



***E-TEC technology***

# *E-TEC technology*

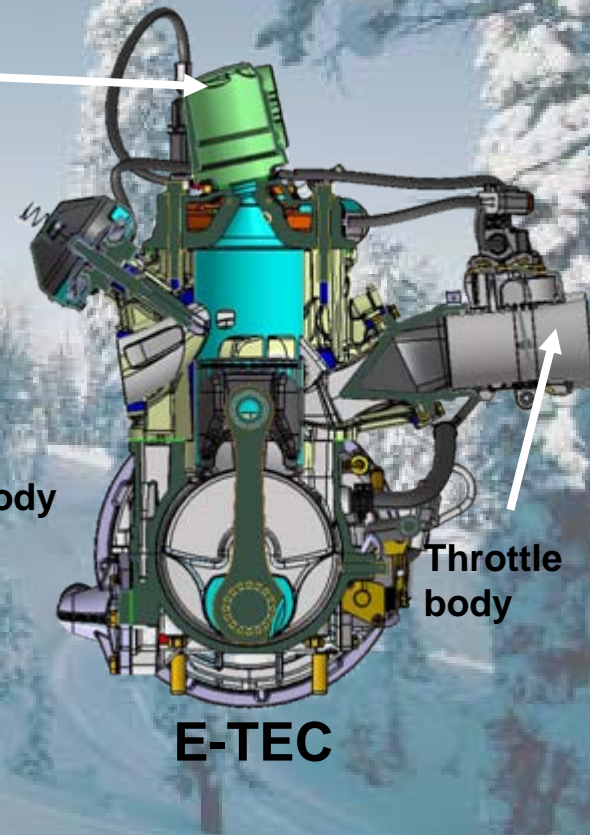
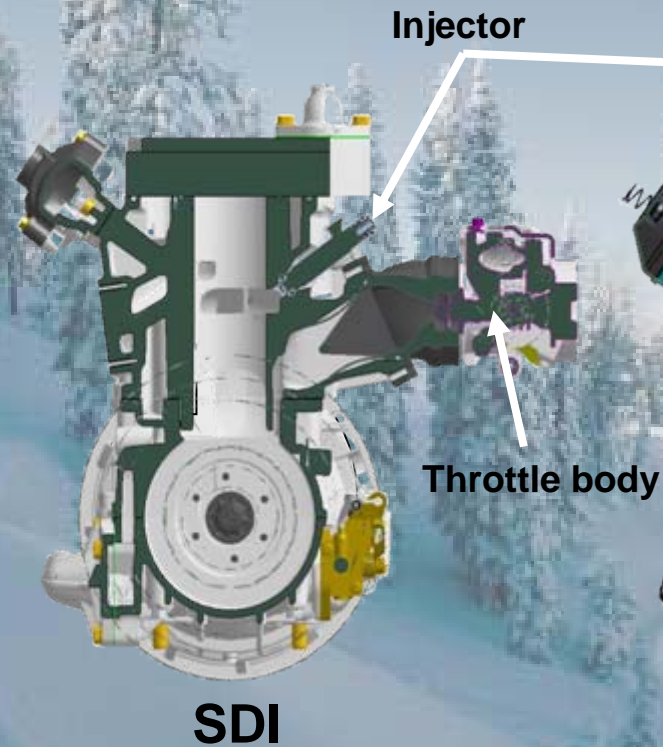
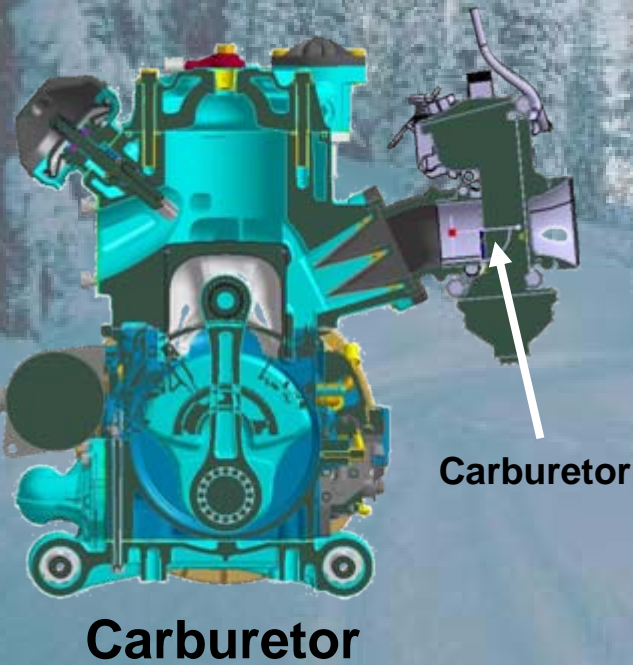
## *Why E-TEC ?*

