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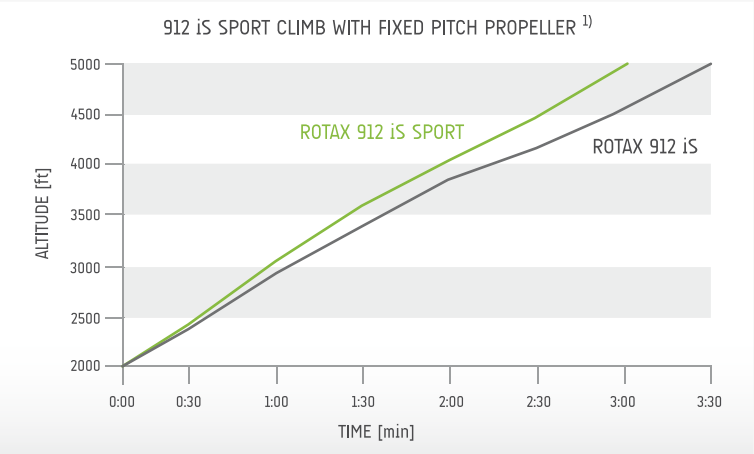
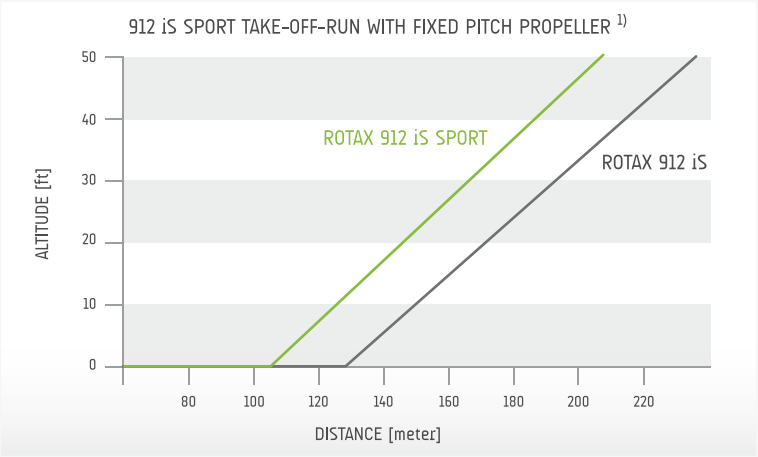
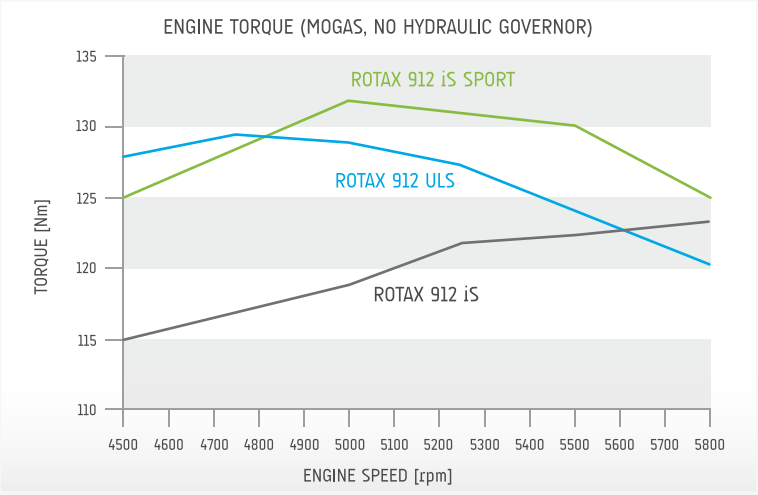
ROTAX®
AIRCRAFT ENGINES

