Rotax 912SE, Chafed Coolant Hose, ATA 8570

A repair station technician writes, "The lower engine coolant hose and exhaust SCAT hose are in constant contact due to installation design. Chafing caused wire from the SCAT hose to puncture the lower coolant hose. Subsequent loss of all coolant caused engine overheating. While the pilot was determining the cause of a high CHT *(cylinder head temperature)* indication, the CHT gauge went to zero. The engine was making normal power and all other indicators were normal—leaving the pilot *(in doubt)* of the problem (faulty gauge or engine overheating).

"Upon return to the airport and inspection of the engine it was determined the engine became *(sufficiently)* hot to destroy the CHT indicator in the cylinder head. The visual access to the hoses is very limited; the only way to inspect is to remove the SCAT hose. These hoses are in constant contact and need to be re-routed or re-designed. This event occurred on the R/H engine. The L/H engine is routed differently, but these hoses too are in constant contact." *(No P/N's were provided with this report.)*

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