

SERVICE INSTRUCTION

Selection of suitable operating fluids for all ROTAX® 4-stroke Aircraft Engines

ATA System: 12-10-00 Operating fluids

1) Planning information

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods and prevailing legal regulations.

BRP-Rotax GmbH & Co KG cannot accept any responsibility for the quality of work performed in accomplishing the requirements of this publication.

1.1) Applicability

All versions of certified ROTAX® engine types:

Engine type (Series)	Serial number
912 A	all
912 F	all
912 S	all
912 iSc Sport	all
914 F	all
915 iSc A	all
915 iSc C24	all
916 iSc A	all
916 iSc C24	all
916 iSc B	all

All versions of ASTM compliant ROTAX® engine types:

Engine type (Series)	Serial number
912 UL	all
912 ULS	all
912 iS Sport	all
914 UL	all
915 iS A	all
915 iS C24	all
916 iS A	all
916 iS C24	all

1.2) Concurrent ASB/SB/SI and SL

In addition to this Service Instruction the following documents must be observed and complied with:

- in general all relevant Alert Service Bulletins (ASB), Service Bulletins (SB), Service Instructions (SI), Service Letters (SL), Service Instruction - Parts and Accessories (SI-PAC).

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1.3) Reason

Introduced limitation of mixing of engine oil types and oil tank stickers modification

1.3.1) Reason for revision

- Added new notice that explain the procedure to be followed when switching oil type between AeroShell Sport Plus 4 and XPS engine oil (in either direction), see chapters [3.2\)](#) and [3.3\)](#).

1.4) Subject

Selection of suitable operating fluids for all ROTAX® 4-stroke Aircraft Engines

1.5) Compliance

Corresponding current Maintenance Manuals of the respective ROTAX® Aircraft Engine Type.



WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

1.6) Approval

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.048.

1.7) Labor time

None.

1.8) Mass data

Change of weight - - - none.

Moment of inertia - - - unaffected.

1.9) Electrical load data

No change.

1.10) Software modifications

No change.

1.11) References

In addition to this technical information refer to current issue of

- in general Illustrated Parts Catalog (IPC)
- in general Operators Manual (OM)
- in general Installation Manual (IM)
- in general Maintenance Manual Line (MML)
- in general Maintenance Manual Heavy (MMH)

NOTE:

The status of the Manuals can be determined by checking the table of amendments. The 1st column of this table shows the revision status. Compare this number to the one listed on the ROTAX website: www.flyrotax.com. Updates and current revisions can be downloaded for free.

1.12) Other Publications affected

None.

1.13) Interchangeability of parts

- Not affected

2) Material Information

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2.1) Material- cost and availability

None.

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3) Lubricant

3.1) General

Foreign particles formed during combustion are suspended in the engine oil. Together with oil components that are not sufficiently resistant to heat, these foreign particles can cause parts such as pistons, piston rings, exhaust valves, etc., to seize and lead to problems.

On turbocharged engines, failing to ensure an adequate cool-down period prior to shut-off may lead to particle deposits and cause damage to bearings and seals. Hard oil residues can obstruct parts of the oil system and lead to damage.

- In addition to insufficient cool-down periods, the use of unsuitable oils and not obeying oil change intervals can especially cause such damage.
- Long-term operation with an engine that is too cold and/or operating too long with an overly rich fuel mixture can cause water and fuel contamination in the oil, reducing its lubrication capacity.
- Furthermore, long down times with oil that contains water and contaminants can cause corrosion damage, especially on the bearings, with serious consequential damage.

The criteria for correct engine oil selection are:

- Correct oil viscosity for cold starts and sufficient oil pressure at high temperatures.
- Good gear wear protection.
- Avoidance of clutch slipping due to use of additives.
- Insufficient oil flow capability causes too much volume to remain in the engine, leading to low oil level in the external oil tank. This can only be detected during testing with an oil level indicator installed on the oil tank.
- Ability to withstand combustion products containing lead, which enter the oil during AVGAS operation.
- High oil temperature durability. This is especially important for the turbo engine due to the risk of oil carbon buildup on the bearing and sealing seats of the turbocharger. The oil carbon buildup (coking) can also flake off and block/restrict the oil return passage.

