

**ROTAX**<sup>®</sup>  
AIRCRAFT ENGINES



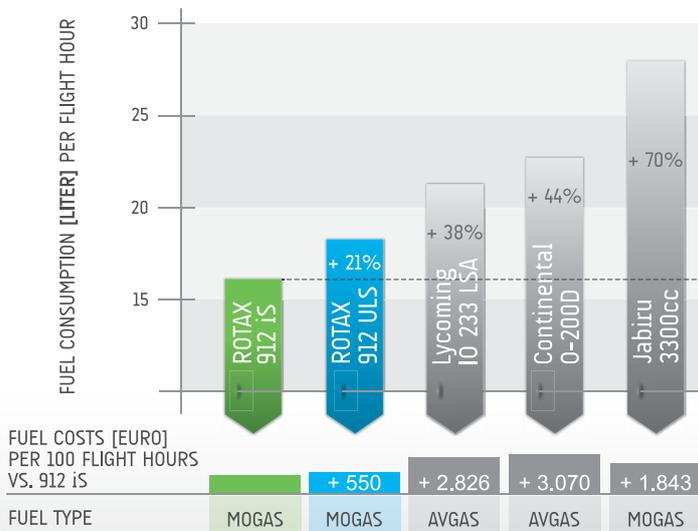
# *912 iS*

THE NEW ENGINE EVOLUTION  
HAS ARRIVED

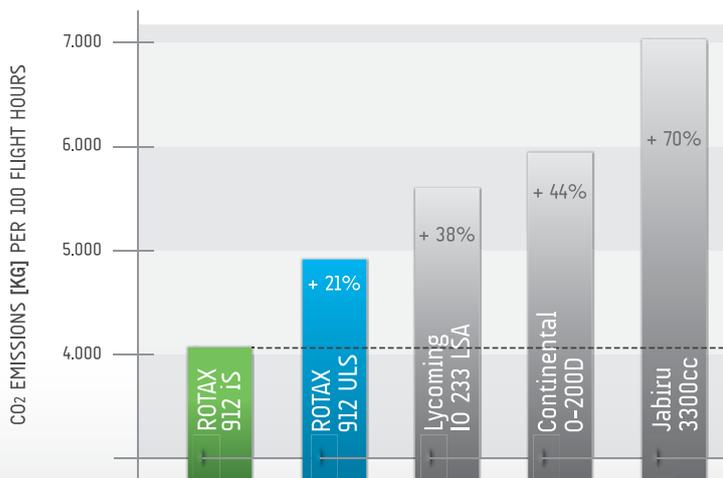


## THE FACTS SAY IT ALL!

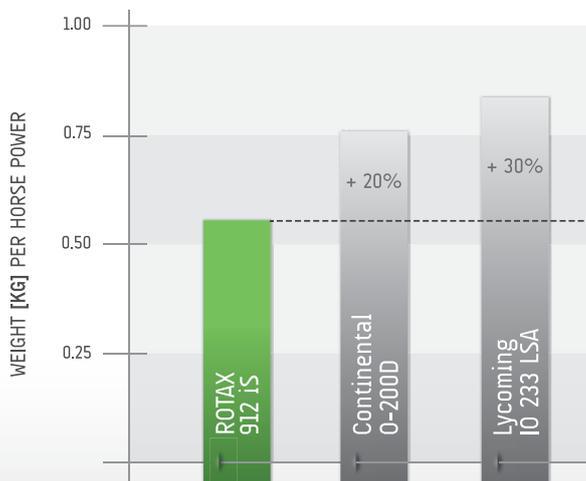
### FUEL CONSUMPTION AND FUEL COSTS <sup>1)</sup>



### CO<sub>2</sub> EMISSIONS <sup>2)</sup>



### WEIGHT TO POWER RATIO <sup>3)</sup>



## THE NEW ROTAX 912 iS

Based on continuous research and testing, BRP's Rotax 912 engine series has been improved even further. To reach this stage of evolution the change from a carburetor system to a modern injection system, which is standard in the automotive industry, in combination with a digital enginecontrol unit (ECU) were necessary to reach our goals.

### THE 912 iS SETS NEW STANDARDS

in terms of economic and sustainable ownership. The ECU ensures the appropriate fuel air mixture at every altitude which results in reduced fuel consumption, lower operating costs and fewer emissions.

The new 912 iS engine follows Rotax's aircraft engines core values: outstanding performance combined with the best power to weight ratio in its class.

Pilots will also appreciate the easier pre flight check and starting procedures offering them enhanced flight experience. Removing the need for servicing and synchronizing the carburetors every 200 hrs. and the elimination of the carburetor icing are major benefits for the user.

Based on the ECU the relevant engine parameters can be displayed on a digital instrument board. An electronic diagnostic system gives insight in the engine management and enables mechanics to make fast engine checks. To ensure the possibility to run multi useable digital displays or even entertainment systems the electrical power output of the engine was raised to 430 watt.

### BRP'S NEW ROTAX 912 iS ENGINE

is a serious improvement in the field of modern aviation engines in terms of reduction in fuel consumption and emissions. These characteristics combined with even easier operation and state-of-the-art engine management systems make the engine ideal for all kinds of modern and innovative light airplanes.

