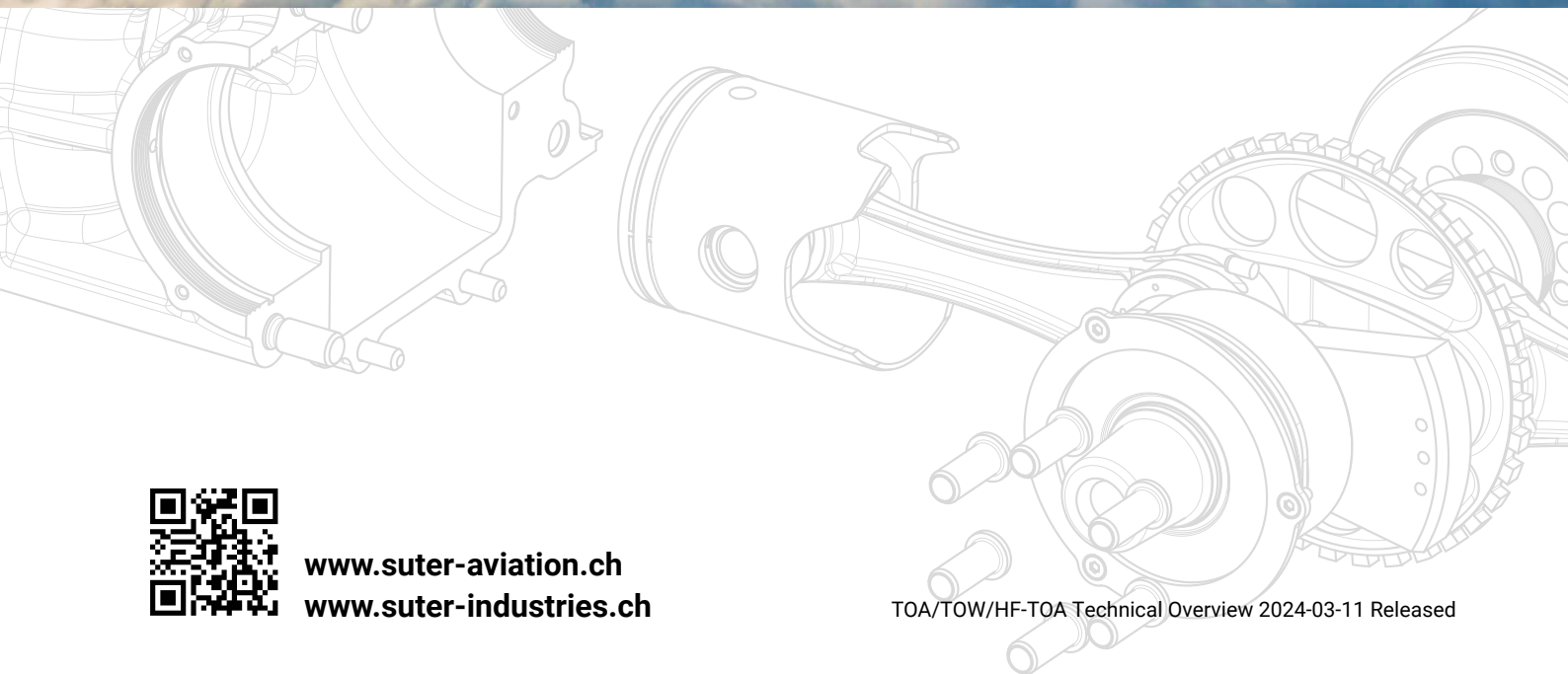




*FUEL EFFICIENT, POWERFUL & COMPACT ENGINES*

# 288CC / 330CC ENGINES



[www.suter-aviation.ch](http://www.suter-aviation.ch)  
[www.suter-industries.ch](http://www.suter-industries.ch)

# TOA 288

AIR COOLED, CAPABLE OF OPERATING UNDER HARSH ENVIRONMENTAL CONDITIONS  
SUITABLE FOR TRACTOR AND PUSH APPLICATIONS  
HORIZONTAL OR VERTICAL INSTALLATION

