



THE EXCELLENT KART PERFORMANCE LEVEL WILL BE EXPERIENCED BY 360 TOP KART RACERS AT THE ROTAX MAX CHALLENGE GRAND FINALS 2016 IN ITALY



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- Ease of use and cylinder parity
- Track tests in the U.S.A.
- 360 of world's top kart racers will 'test' the new set up

Gunskirchen, Austria, September 29, 2016 – To provide the latest technology in karting, BRP-Rotax constantly verifies any input of the market to make its products even better. Since the launch of the new engine series there have been implemented some improvements to increase the ease of use of the technologically advanced Rotax kart engines.

To get a first feedback beside the tests on the dyno and from BRP-Rotax' own test driver, a track test with independent test drivers was organized in the U.S.A. During the test in September 2016 BRP-Rotax wanted to make sure to cover all technical innovations and to get the feedback that confirms the intention to provide the customers the best product possible with the latest technology in karting.

For the test drives, the company provided Rotax Junior MAX engines with the 2017 set up to be compared with the actual 2016 engine configuration. The key aspects tested have been the new engine control unit (ECU), the new battery housing with the multi-function switch, the new cable harness, spark plug and cylinder.

The ECU with minimized vibration level due to its changed position – used for the Rotax 125 Junior MAX, the Rotax 125 MAX and also for Micro and Mini MAX engines – is less sensitive

on the main jet above 13,000 rpm with slightly altered ignition timing. With a richer main jet the engine will perform well above 13,000 rpm. The new ECU is much more forgiving in the set up of the carburetor.

Now the ECU is located on the left side of the battery housing. A **multi-function switch** is attached to the optimized **battery housing** which provides an easier handling to the customer.

The new **cable harness** with plug in connection for the multi-function switch is another feature. The plug in connection for the electric starter incorporates the ground connection for the overall electrical system. The connection for the battery charger is aligned with the cable harness. The **support plate system** is more compact with electrical connections for the ignition coil and magnet valve only. This results in less complexity and easier handling for the end-user.

An improved manufacturing technology (single piece sand core, digital print) – including Computer Numeric Control (CNC) machined exhaust and boost port – is used to produce the **cylinder** for the Rotax 125 Junior MAX engine. This technology provides constant performance of the cylinders to assure equal performance to all drivers. The cylinders with the advanced manufacturing technology are also used for Rotax 125 Micro and Mini MAX evo engines.

These optimized features will already be used at the Rotax MAX Challenge Grand Finals 2016 in Sarno, Italy. This venue will be perfect to prove the new set up implemented in the Rotax 125 MAX evo engine series.

All the components have already been legalized in September 2016. It is up to the respective distributor and his federation as of which date they declare these components legal for their national RMC.

“We are convinced that with all the optimized technical features, the Rotax MAX engine series with its ease of use, equal opportunities, durability and the lowest maintenance in the field will endorse our customers to race the kart with the most advanced technology in the market”, said Peter Oelsinger, Vice President Rotax Propulsion Systems and Finance at BRP-Rotax.

The Rotax MAX Challenge (RMC) is a professional kart racing series established, owned and organized by BRP and its Rotax kart engine distributors. Approved by and in compliance with CIK / FIA, the RMC is a "one-make-engine" formula: only Rotax kart engines that are checked and sealed (for equal performance) will be used. The success in the competition is mainly up to the skills of the driver.

For more information about the Rotax MAX Challenge, please visit <http://www.rotax-kart.com/en/Max-Challenge/MAX-Challenge/About-ROTAX-MAX-CHALLENGE>

About BRP-Rotax

BRP-Rotax, the subsidiary of BRP Inc. in Gunskirchen, Austria is a leader in the development and production of innovative 4- and 2-stroke high performance Rotax engines for BRP products such as Ski-Doo and Lynx snowmobiles, Sea-Doo watercraft, Can-Am all-terrain, side-by-side vehicles and Spyder roadsters as well for motorcycles, karts, ultra-light and light aircraft.

In the last 50 years, the company has developed more than 350 engine models for recreational vehicles and produced over 7 million engines.

www.rotax.com

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About BRP

BRP (TSX:DOO) is a global leader in the design, development, manufacturing, distribution and marketing of powersports vehicles and propulsion systems. Its portfolio includes Ski-Doo and Lynx snowmobiles, Sea-Doo watercraft, Can-Am all-terrain and side-by-side vehicles, Can-Am Spyder roadsters, Evinrude and Rotax marine propulsion systems as well as Rotax engines for karts, motorcycles and recreational aircraft. BRP supports its line of products with a dedicated parts, accessories and clothing business. With annual sales of over CA\$3.8 billion from over 100 countries, the Company employs approximately 7,900 people worldwide.

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