Conclusions

- If possible, operate the listed engine types using unleaded or low-lead fuel. (AVGAS 100 LL is not considered low leaded in this context.).
- Only use engine oils tested and released according to the ROTAX® standard (RON 424 and RON 451), see section [3.2](#)
- Due to high stresses in the reduction gears, oils with gear additives such as AeroShell Oil Sport Plus 4 are highly recommended.
- Because of the incorporated friction clutch, oils with friction modifier additives are unsuitable because this could result in clutch slipping during standard operation.
- Avoid oils strictly specified for use in Diesel engines. These may not be suitable due to insufficient high temperature properties and additives that may affect the operation of the slipper clutch in the gear box.
- On turbocharged engines, always conduct a cool-down run before shutting down in accordance with the relevant Operators Manual (OM).
- Pay special attention to engine operation tips (see section [6](#))).

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3.2) Operation with unleaded and low-lead fuel (less than 0.1 g/liter lead content)

NOTICE

When operating primarily on unleaded fuels or MOGAS, the maintenance intervals remain unchanged in regard to the published maintenance schedule found in the currently valid Maintenance Manual for the engine type. In case of severe operating conditions (operation in cold/hot weather areas, interference by dust and/or salt), the time between maintenance intervals must generally be shorter, and in particular, the frequency of oil changes must be increased regardless of the type of fuel mainly used (MOGAS or AVGAS).

Engine oils tested according to RON 424* for use with our ROTAX® engine types (use of unleaded fuel or MOGAS):

Brand	Description	Specification	Viscosity	Engine type
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	916 iSc B
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	915 i Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	912 i Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	912 Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	914 Series

¹⁾ in red bottle with new formulation

* RON 424: The ROTAX® Norm 424 (RON 424) is a BRP-Rotax internal standard, which describes the specification, performance parameters and testing methods of lubricants specifically designed to be used with ROTAX® Aircraft Engines. It is only available on special request via the ROTAX® Authorized Distributor and will not be disclosed to third parties without prior consent.

NOTE: The previous formulation of AeroShell Oil Sport Plus 4 can still be used until its expiration date.

NOTE: The coefficient of viscosity indicates the tendency of oil to flow but it is not necessarily a quality code. Country specific deviations of the viscosity are possible.

⚠ WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

Do not use Aeroshell Oil Sport Plus 4 for operation of ROTAX® 916 iSc/iS A and 916 iSc/iS C24 Series.

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Engine oils tested according to RON 451** for use with our ROTAX® engine type (use of unleaded fuel or MOGAS):

Brand	Description	Specification	Viscosity	Engine type
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc/iS C24 Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc/iS A Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc B
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	915 i Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	912 i Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	912 Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	914 Series

** RON 451: The ROTAX® Norm 451 (RON 451) is a BRP-Rotax internal standard, which describes the specification, performance parameters and testing methods of lubricants specifically designed to be used with ROTAX® Aircraft Engines. It is only available on special request via the ROTAX® Authorized Distributor and will not be disclosed to third parties without prior consent.

NOTE:

The coefficient of viscosity indicates the tendency of oil to flow but it is not necessarily a quality code. Country specific deviations of the viscosity are possible

⚠ WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

Avoid mixing different types of engine oil!

Verify on the engine log book the oil type used during the last maintenance performed.

In case of doubt, see current Maintenance Manual Line (MML) for the respective engine type, Chapter 05-50-00, Section oil specification not respected.

NOTICE

ROTAX® oil tanks assy. are supplied with a sticker / label indicating the type of oil contained in the tanks; in case of oil type changed, it is the responsibility of the organisation / person who carried out this operation to change the type on the label.

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NOTICE

When switching between AeroShell Sport Plus 4 and XPS Aviation engine oil (in either direction), the following process should be followed to avoid mixing mineral-based and fully synthetic oils:

- Drain the oil from the oil tank according to the MML 12-20-00 "Oil change"
- Add approx. 2 liters of the selected oil type
- Run the engine briefly
- Drain the oil tank again according to the MML 12-20-00
- Refill oil tank with the selected oil type

It is not necessary to open any part of the oil system (e.g., oil cooler, hoses, etc.) for this procedure. No oil system purge is required solely due to the oil type change.

