2025

SKANDIC° SE

Spring-only package with ultimate off-trail traction and flotation loaded with premium utility features.



- Two Rotax® engines available: 600R E-TEC® and 900 ACE™
- Available with four 20 in. or 24 in. track options
- Ultra large LinQ® utility cargo box with 135 L/35.7 US gal of storage
- Heated driver's visor power outlet
- 7.2 in. digital display

ROTAX ENGINE

• Pilot™ 7.4 skis w/ liners

- \bullet KYB † 36 center and rear shocks
- Multi-LinQ plate with 125 lb/56.7 kg cargo capacity
- LTS telescopic front suspension
- \bullet SC † 5U articulating rear suspension with locking mechanism (no tool required)

900 ACE

- Removable passenger seat with grips
- Ultra-high windshield with side deflectors
- Air radiator with fan

- · Standard electric start
- Deep snow running boards with large openings
- Easy Shift transmission (H-L-N) with RER^TM electronic reverse (2-stroke)/electro-mechanical reverse (4 stroke)

SKANDIC SE 900 ACE SHOWN

- Pivoting mirrors
- pDrive™ clutch
- · Low handlebar strap

| Engine details | Liquid-cooled, | Liquid-cooled, |
|--|--|-----------------------|
| | two-stroke, eRAVE™ | four-stroke D.O.H.C., |
| | | dry sump |
| Horsepower* | 125 | 95 |
| Cylinders – Displacement | 2 - 599.4 cc | 3 – 899 cc |
| Bore – Stroke (mm) | 72.3 – 73 | 73 – 69.7 |
| Fuel system | E-TEC direct injection EFI | |
| Fuel type – Octane | Premium unleaded – 91 Regular unleaded – 87 | |
| Fuel tank (L/US gal) | 42/11.1 42/11.1 | |
| Oil tank capacity (L/qt) | 3.4/3.6 | 3.3/3.5 |
| POWERTRAIN | | |
| Drive clutch | pDrive with clickers/ | pDrive |
| Driven clutch | QRS (20 in.) QRS Vent (24 in.) | QRS |
| Drive sprocket pitch (mm/in.) | 73/2.86 | |
| DRY WEIGHT | | |
| Dry weight 20 in track (lb) | 651 | 675 |
| Dry weight 24 in track (lb) | 671 | 695 |
| DIMENSIONS | | |
| Vehicle overall length (mm/in.) | 3,222/126.9 | |
| Vehicle overall width (mm/in.) | 1,089/42.8 | |
| Vehicle overall height (mm/in.) | 1,513/59.6 | |
| Ski stance (mm/in.) | 889/35 | |
| Available tracks (in.) (Length x width x profile) | Silent Cobra WT: $154 \times 20 \times 1.8$ Silent Ice Cobra WT: $154 \times 20 \times 1.5$ | |
| | Silent Cobra SWT: 154 x 24 x 1.5 opt. Silent Ice Cobra SWT: 154 x 24 x 1.5 opt. | |

600R E-TEC

| Dusty Navy and Black | |
|---|--|
| Black Black | |
| SUSPENSION | |
| Front suspension | LTS |
| Front shock | Motion Control |
| Front suspension travel (mm/in.) | 150/5.9 |
| Rear suspension | SC-5U |
| Center shock | KYB 36 |
| Rear shock | KYB 36 |
| Rear suspension travel (mm/in.) | 239/9.4 |
| FEATURES | |
| Platform | REV® Gen4 |
| Headlights | Halogen |
| Skis | Pilot 7.4 w/ liners |
| Seating | WideTrack 2-up |
| Handlebar | Standard with J-hooks/Grab handle |
| Riser block height (mm/in.) | 145/5.7 |
| Starter | Electric |
| Reverse | RER (600R E-TEC) Electro-mechanical (900 ACE) |
| | |
| Air radiator | Fan |
| Air radiator Brake system | Fan Brembo† |
| | 1 411 |
| Brake system Heated throttle lever/grips Gauge type | Brembo† |
| Brake system Heated throttle lever/grips | Brembo† Standard (driver only) |
| Brake system Heated throttle lever/grips Gauge type | Brembo† Standard (driver only) 7.2 in. digital |

2025 SKANDIC SE

// FEATURE HIGHLIGHTS



1 Multi-LinQ plate

Standard LinQ adaptable storage. Fits 16 and 20 in. wide LinQ accessories to maximize accessory options. Up to 125 lb (56.7 kg) of cargo capacity.



2 Ultra large LinQ utility cargo box

 $135\,L/35.7$ US gal of lockable, weather-resistant storage capacity. Incorporated hatchet and saw holder, plus attachment points for bungees and two 16 in. LinQ positions on top for expandable accessory use.



3 LTS front suspension

Industry-exclusive telescopic front suspension enables a large, flat belly pan for exceptional deep snow flotation.



SKANDIC SE 900 ACE SHOWN



4 Ski liners

Added flotation for extreme capability when your day takes you into the deep stuff.



5 20 in. and 24 in. wide tracks available

A wide range of options built to offer superb flotation and meet any towing needs.



6 SC-5U articulating rear suspension

The articulated rail maximizes deep snow traction in reverse, and its toolless locking mechanism is ideal for towing.