## Technical Features

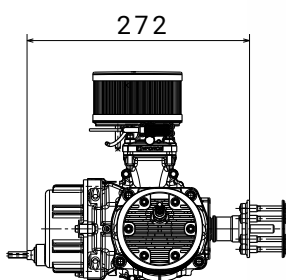
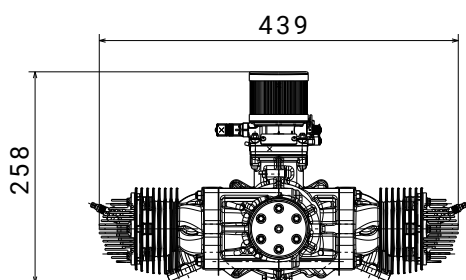
### Two-cylinder, two-stroke boxer engine

- horizontal & vertical Installation
- crankshaft in high strength steel, single piece connecting rods with needle bearings
- Cylinders in casted aluminium, nickel-silicone coated barrel
- Throttle control by SERVO, controlled via ECU
- ECU for fuel, ignition, cold start, EGT, CHT, altitude compensation & overheat protection

### Options

- Separate lubrication system
- Oil injection
- 2 kW/28 VDC Starter Generator Control Unit (SGCU)
- 0,5 kW/28 VDC Generator Control Unit
- Double ignition
- Reduction drive

