

1.4) Safety information

General safety instructions

WARNING

Non-compliance can result in serious injuries or death!

This engine, by its design, is subject to sudden stoppage. Engine stoppage can result in crash landings, forced landings or no power landings. Such crash landings can lead to serious bodily injury or death.

WARNING

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This is not a certificated aircraft engine. It has not received any safety or durability testing, and conforms to no aircraft standards. It is for use in experimental, uncertificated aircraft and vehicles only in which an engine failure will not compromise safety. User assumes all risk of use, and acknowledges by his use that he knows this engine is subject to sudden stoppage.

- Unless in a run up area, never run the engine with the propeller turning while on the ground. Do not operate engine if bystanders are close.
- Never leave your aircraft or other vehicle unattended while the engine is running. If operated by someone else you could be sued even if the use was unauthorized by you.
- Consult your aircraft dealer or manufacturer and obtain the necessary information, especially before flying in new areas.
- Never mix fuel in an enclosed area, or where fumes could reach an ignition point.
- Never refuel if fuel could be spilled on hot engine components. Use only safety approved fuel containers and never transport fuel in an unsafe manner.

Use for intended purpose

WARNING

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Never fly the aircraft equipped with this engine at locations, air speeds, altitudes or in other situations which do not allow a successful no-power landing after sudden engine stoppage.

Aircraft equipped with this engine must only fly in DAYLIGHT VFR conditions.

- This engine is not suitable for acrobatics (inverted flight, etc.).
- It should be clearly understood that the choice, selection and use of this particular engine on any aircraft is at the sole discretion and responsibility of the aircraft manufacturer, assembler and owner/user.
- Due to the varying designs, equipment and types of aircraft, BRP-Rotax grants no warranty on the suitability of its engines use on any particular aircraft. Further, BRP-Rotax grants no warranty on this Engine's suitability with any other part, components or system which may be selected by the aircraft manufacturer, assembler or user for aircraft application.
- Certain areas, altitudes and conditions present greater risk than others. The engine may require carburetor recalibration or humidity or dust/sand preventative equipment, or additional maintenance may be required.
- You should be aware that any engine may seize or stall at any time. This could lead to a crash landing and possible severe injury or death. For this reason, we recommend strict compliance with the maintenance and operation and any additional information which may be given to you by your dealer.

Training

- Whether you are a qualified pilot or a novice, complete knowledge of the aircraft, its controls and operation is mandatory before a solo flight. Flying any type of aircraft involves a certain amount of risk. Be informed and prepared for any situation or hazard associated with flying.
- A recognized training program and continued education for piloting an aircraft is absolutely necessary for all aircraft pilots. Make sure you also obtain as much information as possible about your aircraft, its maintenance and operation from your dealer.
- Engine-specific training courses are provided by the authorized ROTAX® aircraft engine distributors according to manufacturer specifications (iRMT).

Regulations

- Respect all legal requirements or local rules pertaining to flight operation in your flying area. Only fly when and where conditions, topography, and airspeeds are safest.

Instrumentation	• Select and use proper aircraft instrumentation. This instrumentation is not included in the ROTAX® engine package. Only approved instrumentation may be installed.
Engine log book	• Keep an engine log book and respect engine and aircraft maintenance schedules. Keep the engine in top operating condition at all times. Do not operate any aircraft which is not properly maintained or has engine operating irregularities which have not been corrected. • Keep an engine log and enter any unusual engine behavior. Do not fly unless you have corrected a given problem and recorded the correction in the log.
Maintenance (iRMT)	• Since special training, tools and equipment are required, engine servicing shall only be performed by an authorized ROTAX® aircraft engine distributor or their independent Service Center. BRP-Rotax requires that any service or maintenance work be carried out and verified by a technician that has a current iRMT rating. • Check for fuel contamination, air cleaners, etc. Protect engine while not in use from any contamination entering fuel or carburetors system, but be sure to remove storage protection before starting engine. • When the engine will not be operated for a longer period protect the engine and fuel system from contamination and environmental exposure. • Periodically verify level of coolant. • Check engine suspension frequently as well as the drive components, fuel lines, wiring, and fuel and air filters.
Engine operation	• Make sure all engine controls are operative, that you know ON and OFF positions of throttle and ignition, that they are easily accessible, and that you can operate them instinctively without hesitation. • Before flight, ensure that all engine controls are operative. Make sure all controls can be easily reached in case of an emergency. • Never operate the engine without sufficient quantities of operating fluids (oil, coolant, fuel). • Never exceed the maximum permitted operational limits. • In the interest of safety, the aircraft must not be left unattended while the engine is running.

- To eliminate the risk of injury or damage, ensure any loose equipment or tools are properly secured before starting the engine.
- Allow the engine to cool at idle for several minutes before turning off the engine.