3.3) Operation with leaded AVGAS fuels

Perform maintenance checks according to the latest Maintenance Manual.

More frequent oil changes will assure timely removal of residues and oil sludge thus avoiding increased wear or operating troubles.

Engine oils tested according to RON 424* for use with our ROTAX® engine type (use of unleaded fuel or AVGAS):

Brand	Description	Specification	Viscosity	Engine type
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	916 iSc B
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	915 i Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	912 i Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	912 Series
SHELL®	AeroShell Oil Sport Plus 4 ¹⁾	RON 424*	SAE 10W-40	914 Series

¹⁾ in red bottle with new formulation

* RON 424: The ROTAX® Norm 424 (RON 424) is a BRP-Rotax internal standard, which describes the specification, performance parameters and testing methods of lubricants specifically designed to be used with ROTAX® Aircraft Engines. It is only available on special request via the ROTAX® Authorized Distributor and will not be disclosed to third parties without prior consent.

NOTE: The previous formulation of AeroShell Oil Sport Plus 4 can still be used until its expiration date.

NOTE: The coefficient of viscosity indicates the tendency of oil to flow but it is not necessarily a quality code. Country specific deviations of the viscosity are possible.

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WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

Do not use Aeroshell Oil Sport Plus 4 for operation of ROTAX® 916 iSc/iS A and 916 iSc/iS C24 Series.

Engine oils tested according to RON 451** for use with our ROTAX® engine types (use of leaded AVGAS):

Brand	Description	Specification	Viscosity	Engine type
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc/iS C24 Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc/iS A Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	916 iSc B
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	915 i Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	912 i Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	912 Series
XPS®	Full Synthetic Aviation Engine Oil	RON 451**	SAE 5W-50	914 Series

** RON 451: The ROTAX® Norm 451 (RON 451) is a BRP-Rotax internal standard, which describes the specification, performance parameters and testing methods of lubricants specifically designed to be used with ROTAX® Aircraft Engines. It is only available on special request via the ROTAX® Authorized Distributor and will not be disclosed to third parties without prior consent.

NOTE:

The coefficient of viscosity indicates the tendency of oil to flow but it is not necessarily a quality code. Country specific deviations of the viscosity are possible

WARNING

Non-compliance with these instructions could result in engine damages, personal injuries or death.

Avoid mixing different types of engine oil!

Verify on the engine log book the oil type used during the last maintenance performed.

In case of doubt, see current Maintenance Manual Line (MML) for the respective engine type, Chapter 05-50-00, Section oil specification not respected.

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NOTICE

ROTAX® oil tanks assy. are supplied with a sticker/label indicating the type of oil contained in the tanks; in case of oil type changed, it is the responsibility of the organisation / person who carried out this operation to change the type on the label.

NOTICE

When switching between AeroShell Sport Plus 4 and XPS Aviation engine oil (in either direction), the following process should be followed to avoid mixing mineral-based and fully synthetic oils:

- Drain the oil from the oil tank according to the MML 12-20-00 "Oil change"
- Add approx. 2 liters of the selected oil type
- Run the engine briefly
- Drain the oil tank again according to the MML 12-20-00
- Refill oil tank with the selected oil type

It is not necessary to open any part of the oil system (e.g., oil cooler, hoses, etc.) for this procedure. No oil system purge is required solely due to the oil type change.

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4) Coolant

4.1) General

NOTICE

Waterless coolant based on propylene glycol is not permitted for engine types 916 i Series, 915 i Series and 912 i Series.

All engine types 916 i Series, 915 i Series, 912 i Series, 912 and 914 Series have liquid cooled cylinder heads and ram air cooled cylinders. The function of the coolant is to protect the cylinder heads from over-temperature by means of heat dissipation. Protection against corrosion of the engine components and freezing of the coolant is achieved with appropriate additives.