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- Simple system
- Minimal weight increase
- DQR (Durability, Quality and Reliability)
- Same engine base as carb and SDI
- Battery less
- Same peak power
- Technology owned by BRP inc.
- Reputation of our E-TEC outboard engines

# E-TEC technology

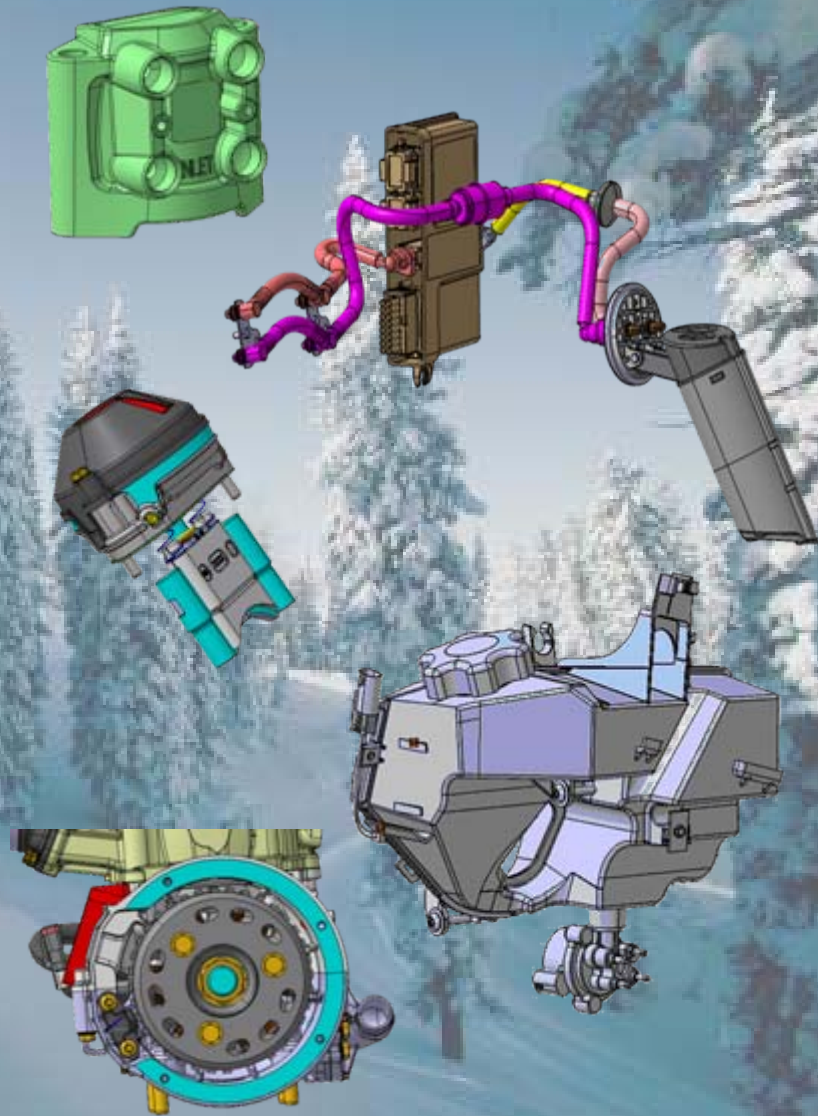
## How does it work ?



