

MANDATORY

1. Engine affected

Engine model	Type - Serial number range
Moster185Plus	Manual and dual starter, from CRC019405 up to CRC024840

The engine serial number can be identified in the engine crankcase. For more details see the chapter 3.2 in the engine user manual ([link](#)).

2. Subject

A crack occurs inside the airbox during regular operation. The crack may occur after an average of 50 hours of use. Should the crack occur, it is not visible because it is located at the bottom and covered part of the airbox. Changing the snaplock rubber, at the times indicated by the maintenance schedules with original components, reduces the mechanical stresses and extend the life of the box: however, this does not totally negate the risk of having a rupture. Thanks to the airbox safety strap, the system remains safe even if the airbox tears: there are no detachments of parts falling into the propeller, engine performance remains almost intact.

3. Compliance

- Immediately, on undelivered engines.
- Before next flight, on the engine affected to avoid unusual engine operating behavior.

4. Reason

An investigation has been carried out to find out the reasons for this problem. Reason for the problem: the material adopted is not the one homologated by Vittorazi in endurance approval tests. Vittorazi had no information of this change from the supplier. In addition, the defect could not be detected, as all incoming control parameters were correct (size, thickness, weight, color).

Interventions applied:

- the correct production material has been restored;
- the airbox box has been reinforced in the mechanical stress zone;
- process and traceability checks have been applied at the supplier;
- more internal controls are applied to identify non-compliant parts.

Notes: visible surface porosities are not the cause of breakage. They are analyzed and accepted according to rules specific to the molding technology.

5. Labor time

Estimated labor: 10 minutes to replace the airbox.

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6. Mass data

Change of weight: none

7. References

To complete the operation with the correct procedure, refer to the Moster185Plus - Maintenance manual - Chapter 3.3 Airbox, available at this [link](#).

In addition to this technical information refer also to current issue of:

- Engine user Manual
- Illustrated Parts Catalog.

8. Material

Material requirement per engine:

<i>Code / Art.</i>	<i>Quant.</i>	<i>Description</i>	<i>Cost of the material</i>
MP093S	1	Airbox complete (not included the airbox rubber manifold)	Free upgrade for engines affected

9. Rework of parts

None.

10. Special tooling

None.

11. Alert conditions

Carefully follow the periodic maintenance instructions: pay attention to the replacement of the snaplock rubber every 25h.

12. Accomplishment and Test Run

The intervention can be implemented autonomously by the customer. It is always recommended to ask for assistance, or to have approval when work is done, from one of the following people:

- VITTORAZI MOTORS representatives;
- VITTORAZI MOTORS authorized Distributors, Service Centre, Aircraft manufacture.

At the end of the work to ensure the correct operation of the service a ground test is required and then a further approval in flight.

13. How to claim a new Airbox

This is the procedure for requesting the new Airbox:

- log-on to the [link](#);
- enter your details, those of the dealer from whom you purchased the Paramotor, upload the picture of the engine serial number and picture of the proof of purchase;
- once the request is successfully worked out, please wait for info from your Dealer.

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14. Inquiries

Inquiries regarding this Service Bulletin should be sent to the VITTORAZI authorized Distributors, Service Centre, Aircraft manufacture of your area. A list of all VITTORAZI representatives is provided on the Vittorazi website (vittorazi.com).

15. Disclaimer

Should the owner not perform the Airbox replacement subject of this Service Bulletin, the warranty on his Moster185 will no longer be valid, and Vittorazi Motors and the Dealer involved, shall be held harmless from any damage to the Product and/or damage generated by the Product, which is a consequence of the failure to perform the compulsory Upgrade on the Product itself.