In principle, 2 different types of coolant are permitted:

- Conventional coolant based on ethylene glycol with 50% water content
- Waterless coolant based on propylene glycol (not allowed for 916 i Series, 915 i Series and 912 i Series)

4.2) Conventional coolant

Conventional coolant (with about 50% water content) has a specific thermal capacity that is higher than waterless coolant. It gives excellent corrosion protection, especially for aluminum, and protection against freezing.

NOTE:

For exact monitoring of the coolant temperature, a limit has been set. This is necessary because standard coolant based on ethylene glycol such as BASF Glysantin in a 50/50 proportion mixture can boil at a temperature as low as 120 °C (248 °F). Refer to the current Installation Manual (IM) for more information and instructions.

NOTICE

The certification and determination of the correct coolant type must be conducted by the aircraft manufacturer. As each aircraft type has different characteristics, testing must be done to determine the most suitable coolant and instrumentation for each aircraft type.

NOTE:

Coolant should be a low silicate and nitrite free formula. Follow coolant manufacturer directions regarding mixture percentages etc..

Coolants with a mixture of 50% antifreeze and 50% of distilled water recommended by the authorized distributors (not tested from BRP-Rotax).

NOTE:

The following list is based on the experiences and local recommendation by the authorized distributors. Coolant brands, with same designation, may vary from one to the other region. Please contact the local distributor for a recommendation.

Brand	Description
BASF®	Glysantin Protect Plus/G48
OMV®	OMV Coolant Plus
PETROL®	Antifreeze Concentrate / Antifreeze G 11
PRESTONE®	DEX-COOL extended life
PRESTONE®	50/50 pre-diluted DEX-COOL extended life
SHELL®	ShellZone DEX-COOL Extended life
SHELL®	Antifreeze Concentrate

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Brand	Description
TEXACO®	Havoline Extended Life Antifreeze
VELVANA®	FRIDEX G49
YACCO®	LR-35

4.3) Waterless coolant for engine types 912/914 Series

NOTICE

Waterless coolant is not permitted for engine types 916 i Series, 915 i Series, 912 i Series or for 912/914 Series with cylinder head version Suffix - 01.

NOTICE

The certification and determination of the correct coolant type must be conducted by the aircraft manufacturer. As each aircraft type has different characteristics, testing must be done to determine the most suitable coolant and instrumentation for each aircraft type.

The coolant suppliers guidelines must be adhered to when filling or re-filling coolant.

NOTE:

EVANS® Cooling Systems, Inc. offers its NPG+C coolant worldwide under several names. For some recent examples, see also the next table. For any naming, specification or successor products contact your local EVANS® Cooling Systems, Inc. Official Partner.

NOTICE

EVANS® coolants are fully operational to -40 °C (-40 °F). It will not freeze and expand like conventional coolant.

Brand	Description	
EVANS®	Aero Cool 180°	Europe/Middle East
	NPG+C	China
	Evans High Performance Coolant	USA and rest of the world

4.3.1) Warnings for operating with waterless coolant

- Water or coolant containing water must never be added to the cooling system!
- The max. water content must not exceed 3.6%; it can be tested using a Brix refractometer
- Any water present in the cooling system is separated out as vapor. This can cause the cooling system to fail due to insufficient coolant quantity
- If EVANS® coolant is not available locally for servicing the cooling system, a conventional coolant based on pure 100% ethylene glycol can be used temporarily. However, the coolant must be replaced again with EVANS® within the next 15 days.

NOTICE

As some conventional coolants are available in a pre-mixed formula (water added) be sure to add only 100% pure ethylene glycol if EVANS® coolant is not available.

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NOTICE

Regarding the temporary use of "100% pure ethylene glycol". It should be only a temporary measure. Using the concentrate over time would cause the additives to drop out and possibly block cooling system passageways. If true 100% pure ethylene glycol were used, it would be corrosive as it would not contain any additives.

NOTICE

The above warnings are taken from the manufacturer's users manual, however the original text and description in the users manual is binding (see: www.evanscoolant.com).