# *E-TEC technology*

## *Featured system*

- High fuel delivery rate injectors
- **3D RAVE** valve for better combustion stability and improved fuel economy
- **ECM** fuel cooled
- Open loop **fuel pump system** to cool down injectors
- **Electronic oil pump system**, 73% more accurate
- New **IDI ignition system** for good combustion stability



# *E-TEC technology*

## *Engine configuration*



**600 H.O. E-TEC**

## *Engine Specifications*

- Type / Cylinder: 2-stroke, IL2
- Displacement: 593cc
- Bore & stroke: 72mm X 73mm
- Carburetion: Electronic Direct Injection (DI)
- Exhaust: Electronic 3D Rave valve
- Cooling: Liquid
- Power: same as SDi

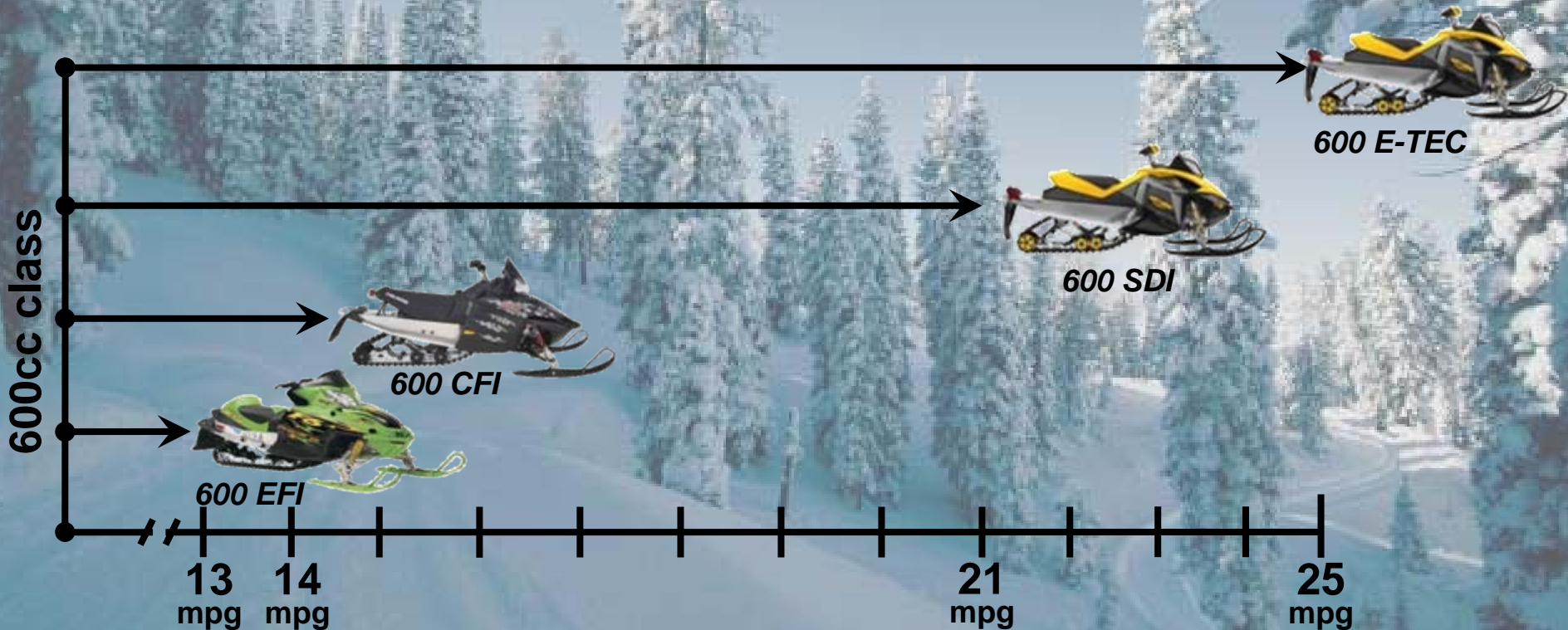
# *E-TEC technology*

## *Consumer benefits*

- 78% better fuel economy than the closest EFI (\*25mpg VS \*14mpg)
- 82% better oil economy than Polaris 600 CFI (500km/L VS 275km/L)
- 3 years spark plug warranty (or up to 10 000km / 6600mi)
- Easy cold start, one pull start
- Virtually no smoke and smell
- Incredible smooth idle
- Less emission than any 2-stroke (even some 4-stroke)
- Cleaner burning
- Lowest EPA emission level of all 2-stroke (2.6)
- Summerization function

# E-TEC technology

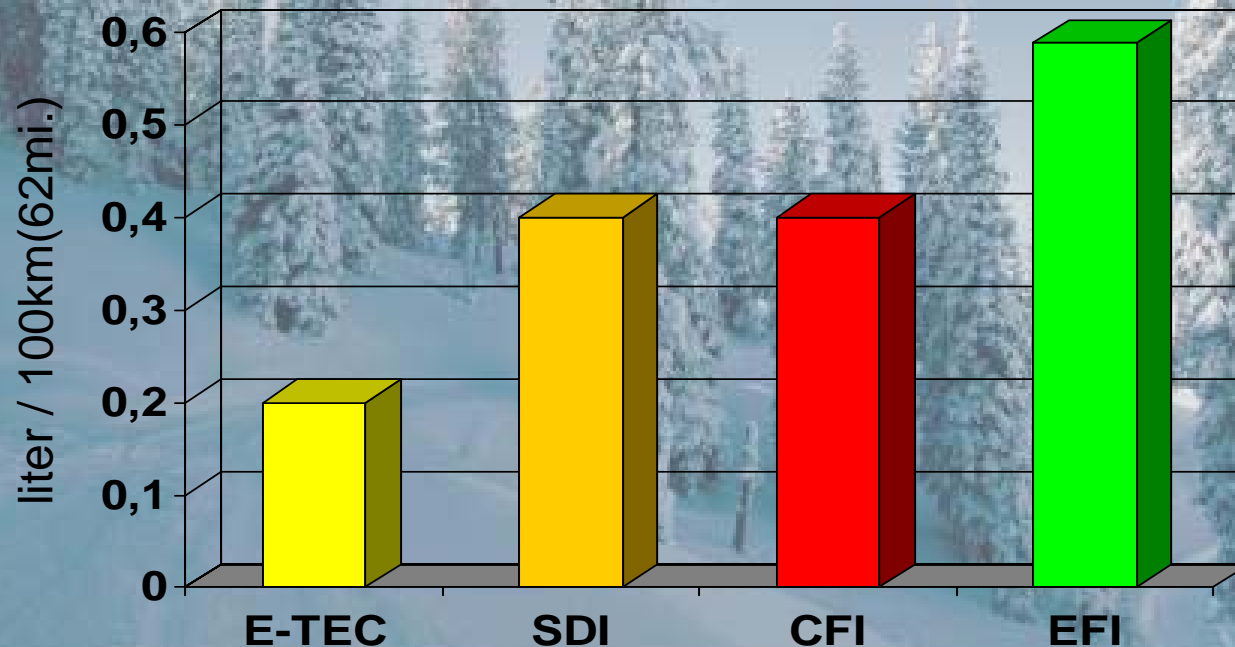
**The best fuel economy of any 2-stroke**



