EASA Safety Information Bulletin

SIB No.: **2014-31**
Issued: **07 November 2014**

Subject: **BRP-Powertrain Rotax 912 and 914 Engines Carburettor Float Non-Conformity**

Ref. Publication: BRP Powertrain Service Bulletin SB-912-065 and SB-914-046 (single document), initial issue dated 06 October 2014, or later approved revisions.

Applicability: BRP-Powertrain float type carburettors Part Number (P/N) 892500 and P/N 892505 for Rotax 912 A/F models;
P/N 892530 and P/N 892535 for Rotax 912 S models;
P/N 892520 and P/N 892525 for Rotax 914 F models and carburettor floats P/N 861184.

Affected engines equipped with these carburettors and floats are known to be installed on, but not limited to, the following types of aeroplanes:

TC Holder	Type / Model
Aeromot-Indústria Mecânico-Metalúrgica Ltda	AMT-200 “Super Ximango” and AMT-300 “Turbo Super Ximango”
Aircraft Design and Certification Ltd.	D4 “Fascination”
Aquila Aviation GmbH	Aquila AT01
Cessna Aircraft Company	150 and A150 series (and Reims F150 and FA150 series)
Costruzioni Aeronautiche TECNAM S.r.l.	P92-J, P92-JS, P2002-JF and P2006T, P2008 JC
Diamond Aircraft Industries GmbH	H 36 “Dimona”, HK 36 series “Super Dimona” and DV 20 “Katana”
Diamond Aircraft Industries Inc.	DA20-A1 “Katana”
EVEKTOR, spol. s r.o.	EV-97 VLA
Grob Aircraft AG	G109
Issoire Aviation	APM-20 “Lionceau”
M&D Flugzeugbau GmbH & Co. KG	AVO 68 series “Samburo”
Magnaghi Aeronautica S.p.A.	Sky Arrow 650 TC, 650 TCN, 650 TCNS and 710 RG
Scheibe Aircraft GmbH	SF 25 C and SF 36 R
Stemme GmbH & Co. KG	S 10-VT

This is information only. Recommendations are not mandatory.

Note: Installation of these engines was either done by the respective aeroplane manufacturer or through modification of the aeroplane by Supplemental Type Certificate.

Description:

This SIB is issued to alert owners, operators, repair facilities and mechanics of service difficulties with certain BRP-Powertrain float type carburettors. The reported conditions are the result of a loss of float buoyancy and incorrect regulation of the fuel in the float chamber, which can lead to rough engine operation at low speeds.

Prompted by these reports BRP-Powertrain initiated an investigation to resolve the issue and to approve a new and adequate carburettor float design.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under EU 748/2012, Part 21.A.3B.

Recommendation:

Owners, operators, repair facilities and mechanics of aeroplanes equipped with BRP-Powertrain engines with the affected float type carburettors installed should pay close attention to service difficulties such as rough engine operation.

Reports of rough engine operation should prompt operators to investigate and accomplish troubleshooting in accordance with the applicable engine operation manual as published by BRP-Powertrain.

Regular inspection of the engine in accordance with BRP-Powertrain SB-912-065 / SB-914-046 is recommended.

Contact(s):

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