

## Rotax Readies the Market for Its 135-hp 915iS

Amy Laboda, April 6, 2016



***A mockup of the Rotax 915iS with a turbocharger and intercooler, as well as a larger gearbox  
(Photo: Amy Laboda)***

Austria-based Rotax is displaying a new engine mockup at Sun 'n' Fun 2016. The engine block looks a bit like a 912iS, the company's flagship fuel-injected powerplant, which is currently flying in more than 70 different aircraft models. A total of more than 1,000 engines are in operation, according to Rotax business manager Marc Becker. The new model has several significant differences that could make it a breakthrough engine for the company.

The 915iS, introduced last summer during EAA's AirVenture show, is a true step up in terms of both horsepower and functionality, said Becker. "The 915iS is based on the 912iS; however, we've added a small turbocharger with a pressure ratio of 5:1 and an intercooler," he told **AIN**. "We did some strengthening of the materials in the engine to enable us to bring it up to 135 hp with full power available all the way to 15,000 feet; and it will go up to a 23,000-foot service ceiling," he continued.

There are other differences between the 912iS and 915iS, namely, the company has added about two inches to the length of the gearbox on the more powerful engine. The complete weight, including gearbox and exhaust, will be 185 pounds with a displacement of 82 cubic inches.

When asked if an engine this size could replace some of the older Lycomings and Continentals out there Becker replied, "I want this engine to replace some of the 150-hp heavier engines out there."

Rotax flight tested the engine for the first time on March 12, 2016, and it has lined up 40 OEMs that are waiting for their engines for ground-testing and firewall-forward fitting. Those deliveries should happen this summer, according to Becker.

“We expect certification at both ASTM and Part 23 in early 2017, with deliveries starting the second half of 2017,” said Becker.