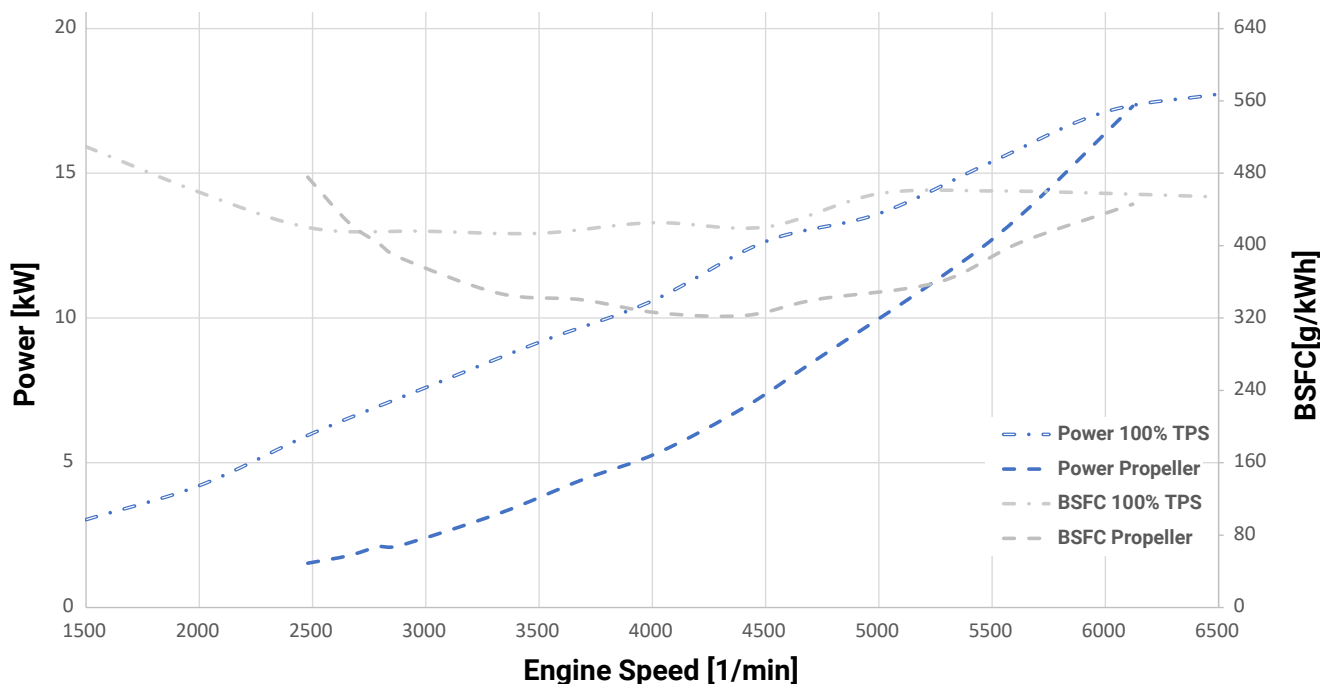
## Dimensions



## Technical Data

<b>Service Ceiling</b>	6'100 m
<b>Performance</b>	17,6 kW at 6'500 rpm (23,9 HP) 27,2 Nm at 6'000 rpm
<b>Fuel Efficiency</b>	315 g/kWh (BSFC)
<b>Displacement</b>	288 cm <sup>3</sup>
<b>Weight</b>	8,9 kg engine 1,9 kg exhaust & silencer 1,1 kg 1 kW/28VDC regulator
<b>Management &amp; Control</b>	ECU / 12V-system Automatic via ECU
<b>Ignition System</b>	CDI (Capacitor Discharger Ignition)
<b>Fuel</b>	Min. 95RON (91MON MOGAS) or AVGAS LL100
<b>Mixture</b>	1:60 (1,6 %) 2-stroke oil API TC

## Performance Curve



# TOW 288

WATER COOLED, VERY FUEL EFFICIENT AND ROBUST ENGINE  
SUITABLE FOR HELICOPTER AND FIX-WING INSTALLATIONS  
CAPABLE OF OPERATING AT HIGH ALTITUDE

## Technical Features

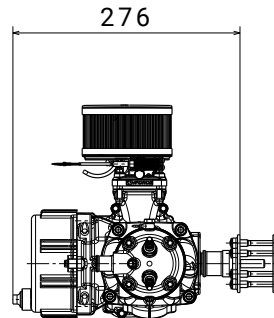
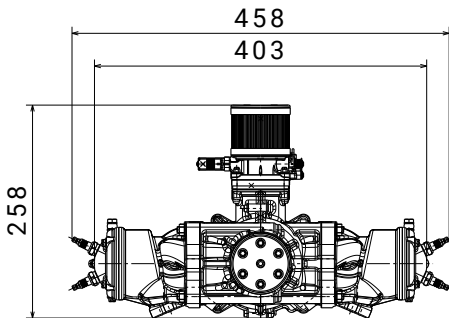
### Two-cylinder, two-stroke boxer engine

- horizontal & vertical Installation
- crankshaft in high strength steel, single piece connecting rods with needle bearings
- Cylinders in casted aluminium, nickel-silicone coated barrel
- Throttle control by SERVO & controlled via ECU
- ECU for fuel, ignition, cold start, EGT, coolant temperature, altitude compensation & overheat protection

### Options

- Separate lubrication system
- Oil injection
- 2 kW/28 VDC Starter Generator Control Unit (SGCU)
- 0,5 kW/28 VDC Generator Control Unit
- Double ignition
- Reduction drive