**78% better fuel economy than the Polaris CFI !**  
**92% better fuel economy than the Arctic Cat EFI !**

# E-TEC technology

*The lowest oil consumption of any 2-stroke*



*Uses 1/2 the oil of a Polaris 600 CFI (45% less)  
Uses 1/3 the oil of a Arctic Cat 600 EFI (66% less)*

# *E-TEC technology*

## *What about the oil ?*

### **DI Engine Oil**

- Designed to be combusted
- Related emissions accounted for, in EPA ratings
- Always Lubricates Engine with Fresh, Uncontaminated Oil

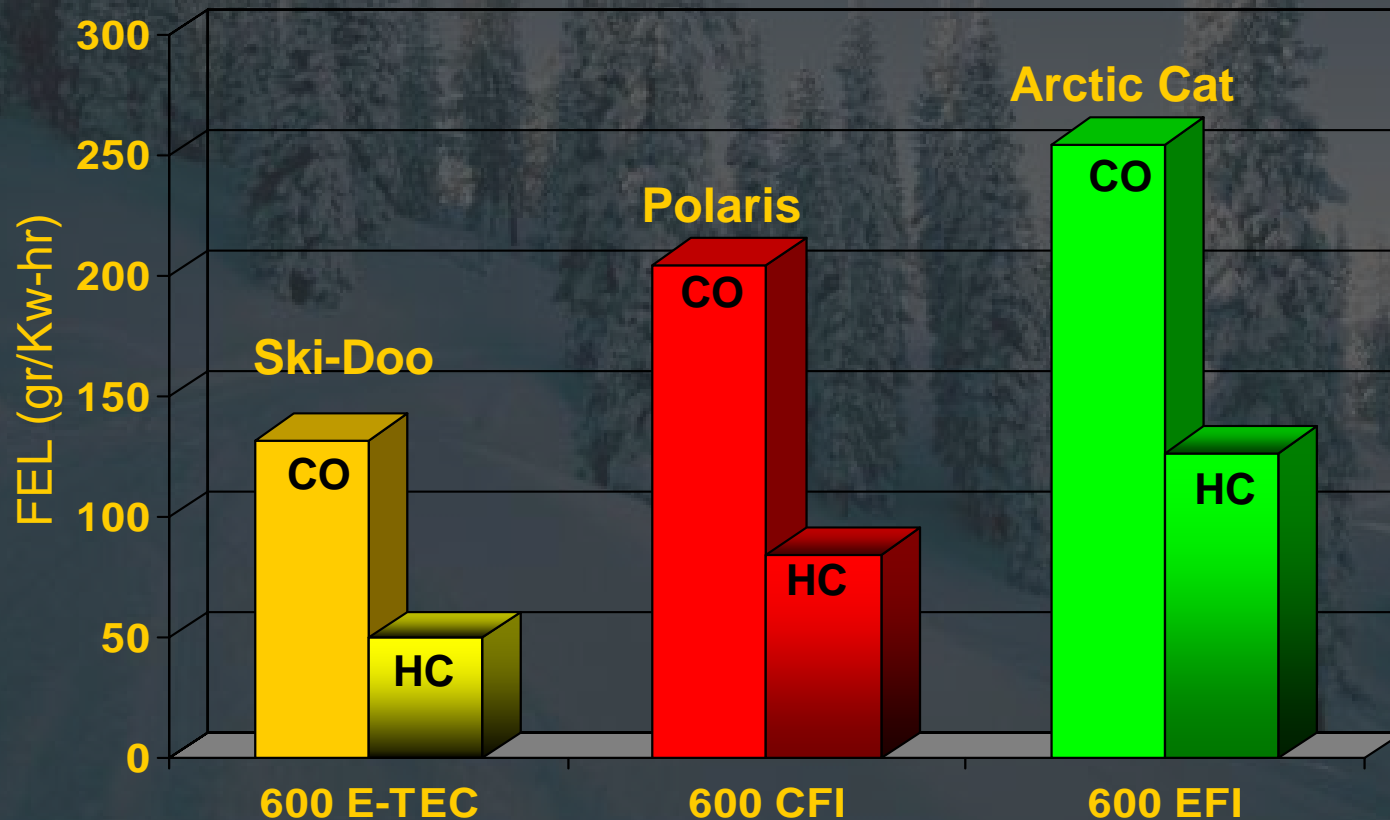
### **Used 4S Oil**

- Not designed to be combusted or “burned”
- Is classified as a hazardous waste
- Lubricates engine with contaminated oil virtually all of the time

# E-TEC technology

## The lowest CO and HC emission

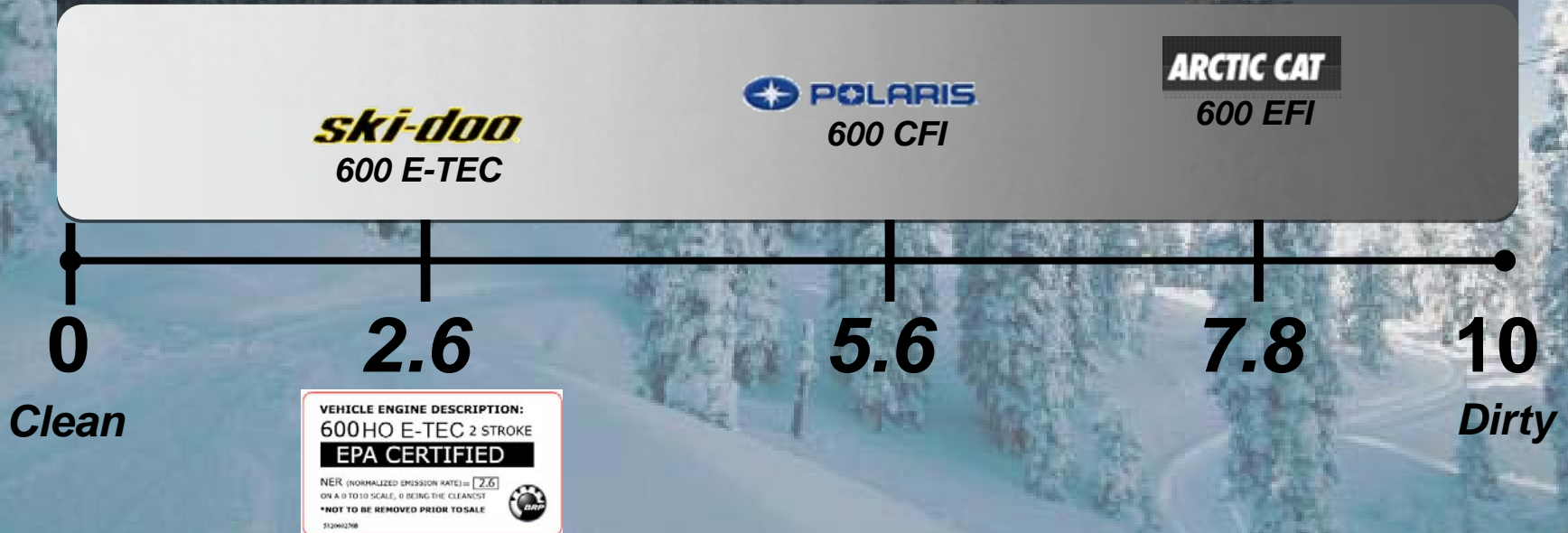
### Carbon Monoxide & Hydro Carbon



# E-TEC technology

The cleanest 2-Stroke technology

EPA Normalized Emission Rate (NER)



