but no need to implement measures referred to in this document.

## 1) Optional 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 | Serial number |
|---|---|
| 915 iSc A | from S/N 10006805 |
| 915 iSc C24 | from S/N 10012483 |

On engines with S/N listed above, the extension of time between overhaul (TBO) from 1200 h to 2000 h can be achieved according to the following conditions (See section 3):
- The engine is applicable as per engine S/N.
- XPS AIRCRAFT 5W50 oil needs to be used throughout the lifetime of the engine.
- The maximum allowable oil temperature of 120 °C shall apply from initial entry into service.
- The engine should be maintained in accordance with the approved maintenance instructions (See section 3.3))

The optional extension of the time between overhaul (TBO) to 2000 h applies only to the engines that have been in compliance with these conditions since hour 0 (initial operation). Otherwise the normal TBO of 1200 h should apply.

### 1.2) Concurrent ASB/SB/SI and SL

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

- In general all relevant Alert Service Bulletins (ASB), Service Bulletins (SB), Service Instructions (SI), Service Letters (SL), Service Instruction - with relevance to perform this maintenance, repair or overhaul task.
- SI-915 i-001 Selection of suitable operating fluids for Rotax Engine Type 916 i (Series), 915 i (Series), 912 i (Series), 912 and 914 (Series).

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### 1.3) Reason

Subject to certain conditions, this program offers operators of aircraft, powered by ROTAX 915 iSc engines, the opportunity to achieve a TBO of 2000 h. This implies that engines and their installations meet the requirements described in this Service Bulletin from the beginning of their engine life. Only under these conditions the operators of aircraft can optionally claim an extended TBO in addition to the standard TBO of 1200 h. See section 3).

### 1.4) Subject

Optional extension of Time Between Overhaul (TBO) from 1200 h to 2000 h on ROTAX 915 iSc (Series) Aircraft Engines.

### 1.5) Compliance

If this optional extension of time between overhaul is chosen the requirements of this Service Bulletin must be implemented by the associated stakeholder:

OEM / TC-holder requirements:

- Check for compliance with applicable guidelines and requirements in your area of accountability and implement any requirements for the optional TBO extension.
- Any additional specifications, new requirements or limitations mentioned herein that are not yet available in the existing ICAs must be implemented by the corresponding stakeholder.

Operators / Pilots requirements:

- Any additional specifications, new requirements or limitations mentioned herein that are not yet available in the existing ICAs must be observed according to the implementation of the OEM.
- Check for compliance with applicable guidelines and requirements in your area of accountability.

Maintenance requirements:

- Any additional specifications, new requirements or limitations mentioned herein that are not yet available in the existing ICAs must be observed according to the implementation of the OEM.
- These maintenance instructions must be considered at any maintenance events.
- Check for compliance with applicable guidelines and requirements in your area of accountability.

### 1.6) Approval

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

### 1.7) Additional remark regarding A/C certification

The requirements described in this document and the measures required on the aircraft (e.g. adjusting the temperature limit) may impact aircraft's certification. This may need to be clarified at the aircraft level with the competent authority and/or certification body.

### 1.8) 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.

### 1.9) Mass data

Change of weight - - - none.

Moment of inertia - - - unaffected.

### 1.10) Electrical load data

No change.



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### 1.11) Software modifications

No change.

### 1.12) References

**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.

### 1.13) Other Publications affected

None.

### 1.14) Interchangeability of parts

Not affected.



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## 2) Material Information

### 2.1) Material requirement per engine

None.

### 2.2) Material requirement per spare part

None.

### 2.3) Rework of parts

None.

### 2.4) 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 | Application |
|---|---|---|
| XPS AIRCRAFT 5W50 OIL | (AR) | Oil system |

**NOTE:** For specific information of the oil refer to 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).



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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.

**Accomplishment**

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

OEM requirements:

- Aircraft OEM.

Operator requirements:

- Aircraft operator, pilot.

Maintenance requirements:

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

**Procedure**

| Step | Procedure |
|---|---|
| 1 | Check the criteria given on page 1, section 1.1), if the aircraft engine is affected by this SB. |
| 2 | Check the engine logbook and maintenance documentation, if this SB has already been accomplished. |

### 3.1) Background Information

An extension of the TBO from 1200 h to 2000 h is only possible if:

- The engine is applicable as per information in section 1.1).
- XPS AIRCRAFT 5W50 oil needs to be used throughout the lifetime of the engine.
- The maximum allowable oil temperature of 120 °C shall apply from initial entry into service.



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### 3.2) OEM requirements

- Ensure that the aircraft type is capable of not exceeding a maximum oil temperature limit of 120 °C and establish this temperature maximum as the approved oil temperature limit for the respective aircraft type.
- Ensure that, for the respective aircraft type, only XPS AIRCRAFT 5W50 oil is used throughout the entire engine operating life.

#### 3.2.1) Type of engine oil used

| Brand | Description | Specification | Viscosity |
|---|---|---|---|
| XPS® | Full Synthetic Aviation Engine Oil | RON 451* | SAE 5W-50 |
| * RON 451: The ROTAX® Norm 451 (RON 451) is a BRP-Rotax internal standard, which describes the specification, performance parameters and testing methods of lubricants specifically designed to be used with ROTAX® Aircraft Engines. It is only available on special request via the ROTAX® Authorized Distributor and will not be disclosed to third parties without prior consent. | | | |

An extension of the TBO, from 1200 h to 2000 h is only possible if XPS AIRCRAFT 5W50 oil is used throughout the lifetime of the engine.

#### 3.2.2) Oil temperature limits

| Parameter | Min. | Max. |
|---|---|---|
| Normal operation | 50 °C (122 °F) | 120 °C (248 °F) |

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### 3.3) Maintenance requirements

- Make sure that the aircraft is eligible to this optional extension of TBO
- If the OEM did adapt its requirements for this TBO extension, follow the relevant maintenance schedule.

**NOTE:** Most important to mention the following changes:

| Point of Inspection | Interval Operating hours | | | | | | Chapter Reference | Sign. |
|---|---|---|---|---|---|---|---|---|
| ***no periodic maintenance (requirements after the first 25 hours of operation)** | **25*** | **50** | **100** | **200** | **600** | **1000** | | |
| **Checking the propeller gearbox** | | | | | | | | |
| **Check gear set (pittings)** | | | | | X(1 | X(2 | **See MMH Chapter 72-10-00** | |
| **Check wear on tooth of overload clutches** | | | | | X(1 | X(2 | **See MMH Chapter 72-10-00** | |
| **Check overload clutches** | | | | | X(1 | X(2 | **See MMH Chapter 72-10-00** | |
| **Check wear on the intermediate shaft** | | | | | X(1 | X(2 | **See MMH Chapter 72-10-00** | |
| **Change torsion shaft** | | | | | X(1 | X(2 | **See MMH Chapter 72-10-00** | |
| (1 – Applicable to all engines with a TBO of 1200 h<br>(2 – Applicable to all engines with a TBO of 2000 h | | | | | | | | |
| **Replacement of the rocker arm bushing** | | | | | | | | |
| **Replace the rocker arm bushing** | | | | | | X(2 | **See MMH Chapter 72-30-00** | |



See current Maintenance Manual Line (MML) for ROTAX® 915 i (Series) Aircraft Engines.

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### 3.4) Additional information

These instructions can be followed in accordance with section 3).

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

**NOTE:** Work on EASA certified parts might affect the EASA Form 1 and does require appropriate documentation by authorized persons. Repairs must be entered into the engine logbook and also do apply for the EASA Form 1.

**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 https://dealerlocator.flyrotax.com.



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