

ROTAX®



BRP profile

BRP is a world leader in the design, manufacturing, distribution, and marketing of motorized recreational vehicles and powersports engines.

BRP sets the pace in the industry with high-performance engines that power the world of motor sports. We refine the optimum every day for more fun and more personal safety.

Built on a 70-year tradition of excellence and headquartered in the Canadian town of Valcourt, Québec, BRP operates manufacturing facilities in Canada, the United States, Mexico, Finland and Austria, and has a total workforce of about 7,600 passionate people. BRP products are sold in more than 107 countries around the world.

Our internationally recognized product lines include

- SKI-DOO® and LYNX® (snowmobiles)
- SEA-DOO® (watercraft)
- EVINRUDE® (outboard engines)
- CAN-AM® (ATVs, side-by-side vehicles, and Spyder roadsters)
- ROTAX® (engines, transmissions)



BRP overview

- Name:** Bombardier Recreational Products Inc. (BRP)
- Headquarters:** Valcourt, Québec (Canada)
- Employees:** 7,600 worldwide
- Manufacturing Sites:** Canada, USA, Mexico, Finland, Austria
- Ownership:** Shares are traded on the Toronto Stock Exchange under the symbol „DOO“

ROTAX the power to excite

ROTAX®



BRP's Austrian subsidiary - overview

- Name:** BRP-Powertrain GmbH & Co KG
- Location:** Gunskirchen, Austria
- Employees:** 1,150
- Manufacturing Sites:** Austria, Mexico
- Procurement Office:** Hong Kong
- Ownership:** 100% subsidiary of BRP

Over 90 years in the powertrain industry and going strong, Rotax® engines are the heart and soul of countless products.

BRP's Austrian facility oversees the worldwide development and production of Rotax engines. In fact, BRP has developed more than 350 engine models for recreational products and produced over 7 million engines.

Rotax engines are renowned for their maximum performance, light weight, compactness, fuel efficiency, longevity and reliability.

Rotax powertrains with its gearbox and transmission technologies multiply the benefits of the engines by a smart and comfortable transfer of power to the track.

BRP's Austrian facility produces engines for Ski-Doo and Lynx snowmobiles, Sea-Doo watercraft, Can-Am ATVs, side-by-side vehicles and roadsters, karts, ultralight and light sport aircraft and motorcycles.

From this extensive know-how arises top-quality products that are at the forefront of the industry.

ALL AROUND SERVICE.

All around success.

A highly refined process.

High performance vehicles require outstanding powertrains. This is where our innovations rise above the competition. Rotax engines are renowned for top quality, low weight but high performance.

With one of the widest product offerings worldwide, BRP's capabilities in Austria include: design, development, industrialization and manufacturing of complete powertrains. The company is capable to manufacture in batches ranging from 5,000 to 100,000 units per year.

But that's not all. Our expertise is also available for leading edge components and technology supply. In addition to the latest in production facilities, you can also count on efficient, flexible, customized and high quality production for Original Equipment Manufacturers (OEMs) e.g. in the automotive and motorcycle industry.



LEADING THE WAY.

In every way.

ROTAX



Innovation. Driven to invent.

For the past 100 years, innovation has been the cornerstone of everything we do. We are driven by it. It is what has enabled us to consistently bring the latest technologies to market – time and time again.

With over 350 engine models created to date, it goes without saying that we know powertrains. Our Rotax® ACE™ and E-TEC® engines are proof of that. But we haven't stopped there. To continually push the envelope, we created the Regionales Innovations Centrum (RIC) to ensure that our products are always world-class, always state-of-the-art. The RIC designs and develops efficient powertrain technologies to reduce the carbon footprint of BRP products while training its employees and students to keep on top of technological trends.

You can count on our engineering teams to bring passion and unrivalled skill to deliver high-end solutions that exceed customer requirements – tailor-made solutions for Rotax engines that go beyond expectations.

We provide a wide spectrum of applications for recreational vehicles on snow, on water, in the air, as well as on- and off-road. From -40 °C to +40 °C, to 5,000 meters above sea level, salt water to snow and dust, BRP delivers the goods that outperform.

BRP is ready and outfitted for this impressive selection. Plus, we even deliver in small batches. And because every one of our products is custom-fit for the high-end market, you can expect nothing less than the best.



www.rotax.com

RESEARCH, DEVELOPMENT AND SERVICES.