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5) Fuel

NOTICE

The aircraft manufacturer has to show compliance to the relevant requirements and standards on aircraft level for the suitability of any fuels in their product (by make and model). Using aircraft manufacturer approved fuels at critical temperature in all approved operating conditions (also including departures with a heat-soaked engine) is essential regarding being free from vapor lock as this issue is strongly dependent on the aircraft fuel system design. Aircraft operating limits can be different than the relevant ROTAX® aircraft engine operating limits.

For ROTAX® aircraft engines different fuel types are available. See Operators Manual (OM) of the relevant engine type and/or the table in chapter 5.3. This Service Instruction shows approved fuels for ROTAX® aircraft engines based on the various engine operating limits.

NOTE:

If none of the fuels mentioned in chapter 5.3 is available, consult the corresponding European Standard EN228 as a reference. The fuel to be assessed, has to be equal or better.

NOTICE

Any mixture of unapproved fuels and/or additives that cause lower than the specified octane rating can cause engine damage like e.g. detonation.

5.1) Automotive fuels

In addition to AVGAS, various automotive fuel types with different quality are available. Due to various environmental, economic and political reasons a number of fuel types with different amounts of ethanol blend are available. Therefore the maximum amount of ethanol blend is defined as follows:

5.1.1) E10 (Unleaded gasoline blended with 10% ethanol)

In addition to AVGAS and unleaded automotive fuel (MOGAS) some of the ROTAX® Aircraft Engine Series are now approved for use with E10 (see also fuel according to local standards in chapter 5.3). Fuels that contain more than 10% ethanol blend have not been tested by BRP-Rotax and are not permitted for use.

5.1.2) Suitability of fuel system components of airframe

BRP-Rotax urges owners to confirm with their airframe manufacturer that ethanol blended fuels of up to 10% (E10) are compatible with all fuel system components.

It is the responsibility of the aircraft manufacturer to test their fuel system components and supply any further information on techniques, procedures and limitations of using ethanol blended fuel.

BRP-Rotax recommends that aircraft manufacturer and owner/operators read the following:

- FAA Advisory Circular Letter AC 23.1521-1B
- FAA Advisory Circular Letter AC 33.91-1
- FAA Special Airworthiness Information Bulletin CE-07-06
- EASA Safety Information Bulletin – SIB 2009-02

These contain details regarding the use of ethanol (alcohol) blended fuels and the type certificate requirements.

It is strongly recommended that non-certified aircraft also conform to the information given in the above documents.

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5.2) AVGAS fuel additives

Fuel additives marketed under trade names such as Decalin RunUp™ and Alcor TCP® are used in the field to aid in the scavenging of lead deposits. These products have not been formally tested or approved by BRP-Rotax, and no data exists from internal qualification programs to validate their effectiveness or long-term effects on engine operation.

BRP-Rotax does not endorse any specific additive products and makes no claims regarding their suitability for all ROTAX aircraft engine types. The use of any untested additive is at the sole risk of the operator, and in the event of engine issues with a proven causal link to such additives, warranty coverage may be denied.

5.3) Fuel according to local standards

The following fuels can be used.

NOTICE

Use only the correct fuel for the specific climate zones.

NOTE:

There is a risk of vapor lock formation if winter fuel is used for summer operation. So use summer blend fuels only in summer and winter blend fuels must only be used in winter conditions.

Engine Type 912 Series - 914 Series

Usage/Description		
	912 A/F/UL Min. RON 90	912 S/ULS - 914 F/UL Min. RON 95
MOGAS		
Reference standard		
European standard (date: 2017)	EN 228 Normal	not applicable
	EN 228 Super	EN 228 Super
	EN 228 Super plus	EN 228 Super plus
Local standards (checked for compliance)		
Canadian standard (date: 2004)	CAN/CGSB-3.5 grade 1 and higher	CAN/CGSB-3.5 grade 3 and higher
Russian standard (date: 2013)	GOST 32513-2013	GOST 32513-2013
	AI-92	not applicable
	AI-95	AI-95
	AI-98	AI-98
South African standard (date: 2019)	SANS 1598:2019	SANS 1598:2019
	CF1 & CF2 Fuels	CF1 & CF2 Fuels
	NOTE: Metal containing and lead replacement fuels of CF1 and CF2 fuel types are not allowed.	
US standard (date: 2020)	ASTM D4814 (min. AKI 87)	ASTM D4814 (min. AKI 91)