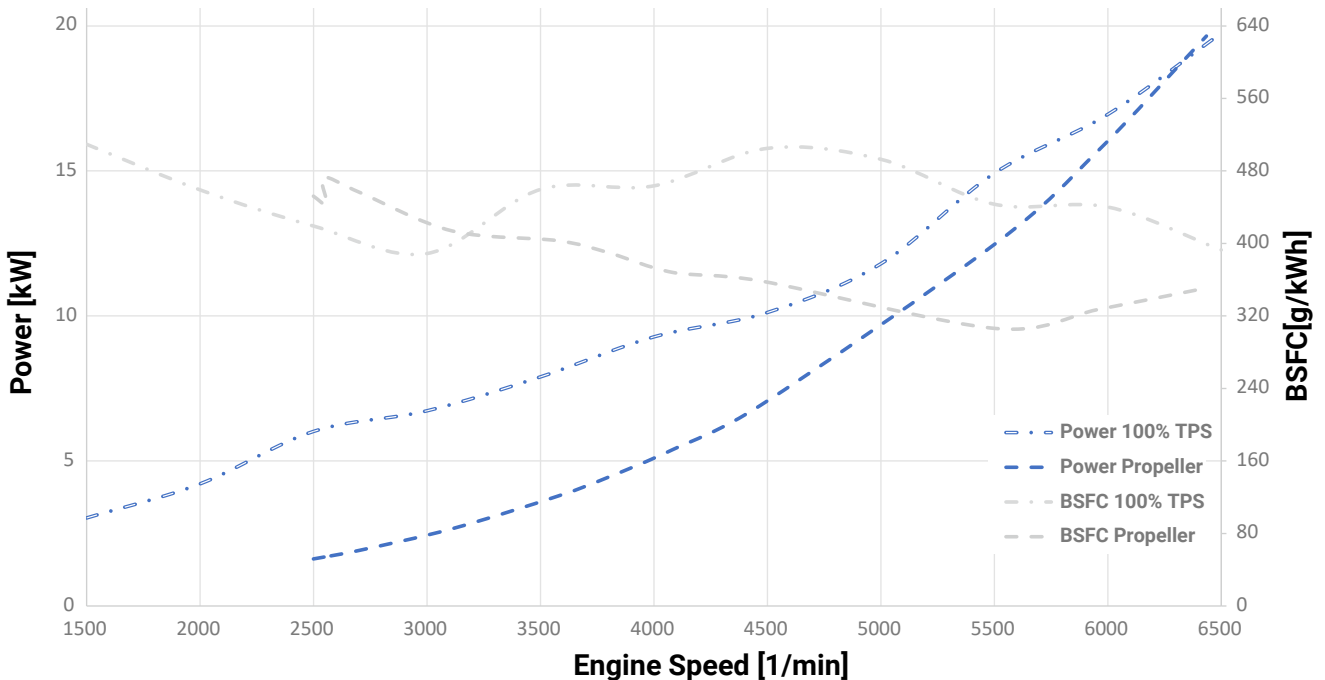
## Dimensions



## Technical Data

<b>Service Ceiling</b>	6'100 m
<b>Performance</b>	20,0 kW at 6'500 rpm (27,2 HP) 29,2 Nm at 6'500 rpm
<b>Fuel Efficiency</b>	306 g/kWh (BSFC)
<b>Displacement</b>	288 cm <sup>3</sup>
<b>Weight</b>	10,0 kg engine 0,5 kg water-pump 2,2 kg exhaust & silencer 1,1 kg 1 kW/28V starter (SGCU)
<b>Management &amp; Control</b>	ECU/12V-system Automatic via ECU
<b>Ignition System</b>	CDI (Capacitor Discharger Ignition)
<b>Fuel</b>	Min. 95RON (91MON MOGAS) or AVGAS LL100
<b>Mixture</b>	1:60 (1,6 %) 2-stroke oil API TC

## Performance Curve



# HF TOA 288-SDI

AIR COOLED, VERY FUEL EFFICIENT AND ROBUST ENGINE  
 SUITABLE FOR HELICOPTER AND FIX-WING INSTALLATIONS  
 CAPABLE TO OPERATE AT HIGH ALTITUDE

## Technical Features

### Two-cylinder, two-stroke boxer engine

- horizontal & vertical Installation
- crankshaft in high strength steel, single piece connecting rods with needle bearings
- Cylinders in casted aluminium, nickel-silicone coated barrel
- Throttle control by SERVO & controlled via ECU
- ECU for fuel, ignition, cold start, EGT, coolant temperature, altitude compensation & overheat protection