HALF the Smoke & Smell of Polaris  
One THIRD the Smoke & Smell of Arctic Cat

# ***E-TEC technology***

***Summerization function***

***Automatic cylinder fogging***

***2 min. and it's done !***

***Hassle free, on a click of a button***

***The first in the snowmobile industry***

# *E-TEC technology*

## *Take away*

1. *Best fuel economy* of any 2-stroke
2. *The lowest OIL* consumption of any 2-stroke
3. *Cleanest* 2-stroke of the industry
4. *Virtually no smoke & smell*

**MXZ TNT****Still the lightest**

<b>2009 Ski-Doo</b>	<b>Lbs</b>	<b>2008 Competition</b>	<b>Lbs</b>	<b>Delta lbs</b>
<b>MXZ TNT 600 H.O. E-TEC</b>	<b>415</b>	<b>Polaris Dragon IQ 600 CFI</b>	<b>476</b>	<b>61</b>
		<b>Arctic Cat F6 EFI</b>	<b>498</b>	<b>83</b>
		<b>Yamaha RS Vector GT</b>	<b>557</b>	<b>142</b>



# 2009 MX Z<sup>®</sup> TNT™

## PACKAGE HIGHLIGHTS

- NEW E-TEC technology choice
- REV-XP platform
- REV-XP driveline
- Expanded riding position
- Brembo hydraulic brake
- Pilot™ 5.7 skis
- KAYABA HPG™ T-A alu. shocks
- SC™-5 rear suspension
- Lightweight 1-inch lug RipSaw® track
- Riser block / handguards / low windshield
- Lightweight front suspension components
- Electric fuel gauge
- Analog gauge w/display
- REV-XP racing seat
- RER™ electronic reverse

### ENGINE CHOICE

600 H.O. E-TEC

### COLOR CHOICE

Yellow / Black

### FACTORY INSTALLED OPTION

Electric start

## ENGINE

Engine	600 H.O. E-TEC
Engine details	Liquid-cooled, 3-D R.A.V.E.™
Cylinders	2
Displacement	594.4 cc / 36.3 in <sup>3</sup>
Bore	72 mm / 2.8 in
Stroke	73 mm / 2.9 in
Maximum engine speed	8100 RPM
Carburetion	Electronic DI
Recommended fuel type	Regular unleaded
Minimum octane	87
Fuel tank	40 liters / 10.6 gallons
Oil tank	3.7 liters / 3.9 quarts
Exhaust system	Single tuned-pipe, baffle muffler

## POWERTRAIN

Drive clutch type	TRA™ III
Driven clutch type	QRS
Engagement	3600 RPM
Clutches center distance	258.7 mm / 10.18 in
Small sprocket number of teeth	25
Large sprocket number of teeth	45
Drive sprocket number of teeth	8
Drive sprocket diameter	183 mm / 7.2 in
Brake system	Brembo hydraulic brake

## SUSPENSION

Front suspension	Dual A-arm front suspension
Front shock	KAYABA HPG T-A alu.
Front suspension max. travel	229 mm / 9 in
Rear suspension	SC-5
Front arm shock	KAYABA HPG T-A alu.
Rear arm shock	KAYABA HPG T-A alu.
Rear suspension max. travel	381 mm / 15 in

## DIMENSIONS

Vehicle overall length	2890 mm / 113.8 in
Vehicle overall width	1217 mm / 47.9 in
Vehicle overall height	1000 mm / 39.4 in
Official dry weight	188 kg / 415 lb
Ski stance	1195 mm / 47 in
Ski overall length	1066 mm / 42 in
Ski width	145 mm / 5.7 in
Track nominal width	381 mm / 15 in
Track nominal length	3051 mm / 120 in
Track profile height	25.4 mm / 1 in

## FEATURES

Skis	Pilot 5.7	Tachometer	Standard
Seating	REV-XP racing	Mirrors	Optional
Electric start	Optional	Windshield	Low
Heated grips	Standard	Handlebar	Riser block (115 mm / 4.5 in) / J-hooks / handguards
Speedometer	Standard	Anti-slip running boards	Standard