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Usage/Description		
	912 A/F/UL Min. RON 90	912 S/ULS - 914 F/UL Min. RON 95
Ukrainian standard (date: 2007)	DSTU 4839:2007	DSTU 4839:2007
	A-92-Euro	not applicable
	A-95-Euro	A-95-Euro
	A-98-Euro	A-98-Euro
Indian standard (date: 2017)	IS 2796:2017	IS 2796:2017
	MG 91	not applicable
	MG 95	MG 95
Japanese standard (date: 2012)	JIS K 2202 Motor Gasoline no.1 min. 96 JIS K 2202 Motor Gasoline no.1 (E) min. 96	JIS K 2202 Motor Gasoline no.1 min. 96 JIS K 2202 Motor Gasoline no.1 (E) min. 96
New Zealand standard (date: 2011)	(SR 2011/352) Regular Grade min. 91	(SR 2011/352) Premium Grade min. 95
South Korean standard (date: 2020)	South Korea Gasoline Regular 91	not applicable
	South Korea Gasoline Premium 94	not applicable
Chinese standard (date: 2016 and 2017)*	China 92 V/VI E10 China 92 V/VI China 95 V/VI E10 China 95 V/VI China 98 V/VI E10 China 98 V/VI	China 95 V/VI E10 China 95 V/VI China 98 V/VI E10 China 98 V/VI
* According to National Standard of the People's Republic of China GB17930-2016/GB18351-2017: The China VI gasoline is limited to two varieties VI A and VI B; China 92, China 95 and China 98 refer to unleaded fuel without ethanol and E10 China 92, E10 China 95, E10 China 98 refer to unleaded ethanol-blended fuel with max. 10% ethanol.		
Turkish standard (date: 2017)	TS EN 228:2012+A1:2017	TS EN 228:2012+A1:2017
Chilean standard (date: 2013 and 2017)	Decree 31 ROZ93	not applicable
	Decree 31 ROZ95	Decree 31 ROZ95
	Decree 31 ROZ97	Decree 31 ROZ97
	Decree 60 ROZ93	not applicable
	Decree 60 ROZ95	Decree 60 ROZ95
	Decree 60 ROZ97	Decree 60 ROZ97
AVGAS		
leaded	AVGAS 100 LL ASTM D910	AVGAS 100 LL ASTM D910
unleaded	UL91/UL94 - ASTM D7547	UL91/UL94 - ASTM D7547

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Engine Type 912 i Series - 915 i Series

Usage/Description		
	912 iSc/iS Sport Min. RON 95	915 iSc/iS A - 915 iSc/iS C24 Min. RON 95
MOGAS		
Reference standard		
European standard (date: 2017)	EN 228 Super	EN 228 Super
	EN 228 Super plus	EN 228 Super plus
Local standards (checked for compliance)		
South African standard (date: 2019)	SANS 1598:2019	not applicable
	CF1 & CF2 Fuels	not applicable
	NOTE: Metal containing and lead replacement fuels of CF1 and CF2 fuel types are not allowed.	
US standard (date: 2020)	ASTM D4814 (min. AKI 91)	ASTM D4814 (min. AKI 91)
Canadian standard (date: 2004)	CAN/CGSB-3.5 grade 3 and higher	CAN/CGSB-3.5 grade 3 and higher
	DSTU 4839:2007	DSTU 4839:2007
Ukrainian standard (date: 2007)	A-95-Euro	A-95-Euro
	A-98-Euro	A-98-Euro
	IS 2796:2017	IS 2796:2017
Indian standard (date: 2017)	MG 95	MG 95
Japanese standard (date: 2012)	JIS K 2202 Motor Gasoline no.1 min. 96 JIS K 2202 Motor Gasoline no.1 (E) min. 96	JIS K 2202 Motor Gasoline no.1 min. 96 JIS K 2202 Motor Gasoline no.1 (E) min. 96
New Zealand standard (date: 2011)	(SR 2011/352) Premium Grade min. 95	(SR 2011/352) Premium Grade min. 95

