

**SERVICE BULLETIN NUMBER SB 136**  
**Issue 1                      PAGE 1 of 1**

<b>TITLE</b>	Oil thermostat
<b>CLASSIFICATION</b>	P&M Aviation have classified this bulletin as Advisory
<b>COMPLIANCE</b>	Read and ammend operations as directed, append to manual.
<b>APPLICABILITY</b>	Aircraft fitted with mod M244 ( oil and coolant thermostat ) up to S/N 8623

**INTRODUCTION** The initial batch of “Thermostasis” oil thermostats have been fitted with a 195F/88C control element which is not allowing the oil temperature to reach it’s optimum temperature range. Rotax recommend the oil temperature exceeds 100C once per flight in order to dispel condensate, which could eventually cause internal corrosion.

- ACTION:**
- 1) With the engine cold, remove the cover screws
  - 2) Remove the thermostat control element
  - 3) Replace the element with a 205F/96C one.
  - 4) **Refit the cover, ensuring the o-ring is correctly seated.**
  - 5) Check the oil level using the Rotax procedure of turning the engine slowly in the running direction until the oil tank gurgles. Run the engine and check for no leaks.
  - 6) Check the oil temperature in flight. In cold conditions and low power, the oil temperature may not reach 100C even with the oil thermostat fully closed. The maximum temperature of 130C must NOT be exceeded.
  - 7) Record the element change in the aircraft logbook.

**Continued Airworthiness:**

At each daily inspection, ensure all connections secure and that there are no leaks. The oil and coolant hoses should be replaced on condition, i.e. freedom from cracks, splits, abrasion and kinks. As a guide, after 10 years it is adviseable to replace them regardless of appearance.

**Documentation:**  
 This service letter must be attached to the operator’s manual.

<b>ISSUED BY</b>	W.G.Brooks	<b>DATE</b>
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Approved		Date 28/06/12	Checked		Date
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