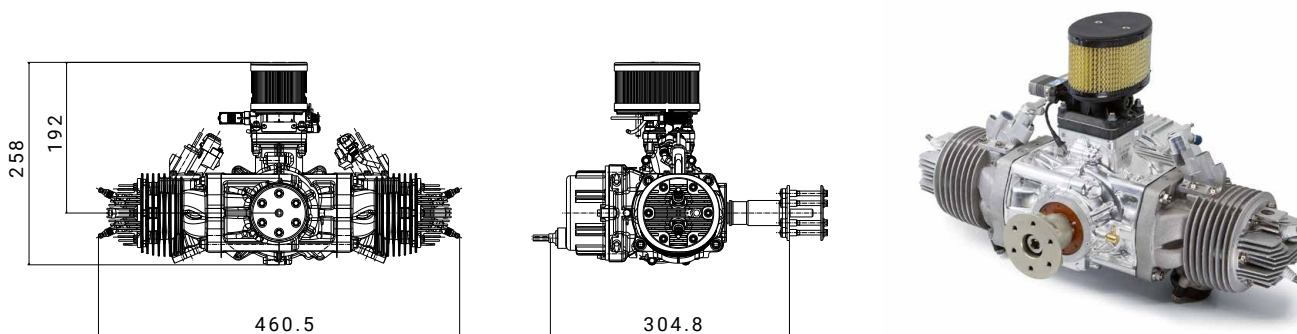
### Options

- 2 kW / 28 VDC Starter Generator Central Unit (SGCU)
- 0.5 kW / 28 VDC Generator Central Unit
- Reduction drive