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	Usage/Description	
	912 iSc/iS Sport Min. RON 95	915 iSc/iS A - 915 iSc/iS C24 Min. RON 95
Chinese standard (date: 2016 and 2017)*	China 95 V/VI E10 China 95 V/VI China 98 V/VI E10 China 98 V/VI	China 95 V/VI E10 China 95 V/VI China 98 V/VI E10 China 98 V/VI

* According to National Standard of the People's Republic of China GB17930-2016/GB18351-2017: The China VI gasoline is limited to two varieties VI A and VI B; China 92, China 95 and China 98 refer to unleaded fuel without ethanol and E10 China 92, E10 China 95, E10 China 98 refer to unleaded ethanol-blended fuel with max. 10% ethanol.

Turkish standard (date: 2017)	TS EN 228:2012+A1:2017	TS EN 228:2012+A1:2017
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Russian standard (date: 2013)	GOST 32513-2013	GOST 32513-2013
	AI-95	AI-95
	AI-98	AI-98

Chilean standard (date: 2013 and 2017)	Decree 31 ROZ95	Decree 31 ROZ95
	Decree 31 ROZ97	Decree 31 ROZ97
	Decree 60 ROZ95	Decree 60 ROZ95
	Decree 60 ROZ97	Decree 60 ROZ97

AVGAS		
leaded	AVGAS 100 LL ASTM D910	AVGAS 100 LL ASTM D910
unleaded	UL91/UL94 ASTM D7547	UL91/UL94 ASTM D7547

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Engine Type 916 i Series

Usage/Description	
916 iSc/iS A - 916 iSc/iS C24 Min. RON 95	
MOGAS	
Reference standard	
European standard (date: 2017)	EN 228 Super
	EN 228 Super plus
Local standards (checked for compliance)	
South African standard (date: 2019)	SANS 1598:2019 CF1 & CF2 Fuels
	NOTE: Metal containing and lead replacement fuels of CF1 and CF2 fuel types are not allowed.
US standard (date: 2020)	ASTM D4814 (min. AKI 91)
Canadian standard (date: 2004)	CAN/CGSB-3.5 grade 3 and higher
Ukrainian standard (date: 2007)	DSTU 4839:2007
	A-95-Euro
	A-98-Euro
Indian standard (date: 2017)	IS 2796:2017 MG 95
Japanese standard (date: 2012)	JIS K 2202 Motor Gasoline no.1 min. 96 JIS K 2202 Motor Gasoline no.1 (E) min. 96
New Zealand standard (date: 2011)	(SR 2011/352) Premium Grade min. 95
Chinese standard (date: 2016 and 2017)*	China 95 V/VI E10 China 95 V/VI China 98 V/VI E10 China 98 V/VI

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SERVICE INSTRUCTION

Usage/Description	
916 iSc/iS A - 916 iSc/iS C24 Min. RON 95	
* According to National Standard of the People's Republic of China GB17930-2016/GB18351-2017: The China VI gasoline is limited to two varieties VI A and VI B; China 92, China 95 and China 98 refer to unleaded fuel without ethanol and E10 China 92, E10 China 95, E10 China 98 refer to unleaded ethanol-blended fuel with max. 10% ethanol.	
Turkish standard (date: 2017)	TS EN 228:2012+A1:2017
Russian standard (date: 2013)	GOST 32513-2013 AI-95 AI-98
Chilean standard (date: 2013 and 2017)	Decree 31 ROZ95
	Decree 31 ROZ97
	Decree 60 ROZ95
	Decree 60 ROZ97
AVGAS	
leaded	AVGAS 100 LL ASTM D910
unleaded	UL91/UL94 ASTM D7547

Engine Type 916 iSc B

Usage/Description	
916 iSc B Min. RON 98	
MOGAS	
Reference standard	
European standard (date: 2017)	EN 228 Super plus
Local standards (checked for compliance)	
Canadian standard (date: 2004)	CAN/CGSB-3.5 grade 4 and higher
Ukrainian standard (date: 2007)	DSTU 4839:2007
	A-98-Euro

SERVICE INSTRUCTION

Usage/Description
916 iSc B Min. RON 98

Chinese standard (date: 2016 and 2017)*	China 98 V/VI E10 China 98 V/VI
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* According to National Standard of the People's Republic of China GB17930-2016/GB18351-2017: The China VI gasoline is limited to two varieties VI A and VI B; China 92, China 95 and China 98 refer to unleaded fuel without ethanol and E10 China 92, E10 China 95, E10 China 98 refer to unleaded ethanol-blended fuel with max. 10% ethanol.