Putting research into motion.

We have one of the most diversified ranges of products in the industry. For our customers, this means that they benefit from a wide range of R&D services.

Combustion engine and powertrain development

The challenge: to develop the right engine-transmission concept for the corresponding application. With a wide variety of vehicles demanding 2-stroke and 4-stroke engine execution, we have the know-how and expertise to make it work. BRP's facility in Austria maintains a test centre with 33 engine and 17 component test benches.

Hybrid systems

Major customer projects are evidence of our experience and qualifications. Most notably, our plug-in parallel hybrid, electrified transmission and integrated range extender module for electric vehicles. Our teams possess a wealth of experience in high voltage electric components and high dynamic test benches with battery simulations systems – ensuring our capability in this technology.

Transmissions

Our know-how is in selecting and designing the right transmission concept for the appropriate recreational product. Our transmission systems range from Continuously Variable Transmission (CVT), foot shift or semi-automatic to the fully

hydraulic modulated clutch system. Fatigue calculation is also a significant part of our expertise, as well as simulations, design and engineering. The hydraulic control unit and the software development for the TCU is typically done by our engineers.

Engine simulation, calibration and component development

We use nothing but state-of-the-art simulation tools for the design and testing of its high performance components. As a one-stop shop, continuous improvement practices are firmly in place from design to application. Via dynamic testing and our in-depth understanding of manufacturing and production, our processes are fully integrated into the development process.

Electronic engine management systems and ECU integration

The engine control unit (ECU) consists of hardware and the appropriate software functions and specifications. For BRP applications, we use a drive-by-wire ready engine control unit.

Prototype development

Our methods are designed to meet the highest quality to cost ratio. Tools to simulate noise, vibration and harshness are already implemented at the first prototype level. We employ a wide range of rapid prototyping technologies such as a 3D printer, laser sintering, sand printing of molds and much more.

INDUSTRIALIZATION.

Turning ideas into reality.

ROTAX[®]



From idea to market, we are dedicated to quick turnarounds.

How do we do it? By providing a one-stop shop with advanced development, design, industrial engineering, tool making, prototyping and production. This total departmental integration enables quick decision-making, making us more competitive – especially throughout the design to quality and cost (DTQC) process.

Stage gate process

We are committed to developing high quality products more efficiently while maintaining its capabilities, as well as improving product reliability. Our New Product Development (NPD) process enables us to process a wide range of different projects in parallel. Simultaneous engineering embedded in a structured development process (stage gate) ensures product quality and performance.

Supply chain management

BRP has the capabilities to produce a diversified portfolio – from small to large production batches. With a product portfolio that features individual solutions, our processes are customized to customer demands. In addition, we offer flexible solutions based on our global sourcing strategy with worldwide suppliers.

Quality system support

BRP's facility in Austria is ISO 9001:2008 certified.

Customer focus, continuous improvement, process approach and hands-on involvement of top management – these are the quality management principles that enable us to ensure product quality and consistency for our customers.

What's more, BRP's Austrian subsidiary is a Part-21 organization and has an European Aviation Safety Agency (EASA) Design Organization Approval (DOA), giving BRP the authorization to design aircraft engines. In addition to this, our EASA Product Organization Approval (POA) gives us the right to build certified aircraft parts and engines.

With all these systems in place, our customers are assured the highest quality from all of our departments, including supply chain management, manufacturing, assembly and logistics.



www.rotax.com

POWERTRAIN SUPPLY.

You've got the demand.
We've got the supply.

Exclusive internal combustion engines

We develop, industrialize and produce customized engines and transmissions for OEMs. We've produced over 7 million of them. And because we're there every single step of the way – from start to finish, our customers can rest assured that they're getting the full benefit of our experience and reliability.

Existing engines

Our current showcase features a wide range of applications in the powersports business. But we don't stop there. Because we're always open to new challenges and categories. Whatever the market demands, we're fully equipped and ready to deliver – from range extenders for the automotive industry to customized powertrains developed and/or produced exclusively for your specific application.



