ENGLISH

Important Information:
Revised cylinders for ROTAX MAX engine family

To: Distributors, Service Centers and Dealers

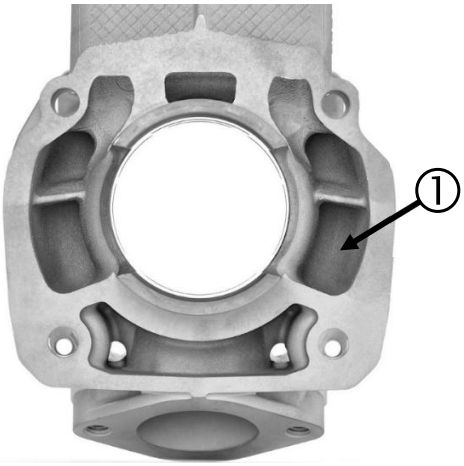
BRP-Rotax always strives to provide products at highest quality standards and to secure the availability according to our customers' demand.

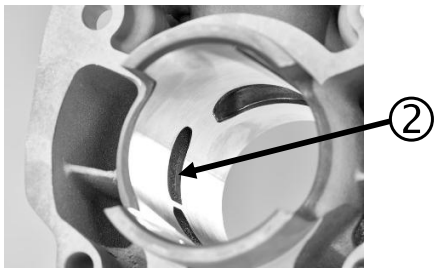
The cylinder as the key element in regards of engine performance and its parity must have our maximum focus. In order to maintain our technology leadership, the decision has been taken to transfer the cylinder manufacturing to Austria.

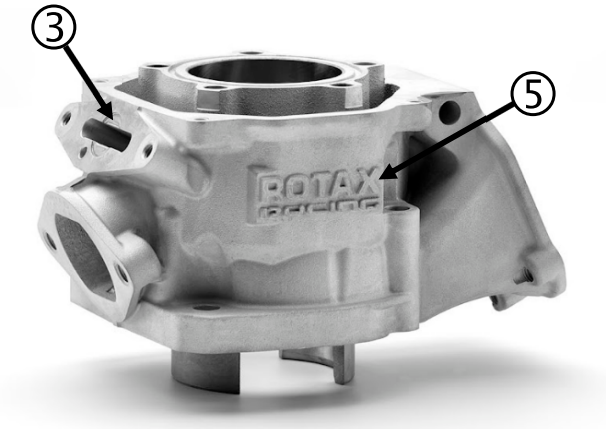
Technical Details

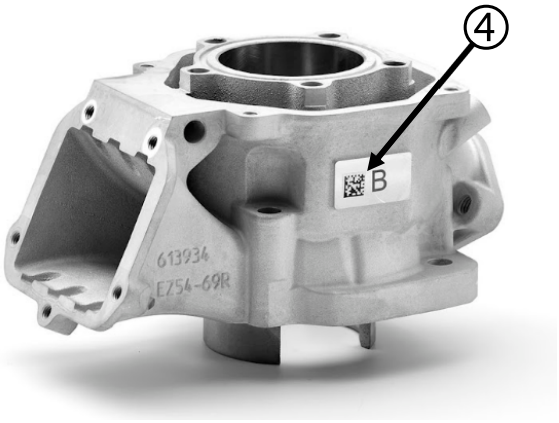
With the renewal of the casting and manufacturing tools, the best available technologies have been applied to further maximize the engine parity, durability, and product appearance of the engine.

- (1) Casting process which provides a uniform smooth casting surface
- (2) Extended CNC control machining (ports, port heights, chamfer of ports)
- (3) NiCaSil plated stop for exhaust valve (Senior MAX and DD2 cylinder only)









The revision of the casting tool has been also used to…

- (4) apply a QR-code for traceability of product quality
- (5) apply the logo “ROTAX RACING” to foster the brand appearance.

Other product features

- The cylinders with the revised casting tool are 100% exchangeable with the current cylinders.
- The support plate (Rotax 251336) for exhaust valve (Senior MAX and MAX DD2) must **not** be used for the revised cylinders.
- The performance and performance characteristic are identical to the current cylinders.
- The tolerance groups A, AB and B for the cylinder bore (marked beside the QR code) are identical with the current cylinders.
- The reading of the QR-code on a cylinder will provide a unique 6-digit number (not ascending but random number).
  This allows distributors to register and publish which cylinders have been supplied to their markets and are legal for national RMC events.

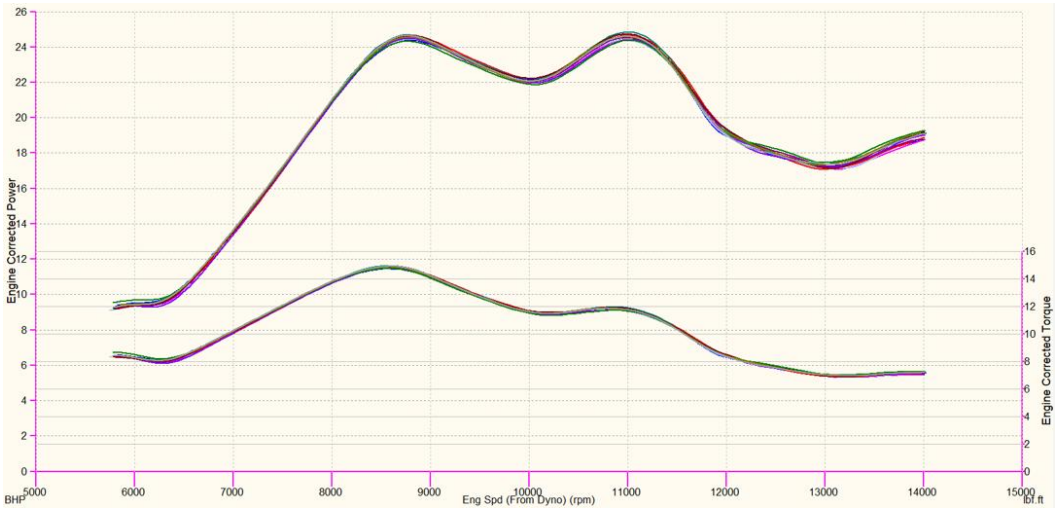
Learnings from extensive testing on engine dyno used by service centers.

The following three aspects should be preferable considered before executing performance testing on dynamic dynos:

1) The cylinder will reach its best performance after 1h run time.
2) Confirm proper piston clearance.
3) Jetting is about 2 points + higher (richer) than with the actual cylinder

Excellent parity result of revised cylinder

11 different cylinders have been tested on dyno. The following graph illustrates the parity of the revised cylinder.



Summary

Key facts:

- To secure the future cylinder supply the cylinder manufacturing has been transferred to an Austrian partner.
- Extensive testing in cooperation with service centers has confirmed same top performance level as good available equipment on the market (on track as well on dyno).
- The new applied technology reduces the performance variation between the cylinders due to less manufacturing tolerances. By this the parity and fairness could be further improved.
- With the Micro MAX package Rotax follows the FIA recommendation to slow down the cadet class.
- The revised cylinder is made by better technology for the same price.
- Rotax offers trade in programs to support the market to choose for the better technology within the next season. For further details contact your Rotax dealer.