Turkish standard (date: 2017)	TS EN 228:2012+A1:2017
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Russian standard (date: 2013)	GOST 32513-2013 AI-98
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AVGAS	
leaded	AVGAS 100 LL ASTM D910
unleaded	UL94 ASTM D7547

NOTE: The above tables list national fuel standards, but no brand names - as this would go beyond the scope of this document.

Furthermore all listed standards have been assessed with the version noted in brackets. BRP-Rotax will not pro-actively monitor the further development of those individual standards. In case of any uncertainties BRP-Rotax reserves the right to reference only to the listed version of a standard. Also contact the aircraft manufacturer in case of doubts regarding the aircraft manufacturer approved fuels.

NOTE: The Anti Knock Index (AKI) is valid for fuels according to ASTM D4814, and for fuels which are defined by AKI instead of RON. The AKI is a simple mean or average of the RON and the MON.

NOTE: AVGAS is rated by MON values. AVGAS 100LL has a high lead content and forms deposits in the combustion chamber and piston rings as well as lead sediments in the oil system. However AVGAS is approved for use and it is beneficial in cases of problems with long storage periods, vapor lock or when other types of fuels are not available. Altitude and ambient temperature should also be considered when selecting AVGAS fuel to help prevent a vapor lock scenario.

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SERVICE INSTRUCTION

6) General engine operation requirements and operating tips

1. Keep the engine oil temperature below 120 °C (248 °F) over most of the operating period.
2. Always insure that the oil type used is adequate for climatic conditions and peak engine operating temperatures. If operational oil temperatures exceed 120 °C (248 °F), use of a mineral or petroleum based oil is not recommended.
3. For turbocharged engines ensure an adequate running cool-down period to prevent deposits by coking of oil.
4. When operating with unleaded fuels or MOGAS and when engine oil temperatures often exceed 120 °C (248 °F) use of a high quality full synthetic oil is recommended.
5. To avoid formation of condensation water in the engine oil, the oil temperature must rise at least once every operational day to at least 100 °C (212 °F).
6. Avoid extended use of carburetor air pre-heating when safe and reasonable.
7. Automotive fuels have seasonal blends and **MUST** be used in the correct season. Failure to do so can cause hard starting or serious issues like vapor lock.
8. Depending on the type of fuel used, operating conditions, and the demands of the engine mission profile it may be necessary to increase the frequency of oil changes to avoid the excessive build up of lead and other residues in the engine oil. Always adjust the engine oil change intervals to avoid excessive build up of sludge in the engine oil.

NOTICE

Do not use oil additives and observe the operating limits as per the relevant Operators Manual (OM).

NOTE: Aircraft manufacturer should follow hot test and block testing recommendations such as FAA AC 23.1521-1B for verification of automotive fuels.

Excessive engine vibration, particularly at low idle speeds, can impair the carburetor fuel metering system leading to a too rich mixture condition. This rich mixture condition can further lead to rough engine operation and excessive carbon and lead deposits.

7) Summary

The execution of the Service Instruction must be confirmed in the logbook.

| A revision bar outside of the page margin indicates a change to text or graphic.

Translation into other languages might be performed in the course of language localization but does not lie within ROTAX® scope of responsibility.

In any case the original text in English language and the metric units are authoritative.

8) Inquiries

Inquiries regarding this Service Instruction should be sent to the ROTAX® Authorized Distributor of your area.

A list of all ROTAX® Authorized Distributors or their independent Service Centers is provided on <https://dealerlocator.flyrotax.com>.