Engine: **Rotax 1330 ACE**
Spyder Roadster

Type: 1,330 cc, 4-stroke, 3 cylinder, 12-valve, electronic fuel injection and electronic throttle control, DOHC, EFI, hydraulic valve adjustment, intelligent throttle control (ITC)

Bore & Stroke (mm): 84.0 mm & 80.0 mm

*Performance: 84.5 kW at 7,250 rpm

*Torque: 130 Nm at 5,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: Transmission options:
6-speed manual with reverse (SM6)
6-speed semi-automatic with reverse (SE6)



Engine: **Rotax 991 V-Twin**
Spyder Roadster

Type: 990 cc, 4-stroke, 2 cylinder, DOHC, 8-valve, EFI, intelligent throttle control (ITC)

Bore & Stroke (mm): 97.0 mm & 67.5 mm

*Performance: 74.5 kW at 7,500 rpm

*Torque: 108 Nm at 5,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: Transmission options:
5-speed manual with reverse (SM5)
5-speed semi-automatic with reverse (SES)



Engine: **Rotax 900 ACE HO**
Personal Watercraft

Type: 899.31 cc, 4-stroke, 3 cylinder inline, DOHC, 12-valve, hydraulic valve adjustment, intelligent throttle control (iTC)

Bore & Stroke (mm): 74.0 mm & 69.7 mm

*Performance: 66.19 kW at 8,000 rpm

*Torque: 84.3 Nm at 6,500 rpm

Cooling system: Liquid cooled, closed-loop cooling system (CLCS)

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 900 ACE**
Personal Watercraft

Type: 899.31 cc, 4-stroke, 3 cylinder inline, DOHC, 12-valve, hydraulic valve adjustment, intelligent throttle control (iTC)

Bore & Stroke (mm): 74.0 mm & 69.7 mm

*Performance: 44.16 kW at 7,000 rpm

*Torque: 72.6 Nm at 4,000 rpm

Cooling system: Liquid cooled, closed-loop cooling system (CLCS)

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 600 ACE**
Snowmobile

Type: 600 cc, 4-stroke, 2 cylinder inline, DOHC, 8-valve, hydraulic valve adjustment, EFI, intelligent throttle control (iTC)

Bore & Stroke (mm): 74.0 mm & 69.7 mm

*Performance: 42 kW at 7,250 rpm

*Torque: 55 Nm at 6,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 1503 4-TEC XHO**
Personal Watercraft

Type: 1,493.8 cc, 4-stroke, 3 cylinder, SOHC, 12-valve, hydraulic valve adjustment, supercharged intercooled, intelligent throttle control (iTC)

Bore & Stroke (mm): 100.0 mm & 63.4 mm

*Performance: 179 kW at 8,000 rpm

*Torque: 217 Nm at 7,500 rpm

Cooling system: Liquid cooled, closed-loop cooling system (CLCS)

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 1503 4-TEC NA**
Personal Watercraft

Type: 1,493.8 cc, 4-stroke, 3 cylinder, SOHC, 12-valve, naturally aspirated, hydraulic valve adjustment, intelligent throttle control (iTC)

Bore & Stroke (mm): 100.0 mm & 63.4 mm

*Performance: 106 kW at 7,500 rpm

*Torque: 145 Nm at 6,000 rpm

Cooling system: Liquid cooled, closed-loop cooling system (CLCS)

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 450**
All Terrain Vehicle

Type: 427 cc, 4-stroke, 1 cylinder

Bore & Stroke (mm): 94.00 mm & 61.50 mm

*Performance: 28.5 kW at 7,500 rpm

*Torque: 41 Nm at 6,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: CVT, sub-transmission with L/H/N/R/P Standard engine braking



Engine: **Rotax 650**
All Terrain Vehicle

Type: 649.6 cc, 4-stroke, 2 cylinder, V-twin, SOHC, 8-valve

Bore & Stroke (mm): 82.03 mm & 61.00 mm

*Performance: 46 kW at 8,000 rpm

*Torque: 61 Nm at 6,750 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: CVT, sub-transmission with L/H/N/R/P Standard engine braking



Engine: **Rotax 800R**
All Terrain Vehicle

Type: 799.9 cc, 4-stroke, 2 cylinder, V-twin, SOHC, 8-valve

Bore & Stroke (mm): 91.0 mm & 61.5 mm

*Performance: 53 kW at 7,000 rpm

*Torque: 75 Nm at 6,500 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: CVT, sub-transmission with L/H/N/R/P Standard engine braking



Engine: **Rotax 1000R**
All Terrain Vehicle

Type: 976 cc, 4-stroke, 2 cylinder, V-twin, SOHC, 8-valve, intelligent throttle control (iTC)