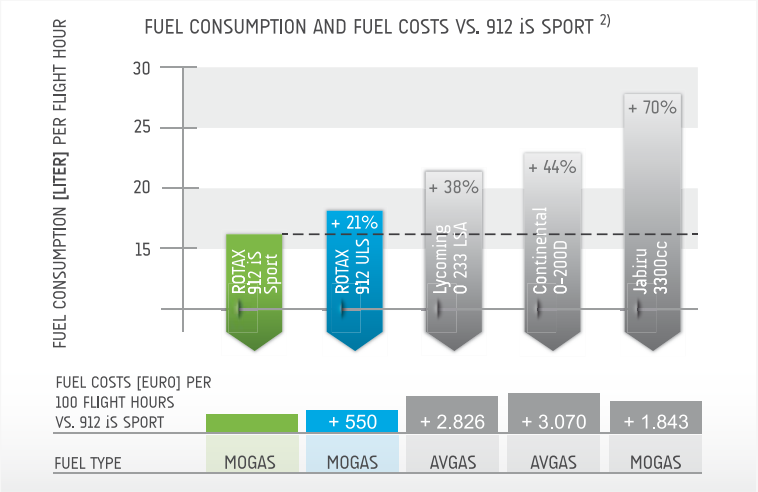
BRP

THE FACTS SAY IT ALL!









THE NEW
ROTAX 912 iS SPORT

The new Rotax 912 iS Sport aircraft engine is a further improvement of the fuel injected Rotax 912 engine series BRP launched in 2012. BRP's engine of the future, the Rotax 912 iS Sport engine, follows Rotax' aircraft engine's core values: outstanding performance combined with low fuel consumption.

The user will appreciate the improved take-off-performance which results in a better climb rate and a shorter take-off-run. These characteristics combined with higher cruise speed make the pilot's heart beat faster.

ECONOMIC AND SUSTAINABLE OWNERSHIP

Owners of the Rotax 912 iS Sport aircraft engine will benefit from reduced fuel consumption, lower operating costs and fewer emissions. The Rotax 912 iS Sport engine automatically improves its fuel efficiency by switching to a lean ECO mode once the throttle is pulled back to a throttle setting below 97 % after start and climb phases.

ROTAX 912 iS SPORT ENGINE – ADVANCED ENGINE CONCEPT

The change from a carburetor system to a modern injection system, in combination with a digital engine control unit (ECU) results in the most advanced combustion engine concept available for the light aviation market.

Easier operation and a state-of-the-art engine management system make the Rotax 912 iS Sport engine ideal for all kinds of modern and innovative light airplanes.

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 hours and the elimination of the carburetor icing are major benefits for the user and offer improved safety for pilots.

Based on the ECU all 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. The electrical power output of the engine was raised to 430 watt to provide for all modern avionics.

Based on 25 years field experience of the well known Rotax 912 engine, BRP's experts were able to develop and to produce the modern Rotax 912 iS Sport engine to fulfill its customer's needs.

ROTAX AIRCRAFT ENGINES

912 iS/iSc SPORT | 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 tappets
- 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 Rotax 912 iS Sport engine offers all well known advantages of the Rotax 4-stroke engine series complemented by additional features, for example, the 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 Sport engine offers a TBO (time between overhauls) of 2,000 hours.

Picture: 912 iS Sport engine with options

ENGINE DATA 912 iS Sport[1] / iSc Sport[2]

WEIGHT	kg	lb
Engine with propeller speed reduction unit i = 2.43 with overload clutch	63.6	140.2
Exhaust system	4.8	10.5
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.
72.0 kW**	98 hp	5500 1/min.
TORQUE		
132 Nm***	97 ft. lb.	5000 1/min.
MAX RPM*		5800 1/min.

* Limited for max. 5 min.
** Max. continuous power at 5500 1/min
*** MOGAS, no hydraulic governor

BORE		STROKE	
84.0 mm	3.31 in	61.0 mm	2.4 in
DISPLACEMENT		FUEL	
1352 cm³	82.6 cu in	min. MON 85 RON 95* 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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ROTAX® **CAN-AM®**

1) BRP-Powertrain test with fixed pitch propeller, same aircraft, third party validated.

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, www.lycoming.com/news-and-events/pdfs/233-engine.pdf, 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, February 1, 2012

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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