



TECHNICAL REGULATION

RMC SOUTH AMERICA TROPHY 2024

**RMC SOUTH AMERICA TROPHY 2024 |
SEPTEMBER 24 - 28**

KARTODROMO LAS PERDICES

MICRO MAX Category
MINI MAX Category
JUNIOR MAX Category
SENIOR MAX Category
MASTER MAX Category
Category DD2 SENIOR
Category DD2 MASTER
Category DD2 SUPER MASTER

ROTAX MAX CHALLENGE SOUTH AMERICA

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KARTODROMO LAS PERDICES – MELIPILLA

VERSION 1 - JANUARY 2024

SPIRIT AND INTENTION

The guidelines in this publication are subject to the term “Spirit and Intent” and are applied to the technical aspects of racing as well as the actions of the drivers and their companions. All participants are expected to adhere to the spirit and purposes of these rules. These are guidelines for fair and equitable competition. They are not bases for reading “between the lines” to change their meaning. The governing body has no intention of getting bogged down in internal litigation. If you are the type of person who is intent on making excuses, it is imperative that you reevaluate your participation in this test.

The “Spirit and Intent” clause allows race authorities to make relevant decisions and resolve disputes without having to resort to a dictionary-sized rule book. If you contemplate any technical aspect that is not described in these rules, please contact the corresponding entity to be sure that it is legal and will be permitted. The RMC SOUTH AMERICA TROPHY 2024 sponsored by the Chilean Sports Automobile Federation (FADECH) and the Chilean Karting Association (AKC), this event is endorsed by BRP HOLDINGS and its ROTAX brand and has RACINGCOMPONENTS SAS and the Rotax Rancing Club of Chile (CRRC). All participating pilots must be holders of an International Sports License issued by their country of origin and have the express authorization of the person issuing it.

1. GENERAL

The RMC SOUTH AMERICA TROPHY 2024 Technical Regulations. Additional technical regulations must be consulted on the ROTAX International website or on the event website, which will be the only source of official information. Everything that is not stipulated in these regulations will be guided by the international technical regulations of ROTAX MAX CHALLENGE 2024.

1.1. CATEGORIES

The RMC SOUTH AMERICA TROPHY 2024 are divided into the following categories:

- 125 Micro Max
- 125 Mini Max
- 125 Junior Max

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- 125 Senior Max
- 125 Master Max
- 125 DD2 Senior
- 125 DD2 Master
- 125 DD2 Super Master

2. EQUIPMENT

2.1. ABOUT

ENGINES

Only the use of 125 MAX Evo and DD2 MAX EVO engines, marketed in South America by the network of official Distributors/Dealers of the brand and Grand Finals engines, is authorized. Engines from other continents will not be accepted. Pilots may register two engines during the engine and chassis registration and verification period at the time designated for verification.

Registration of motors will not be allowed after this time.

The engine combinations that will be allowed will be:

- For the Micro Max, Mini Max and Junior Max categories, the cylinders allowed will be 223994 and 413530 with alphabetical code or identification hologram.
- For the Senior Max and Master Max category the cylinders allowed will be 223993 and 413531 with alphabetical code.
- For the DD2 Senior, Master and Super Master category the cylinders allowed will be 613933 and 613944 with alphabetical code.

2.1.1 All engines without exception must arrive sealed by an Official Service Center in South America and be imported or nationalized by the invited South American distributors. It is not possible to inspect, repair or seal engines of any delegation, after the registration of teams. Only in exceptional cases approved by the Stewards in writing, may they be repaired and sealed by the official Service Center of the organizing country.

2.2. OF THE SPARK PLUGS

Micro Max and Mini Max Categories

GR8DI or NGK GR9DI spark plugs

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Electrode gap (maximum), a filler gauge of 1.20 mm should not fit between the two electrodes.

Junior Max, Senior Max, Master Max Categories

NGK GR8DI or NGK GR9DI spark plugs

Gap between electrode (maximum) a filler gauge of 1.00 mm should not fit between the two electrodes.

DD2 Senior, Master and Super Master Categories

NGK GR8DI or NGK GR9DI spark plugs

Gap between electrode (maximum) a filler gauge of 1.00 mm should not fit between the two electrodes.

2.3. BATTERIES

Only original batteries with the following specifications will be used, YUASA brand model YT7B-BS (with and without ROTAX logo) ROTAX RX7-12B or RX7-12L (lithium iron phosphate type).