Bore & Stroke (mm): 91.0 mm & 75.0 mm

*Performance: 75.4 kW at 7,750 rpm

*Torque: 100 Nm at 6,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: CVT, sub-transmission with L/H/N/R/P Standard engine braking



Engine: **Rotax 1000R TURBO**
All Terrain Vehicle

Type: 976 cc, TURBOCHARGED, 4-stroke, 2 cylinder, V-twin, SOHC, 8-valve, intelligent throttle control (iTC)

Bore & Stroke (mm): 91.0 mm & 75.0 mm

*Performance: 90 kW at 7,250 rpm

*Torque: 127 Nm at 6,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: CVT, sub-transmission with L/H/N/R/P



Engine: **Rotax 1200 4-TEC**
Snowmobile

Type: 1,171 cc, 4-stroke, 3 cylinder inline, DOHC, 12-valve, EFI

Bore & Stroke (mm): 91.0 mm & 60.0 mm

*Performance: 92 kW at 7,800 rpm

*Torque: 112 Nm at 7,500 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication

Transmission: n.a.



Engine: **Rotax 122**
Motorcycle

Type: 124.8 cc, 2-stroke, 1 cylinder, E-starter or kickstarter

Bore & Stroke (mm): 54.0 mm & 54.5 mm

*Performance: 11 kW at 8,500 rpm

*Torque: 14.3 Nm at 8,000 rpm

Cooling system: Liquid cooled

Lubrication system: Oil-in-fuel lubrication

Transmission: 6-speed gearbox



Engine: **Rotax 904**
Motorcycle

Type: 898 cc, 4-stroke, 2 cylinder inline, DOHC, 8-valve

Bore & Stroke (mm): 84.0 mm & 81.0 mm

*Performance: 77 kW at 8,500 rpm

*Torque: 100 Nm at 7,000 rpm

Cooling system: Liquid cooled

Lubrication system: Dry sump lubrication with integrated oil reservoir

Transmission: 6-speed gearbox



Engine: **Range Extender 25kW**
Range Extender

Type: 4-stroke, 1 cylinder, 4-valve, SOHC, EFI, ETC

Bore & Stroke (mm): 91.0 mm & 75.0 mm

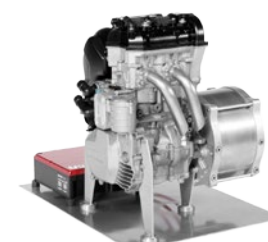
*Performance: 25 kW at 5,800 rpm

*Torque: -

Cooling system: Liquid cooled

Lubrication system: Wet sump lubrication

Transmission: n.a.



Engine: **Range Extender 32kW**
Range Extender

Type: 4-stroke, 2 cylinder, 8-valve, DOHC, EFI, ETC

Bore & Stroke (mm): 74.0 mm & 69.7 mm

*Performance: 32 kW at 6,500 rpm

*Torque: -

Cooling system: Liquid cooled

Lubrication system: Dry sump with attached oil tank

Transmission: n.a.



Engine: **Rotax 600 HO E-TEC**
Snowmobile

Type: 594.4 cc, 2-stroke, 2 cylinder, direct fuel injection, 3-D R.A.V.E.

Bore & Stroke (mm): 72.0 mm & 73.0 mm

*Performance: 83.5 kW at 8,100 rpm

*Torque: 102 Nm at 7,900 rpm

Cooling system: Liquid cooled

Lubrication system: Electronic oil injection pump

Transmission: n.a.



Engine: **Rotax 800R E-TEC**
Snowmobile

Type: 799.5 cc, 2-stroke, 2 cylinder, direct fuel injection, 3-D R.A.V.E.

Bore & Stroke (mm): 82.0 mm & 75.7 mm

*Performance: 108 kW at 7,900 rpm

*Torque: 123 Nm at 7,700 rpm

Cooling system: Liquid cooled

Lubrication system: Electronic oil injection pump

Transmission: n.a.



Engine: **Rotax 125 MAX evo**
Kart

Type: 124.8 cc, 2-stroke, 1 cylinder with electronically controlled exhaust valve, chain drive

Bore & Stroke (mm): 54.0 mm & 54.5 mm

*Performance: 22 kW at 11,500 rpm

*Torque: 21 Nm at 9,000 rpm

Cooling system: Liquid cooled

Lubrication system: Oil-in-fuel lubrication

Transmission: n.a.