# ROTAX AIRCRAFT ENGINES

## 912 iS/iSc | 100 hp

- 4-cylinder
- 4-stroke liquid-/air-cooled engine with opposed cylinders
- Dry sump forced lubrication with separate oil tank, automatic adjustment by hydraulic valve tappet
- Redundant electronic fuel injection
- Engine management system
- Electric starter
- Propeller speed reduction unit
- Air intake system

### ENGINE FACTS

Based on the proven concept of the Rotax 912 S/ ULS engine the new 912 iS engine offers all well known advantages of the Rotax 4-stroke engine series complemented by additional features, e.g. engine management system. The complete package presents the latest technology in the aircraft engine industry and will enhance the flying and ownership experience of pilots.

The Rotax 912 iS engine offers a TBO (time between overhauls) of 2.000 hrs.



Picture: 912 iS with options

### ENGINE DATA 912 iS<sup>1</sup> / iSc<sup>2</sup>

| WEIGHT   | kg   | lb    |
|--|------|-------|
| Engine with propeller speed reduction unit i = 2.43 with overload clutch | 63.6 | 140.2 |
| Exhaust system   | 4.3  | 9.5   |
| Air guide hood   | 0.4  | 0.8   |
| External alternator  | 3.0  | 6.6   |
| Fuel pumps assy.   | 1.6  | 3.5   |
| Engine mount   | 2.0  | 4.4   |

| PERFORMANCE |            |             |
|-------------|------------|-------------|
| 73.5 kW     | 100 hp     | 5800 1/min. |
| TORQUE      |            |             |
| 121 Nm      | 89 ft. lb. | 5800 1/min. |
| MAX RPM*    |            | 5800 1/min. |

\* Limited for max. 5 min.

| BORE                 |            | STROKE                              |        |
|----------------------|------------|-------------------------------------|--------|
| 84.0 mm              | 3.31 in    | 61.0 mm                             | 2.4 in |
| DISPLACEMENT         |            | FUEL                                |        |
| 1352 cm <sup>3</sup> | 82.6 cu in | min. MON 85 RON 95*<br>min. AKI 91* |        |

\* leaded, unleaded, AVGAS 100LL or E10

1) iS = non-certified

2) iSc = certified acc. to CS-E  
available after receipt of type certificate



# THE WORLD IS OUR PLAYGROUND

Nothing is more valuable than your playtime. That is why BRP is dedicated to continually finding new and better ways to help you enjoy your favorite power sports. From snow to water to both on- and off-road fun, our passion for adventure fuels the innovations that result in the ultimate power sports experience for our customers.



We value the land and water we play on and are committed to protecting it. Our desire to thrill is paired with an emphasis on rider responsibility, placing personal safety above all else. So that each outing can be the most enjoyable, memorable and thrilling experience possible. Because your free time should always be your best time.

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SKI-DOO® LYNX® SEA-DOO® EVINRUDE®  
JOHNSON® ROTAX® CAN-AM®

- 1) Based on cruise power setting at 5.000 rpm at 5.000 ft MSL and comparable fuel consumption according to the following sources (Feb. 2012):  
[www.tcmlink.com/EngSpecSheetDocs/O200B.pdf](http://www.tcmlink.com/EngSpecSheetDocs/O200B.pdf), [www.lycoming.com/news-and-events/pdfs/233-engine.pdf](http://www.lycoming.com/news-and-events/pdfs/233-engine.pdf),  
[www.jabiru.net.au/images/6-cylinder/3300%20Aero%20Engine%20Flyer.pdf](http://www.jabiru.net.au/images/6-cylinder/3300%20Aero%20Engine%20Flyer.pdf), Costs of fuel: Mogas EUR 1,60 / liter and Avgas EUR 2,408 / liter - airport Wels 1. Feb. 2012
- 2) Based on cruise power setting at 5.000 rpm at 5.000 ft MSL and comparable fuel consumption according to the following sources (Feb. 2012):  
[www.tcmlink.com/EngSpecSheetDocs/O200B.pdf](http://www.tcmlink.com/EngSpecSheetDocs/O200B.pdf), [www.lycoming.com/news-and-events/pdfs/233-engine.pdf](http://www.lycoming.com/news-and-events/pdfs/233-engine.pdf),  
[www.jabiru.net.au/images/6-cylinder/3300%20Aero%20Engine%20Flyer.pdf](http://www.jabiru.net.au/images/6-cylinder/3300%20Aero%20Engine%20Flyer.pdf)
- 3) Source (Continental Motors): Installation and Operation Manual O-200-D Series, publication August 2011. Table 2-1.  
 Source (Lycoming): <http://www.lycoming.com/news-and-events/pdfs/233-engine.pdf>

Note: ROTAX® UL aircraft engines do not comply with federal safety regulations for standard aircraft. This engine is for use in experimental and ultralight uncertified aircraft only and only in circumstances in which an engine failure will not compromise safety. Before operating the engine read operator's manual. Information is available from your local authorized ROTAX®-distributor.

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