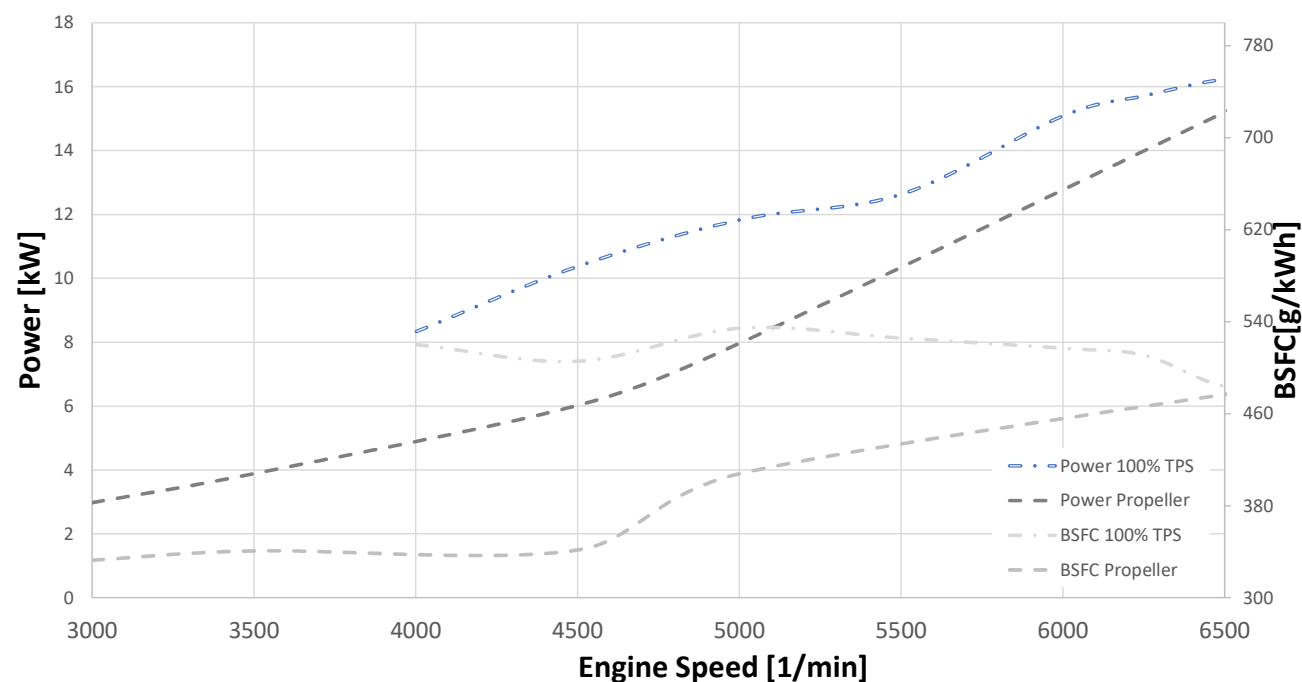
## Technical Data

<b>Service Ceiling</b>	6'100 m
<b>Performance</b>	16,5 kW at 6'750 rpm (22,5 HP) 24,0 Nm at 6'000 rpm
<b>Fuel Efficiency</b>	330 g/kWh (BSFC)
<b>Displacement</b>	288 cm <sup>3</sup>
<b>Weight</b>	8,6 kg engine 2,2 kg exhaust & silencer 1,1 kg 1 kW/28V starter (SGCU)
<b>Management &amp; Control</b>	ECU/12V-system Automatic via ECU
<b>Ignition System</b>	CDI (Capacitor Discharger Ignition)
<b>Fuel</b>	Jet-A1 (optional JP-5 and JP-8)
<b>Mixture</b>	Direct Oli Injection 2-stroke oil API TC

## Dimensions



## Performance Curve



# TOA 330

AIR COOLED, VERY FUEL EFFICIENT AND ROBUST ENGINE  
 SUITABLE FOR HELICOPTER AND FIX-WING INSTALLATIONS  
 CAPABLE TO OPERATE AT HIGH ALTITUDE

## Technical Features

### Two-cylinder, two-stroke boxer engine

- horizontal & vertical Installation
- crankshaft in high strength steel, single piece connecting rods with needle bearings
- Cylinders in casted aluminium, nickel-silicone coated barrel
- Throttle control by SERVO & controlled via ECU
- ECU for fuel, ignition, cold start, EGT, coolant temperature, altitude compensation & overheat protection

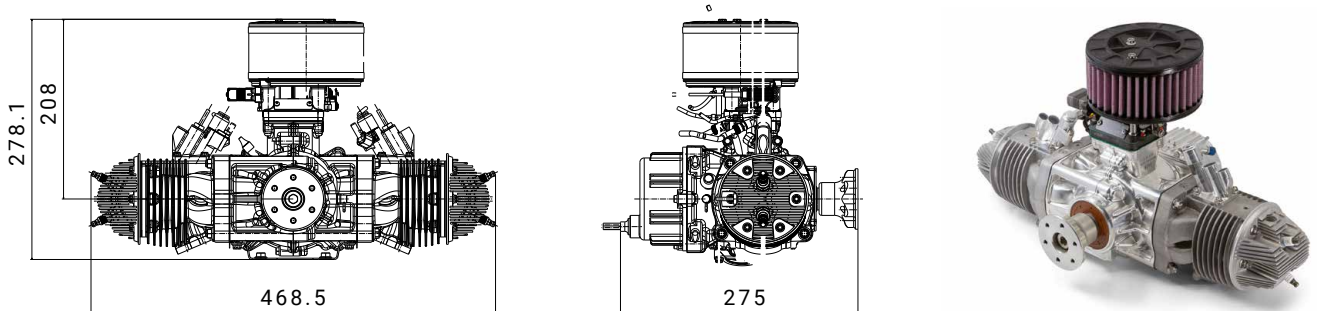
### Options

- Oil injection
- 2 kW / 28 VDC Starter Generator Central Unit (SGCU)
- 0.5 kW / 28 VDC Generator Central Unit
- Double ignition
- Reduction drive