Engine: **Rotax 582**
Aircraft

Type: 580 cc, 2-stroke, 2 cylinder

Bore & Stroke (mm): 76.0 mm & 64.0 mm

*Performance: 48 kW at 6,500 rpm

*Torque: 75 Nm at 6,800 rpm

Cooling system: Liquid cooled with rotary valve

Lubrication system: -

Transmission: Gearbox



Engine: **Rotax 912 iS1 / iSc Sport**
Aircraft

Type: 1,352 cc, 4-stroke, 4 cylinder

Bore & Stroke (mm): 84.0 mm & 61.0 mm

*Performance: 73.5 kW at 5,800 rpm

*Torque: 132 Nm*** at 5,800 rpm**

Cooling system: Liquid-/air-cooled

Lubrication system: Dry sump forced lubrication with separate oil tank, one camshaft OHV with hydraulic valve clearance adjustment

Transmission: Fix

1) iS = non-certified 2) iSc = certified acc. to EASA CS-E
Limited for max. 5 min. / * MOGAS, no hydraulic governor

COMPONENTS SUPPLY.

Nothing but the best parts.

ROTAX®



Crankshafts

Our lightweight crankshafts with complex freeform surfaces made with state-of-the-art machining technologies for 2-stroke and 4-stroke engines are manufactured in-house.

Camshafts

We perform all manufacturing processes for inductive hardened camshafts – from turning and milling of raw material to grinding complex cam profiles in modern specialized machines.

Cylinder head

We offer complete machining of cylinder heads with CNC machines. Our strength is freeform milling of intake and exhaust valve seats according to specific construction specs.

Cylinder crankcase

Our basic cylinder crankcase technology consists of aluminium casting with a cast iron liner. The machining/manufacturing process contains the following steps: rough machining and detailed machining of components, assembly, final machining of the assembly, honing of liner, deburring and high pressure washing process.

Connecting rod

Our basic technology is based on single-piece connecting rods for an assembled crankshaft (with needle bearings) for 2-stroke engines. The connecting rods receive either a case hardening or a long-term gas nitrating heat treatment for strength and durability.



TECHNOLOGIES. Revolutionary is an understatement.

ACE – 4-stroke

The Rotax® 600 ACE™ (Advanced Combustion Efficiency) was the Rotax 4-stroke family's first engine to set new standards in the powersports industry. It's the most fuel-efficient engine in its class with a mere 8 L/100 km consumption and a fuel range of 500 km in the snowmobile application. That's 45% less than the closest competitor in its class.

The Rotax 900 ACE inline three-cylinder four-stroke delivers outstanding fuel economy, lightweight performance and low-cost operation. The 900 ACE engine is so efficient, it delivers 50% more power and up to 77% more torque than the Rotax 600 ACE model. BRP rates the engine at up to 10 L/100 km in its ECO driving mode. Models equipped with the 900 ACE engine meet the stringent U.S. National Park Service Best Available Technology (BAT) requirements with no modifications.

The Rotax 1330 ACE in-line triple engine mated to a six-speed transmission (available in manual and semi-automatic versions). The ACE engine provides a maximum fuel range of up to 250 miles (400 km) and generates 40% more lower-end torque.

E-TEC® – 2-stroke

BRP is the leader in 2-stroke technology. The company pioneered the E-TEC® direct injection two-stroke technology in its Evinrude outboard engines, for which it won the Clean Air Technology Excellence Award from the US Environmental Protection Agency (EPA). E-TEC engine technology is known for delivering maximum lightweight efficiency with extremely low oil consumption. E-TEC engines hardly emit smoke or smell in the combustion process. As well, they feature low maintenance costs. A big plus considering their longevity. Rotax E-TEC engines are not just the best in the business – they're above and beyond.

iS System

The Rotax® 912 iS Sport aircraft engine uses a fuel injection system, similar to the automotive industry's proven solution, but optimized for the high requirements in the aviation industry. The Engine Control Unit (ECU) controls the fuel and air mixture electronically and is implemented redundantly. It also contains an independent databus system, which allows an interface to cockpit instruments.

The Rotax 912 iS Sport engine presents the latest technology in the aircraft engine industry and delivers 38 to 70% better fuel efficiency than comparable competitive engines.

