

## BRP-Rotax INSTALLATION MANUAL

The electrical auxiliary fuel pump is not just required in case of a malfunction or defect of the mechanical fuel pump, but also provides required fuel supply e.g. in case of vapor formation at high altitudes and temperatures.

### Operating Limits **NOTE**

*If an electrical auxiliary fuel pump is installed, the whole fuel system has to be designed accordingly to warrant engine operation within the specified pressure limits.*

#### ATTENTION

**The fuel pressure of an additional auxiliary fuel pump should not exceed 0.31 bar (4.5 psi).**

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## REQUIREMENTS OF THE FUEL SYSTEM

### Operating limits



See Operating Manual 912 Series Chapter 2 section Operating limits.

#### ATTENTION

**The design and layout of the entire fuel system must ensure engine operation within the specified operating limits.**

In case of deviations in fuel pressure:

#### ⚠ WARNING

**Non-compliance can result in serious injuries or death!**

The furnishing of proof in accordance to the latest FAR and EASA, has to be conducted by the aircraft manufacturer.

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Fuel pressure in excess of stated limit can lead to an override of the float valve with subsequent engine stop.

### FUEL TEMPERATURE

The fuel system must be designed considering vapor lock depending on the ambient conditions (e.g. pressure and temperature) and the used fuel types (vapor pressure class).

Vapor lock may result in engine stoppage.

Depending on the building regulations on aircraft level e.g. the “Hot Fuel Test” has to be passed.

Should problems occur during the test period, the affected components, e.g. the supply line to the fuel pumps, must be cooled.