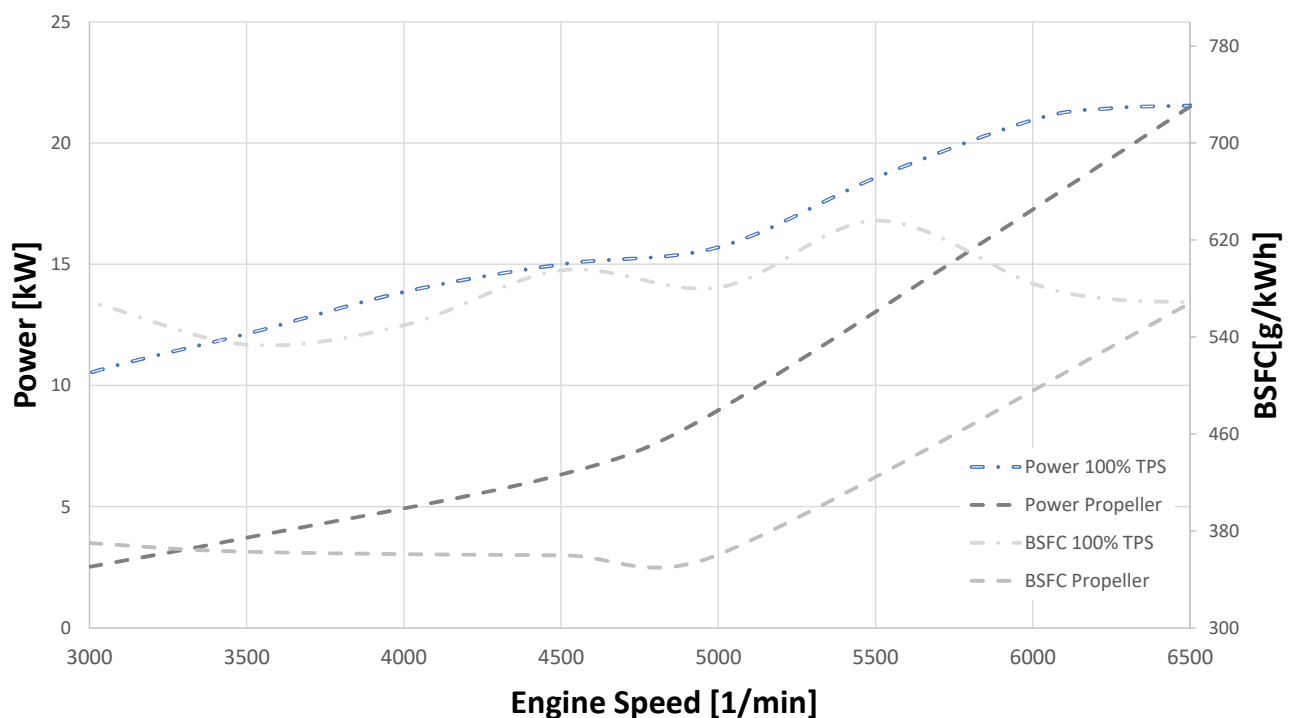
## Technical Data

<b>Service Ceiling</b>	6'100 m
<b>Performance</b>	21,5 kW at 6'750 rpm (29,2 HP) 33,4 Nm at 6'000 rpm
<b>Fuel Efficiency</b>	360 g/kWh (BSFC)
<b>Displacement</b>	330 cm <sup>3</sup>
<b>Weight</b>	8,2 kg engine 2,2 kg exhaust & silencer 1,5 kg 1 kW/28V starter (SGCU)
<b>Management &amp; Control</b>	ECU/12V-system Automatic via ECU
<b>Ignition System</b>	CDI (Capacitor Discharger Ignition)
<b>Fuel</b>	Min. 95RON (91MON MOGAS) or AVGAS LL100
<b>Mixture</b>	1:60 (1,6 %) 2-stroke oil API TC

## Dimensions



## Performance Curve



# HIGH-TECH SOLUTIONS FOR COMPLEX PRODUCTS

## THE PASSION FOR POWER

Our roots go back to motorcycle racing era of the 1990s. Eskil Suter was a successful Grand Prix racing driver from 1991 to 1998 and founded the Suter Racing company in 1996. With the Suter Clutch and other Racing Products, he brought an important technological innovation to the market. The company's activities were gradually extended to other products, such as high-performance engines, motorcycles and various components, and further consolidated through cooperations and technology partnerships with well-known companies such as Kawasaki, Liebherr or Rotax.



Today – The internationally established and independent Swiss company Suter Industries develops state-of-the-art engines, drivetrain systems and vehicles for various industries. You receive expert support from the initial concept to series production.

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