ROTAX®



SE6 – Semi-automatic

The 6-speed transmission is found in the Can-Am® Spyder® RT Limited and enables you to drive at low rpm with ease. Combined with the reverse the SE6 technology makes the Spyder the ultimate way to enjoy the road.

Continuously Variable Transmission

The Continuously Variable Transmission (CVT) is employed in all of BRP's all-terrain and side-by-side vehicles, as well as in snowmobiles. We can customize the CVT to meet requirements with respect to terrain, sound emissions, weight and high-speed acceleration.

Fuel Injection

Fuel injection for direct injected 2-stroke engines is based on E-TEC® technology. Our 4-stroke engines on the other hand, are based on multi-port fuel injection systems (MPFI). We have the technology and expertise to apply a current fuel system to a specific engine or specific applications.

Exhaust gas after-treatment

We're dedicated to respecting the environment and minimizing the effect that our powertrains have on it. With legislative requirements in mind, BRP developed a marine exhaust gas after-treatment system with a "3-way catalytic converter". This unique system fulfills the 5g CO + NOx within a nominal power of 260 HP.

Supercharging

We pioneered the first mechanically-powered supercharger for its Sea-Doo watercraft model 1503 HO. Having the appropriate charging characteristic is crucial for the specific torque demands of the pump drive system. The main advantage of the mechanically-driven charger over the turbocharger is that the charging pressure rises without any delay.

Turbocharging

The factory-installed turbo for BRP's Can-Am side-by-side model, the Maverick X ds, delivers 121 hp, giving the vehicle the clear power advantage with 40% more torque than its closest competitor.

4-TEC®

Rotax® 4-TEC® engines are known the world over for their unique combination of low weight and high performance. The advantages of Rotax 4-TEC engines are multifold: reliability, reduced emissions, high fuel efficiency, low noise and vibration, long service life, high torque and easy handling.

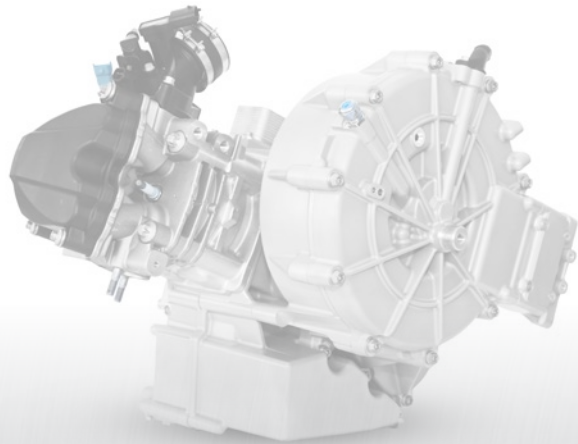
RANGE EXTENDER.

For battery electric vehicles (BEV).

Combined expertise with an engineering partner

Drivetrain electrification is growing in importance in the automotive industry, but the limitations of battery technology have created "range anxiety."

Initial market demand is seen between 20,000 and 50,000 units – relatively low volume for automotive suppliers, but a perfect fit of the production capability for BRP's Austrian facility.



BRP and powertrain systems engineering partner AVL collaborate on a research project to develop a range extender package for electrified vehicles.

According to studies by AVL, there are three factors that are critical to the success of such an approach: low cost, the smallest possible package and weight and low noise, vibration and harshness (NVH).

We combine the expertise in advanced development, design, industrial engineering, tool-making, prototyping and production – all at one site.

Through this collaboration, the organizations found a Rotax single-cylinder engine used in the Can-Am all-terrain vehicles (ATV) ideal, with some key modifications for NVH. As this engine is already industrialized, costs for tooling, manufacturing and components are minimized.

SERIAL PRODUCTION.

All systems go, from blueprint to delivery.

