

# **AEROPRAKT SERVICE BULLETIN**

## **No. SB A32-15**

### **REPLACEMENT OF THE OIL SYSTEM HOSES OF A32 AND A32L AIRPLANES**

#### **Repeating symbols:**

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

**Release date: 10.02.2023**

**Effective date: 10.02.2023**

**Completion date:**

**Superseded notice: none**

**Model: A32 and A32L**

**Serial number(s) affected: All A32 aircraft from #002 to and including #2XX**

**All A32L aircraft from #002 to and including #025**

**1) Planning information****1.1) Aircraft affected**

- ◆ It is recommended to plan and accomplish the work of this SB together with the work of SB A32-14 (if necessary) to reduce the total amount of work.

All A32 aircraft from #002 to and including #2xx and all A32L aircraft from #002 to and including #025.

**1.2) Reason**

Damage to the oil system hoses due to heat from the exhaust system.

**1.3) Object**

All oil system hoses, except oil tank drain hose.

**1.4) Compliance**

Compliance with this service bulletin is mandatory for reasons of flight safety!

**1.5) Approval**

The technical content of this Information Bulletin has been approved by Aeroprakt.

**1.6) Manpower**

Estimated labor amount: 1.5 man-hours.

**1.7) Mass data**

Mass change is insignificant.

**1.8) Revision of other documents**

None.

**2) Spare parts information****2.1) Spare parts**

Hose inside diameter 12 (Rotax PN 956394) in the amount of 1.45 m per A32/A32L aircraft with a Rotax 912 ULS engine and 1.8 m per A32/A32L aircraft with a Rotax 912 iS engine.

**2.2) Spare parts cost**

The hose is to be purchased from the local dealer of BRP-Rotax GmbH & Co KG.

**2.3) Special tools / primer**

None.

**3) Accomplishment / Instructions**

**▲ Failure to perform this work may lead to the destruction of the engine oil system hoses in flight.**

3.1) Remove the upper and lower engine cowlings.

3.2) Check the condition of the oil lines. If there are cracks or loss of flexibility, follow the steps in this bulletin. If the condition of the hoses is satisfactory, go to step 3.5. Re-inspection should be carried out no later than after 50 hours of engine operation.

3.3) Replace the oil system hoses (3 pcs.) installed on the aircraft with Rotax PN 956394. Reuse the spiral on the engine oil supply hose. If necessary, replace the screw-clamps with new ones.

3.4) Start and test the engine on the ground. Check for oil leaks.

3.5) Re-install the upper and lower engine cowlings.