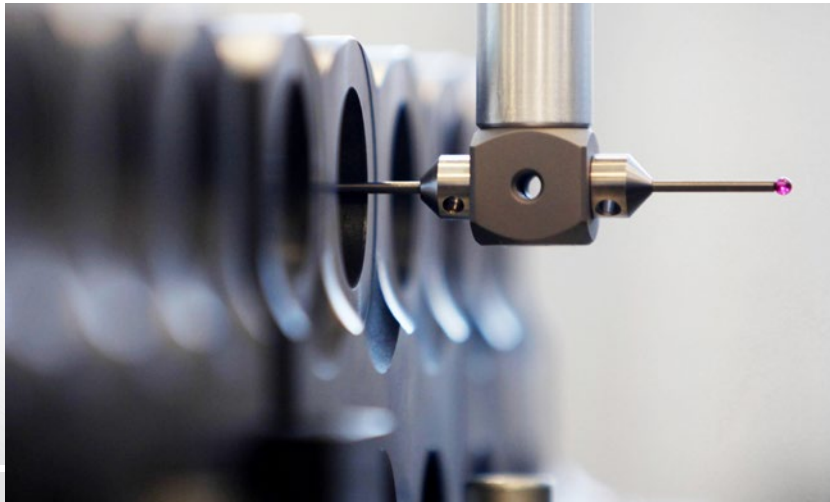
ROTAX®



Our company is 100% dedicated to fulfilling technical customer requests with nothing but the best in quality and logistics.

Core components

We employ nothing but leading-edge technologies and production processes to manufacture aluminum and steel components. Most core components of our engines are produced in-house. This includes: cylinder blocks, cylinder heads, crankshafts, crankcases, connecting rods and camshafts.



In-house manufacturing and assembly – from R&D to serial production

The development process, from the get-go to the first prototype, is defined by a team comprised of engineering, R&D, manufacturing, purchasing and quality.

Every single Rotax engine must pass a final test process to guarantee its functionality and performance. And prior to that, all critical working steps are connected to automatic mechanical control systems of the assembly line.

Lean Production Management System

Serving small and medium production volumes is one of our biggest strengths. We have the short-term flexibility required to increase demands in combination with all methods of lean production. Our focus is on mixed production to fulfill customer needs, and all this while continually taking our world-class standards to the next level.

And because our lean production and management system is comparable to that of the automotive industry, we have what it takes to produce and deliver customized power packs and even semi-knockdown (SKD) solutions.



www.rotax.com

ROTAX HISTORY.

Over the past decades more than seven million Rotax engines have



1920

Founding of Rotax-Werk AG in Dresden, Germany

1930

Takeover by Fichtel & Sachs AG and site relocation to Schweinfurt, Germany

1947

Relocation to Gunsirichen (Wels), Austria

1959

Lohnerwerke Ges.m.b.H. takes over the majority of Rotax shares

1962

Production start of Rotax engines for Ski-Doo snowmobiles

1970

Bombardier acquires Rotax-Werk AG – and becomes Bombardier-Rotax GmbH

1975

First certified Rotax aircraft engine delivered

1982

Production of Rotax 4-stroke motorcycle engines begins

1983

Production of Rotax engines for kart begins

1988

Production of Rotax engines for Sea-Doo watercraft begins

1998

Production of Rotax engines for ATV vehicles begins

2000

Start of Rotax Quality Production System (RQPS)

ve been produced.

ROTAX®



2001

First Rotax 4-stroke engine destined for the 4-TEC platform for Sea-Doo

2002

Production of the first Rotax 2-stroke engine with electronic injection (2-TEC for Ski-Doo)

2003

Bombardier sells its Recreational Products division

2007

Launch of the revolutionary Can-Am Roadster with Rotax engine

2007

Assembly of ATV engines in Juárez, Mexico

2010

Inauguration of the RIC (Regional Innovation Centre)

2010

First Rotax 4-stroke engine in the ACE family

2010

Production start of Rotax engines for BRP's first SSV; the Can-Am Commander

2011

Production of the 7 millionth Rotax engine

2013

Inauguration of manufacturing site in Querétaro, Mexico

2013

BRP Inc. is a public company

2014

Launch of the Rotax 912 iS Sport aircraft engine

2014

Launch of the Rotax 125 MAX evo kart engine



THE WORLD IS OUR PLAYGROUND

Nothing is more valuable than your playtime. That is why BRP is dedicated to continually finding new and better ways to help you enjoy your favorite power sports. From snow to water to both on- and off-road fun, our passion for adventure fuels the innovations that result in the ultimate power sports experience for our customers. We value

the land and water we play on and are committed to protecting it. Our desire to thrill is paired with an emphasis on rider responsibility, placing personal safety above all else. So that each outing can be the most enjoyable, memorable and thrilling experience possible. Because your free time should always be your best time.



www.brp.com



SKI-DOO®

LYNX®

SEA-DOO®

EVINRUDE®

ROTAX®

CAN-AM®

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