The battery must be equipped with an original battery clamp and cover (as illustrated) and must be secured to the chassis with both clamps (the 4 screws). The battery clamp with or without cable holder is legal for use.

2.4. CARBURETORS

Dellorto carburetor, the casing must display the molded text "VHSB 34", stamped with "XS", according to international Rotax Regulations.

2.5. PINION AND CROWN RELATIONSHIPS

MOTOR	PIÑON	CROWN
MICRO MAX	14, original ROTAX	Free
MINI MAX	13, original ROTAX	Free
JUNIOR MAX	12, original ROTAX	Free
SENIOR MAX	12, original ROTAX	Free
MASTER MAX	12, original ROTAX	Free
DD2 SENIOR	Free, original ROTAX	Free
DD2 MASTER	Free, original ROTAX	Free
DD2 SUPER MASTER	Free, original ROTAX	Free

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2.6. SQUISH (tolerance between piston head and cylinder head or combustion insert)

Minimums allowed like this:

MICRO MAX:	2.40 mm minimum
MINI MAX	1.20 mm minimum
JUNIOR MAX:	1.20 mm minimum
SENIOR MAX:	1.00 mm minimum
MASTER MAX:	1.00 mm minimum
DD2 SENIOR:	1.30 mm minimum
DD2 MASTER:	1.30 mm minimum
DD2 SUPER MASTER:	1.30 mm minimum

2.7. ECU

The electronic control unit (ECU) is labeled with stickers and remains legal even if the label cannot be read or has disappeared.

125 Micro MAX:	"666815".
125 Mini MAX:	"666818".
125 Junior MAX:	"666813".
125 Senior MAX:	"666815"
125 Master MAX:	"666815".
125 DD2 Senior:	"666816".
125 DD2 Master:	"666816".
125 DD2 Super Master:	"666816".

The ECU should be checked with the ECU tester (Rotax 276230) according to the following procedure. Disconnect the engine wiring harness from the ECU. Connect the wiring harness of the ECU tester to ECU. Connect the power cable to the wiring harness of the tester the ECU with the engine wiring harness charging connector.

2.8. EXHAUST SYSTEM

A maximum of 4 pieces of original Rotax exhaust springs are permitted to be used to secure the exhaust system to the cylinder (A "safety cable" is not permitted in the exhaust flange area).

It is mandatory to use the original exhaust system supplied by Rotax for the corresponding class. Welding on the exhaust system is only permitted in the case of a repair.

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The modifications allowed in the original exhaust systems are:

- Replacement of the original rivets on the silencer cover with metric screws. 4 mm and their corresponding locknuts.
- Replacement of the insulating mat (only an original insulating mat can be placed) inside the muffler and the muffler end cover with perforated tube with original Rotax spare parts.

2.9. OF THE TIRES

Micro Max and Mini Max Categories

In the prior technical verification, each driver will receive 2 sets of sealed MG Cadete SC2 brand dry tires. The first set will be used since official training, the second set will be used for classification, qualifying heats, prefinal and final, on Thursday 26th, Friday 27th and Saturday 28th September.

Categories Junior Max, Senior max, Master max, DD2 Senior, DD2 Master, DD2 Master and DD2 Super Master

Each driver will receive, in the prior technical verification, 2 sets of MG SM2 brand dry tires sealed and if necessary, which will be used for classification, qualifying heats, prefinal and final, on Thursday 26, Friday 27 and Saturday 28 September.

*There will be no sale of additional sets of tires.

2.10. CHASSIS

Only one (1) chassis per driver may be presented for the entire event, unless formally authorized by the College of Stewards certifying that the chassis is not in technical condition for the competition.

All chassis sanctioned by an authorized Rotax distributor or with CIK-FIA approval are authorized, characteristics by category:

Micro Max and Mini Max Categories

Any chassis with a wheelbase of 950 mm.
Front brakes are not allowed.

Junior Max, Senior Max and Master Max Categories

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Any chassis with maximum diameter of the rear axle = 50 mm, minimum wall thickness according to CIK-FIA standards.
Front brakes are not allowed.

DD2 Senior, DD2 Master and DD2 Super Master Categories

Any chassis with a valid CIK-FIA homologation.
Any brake system.

As listed in the CIK International/Zone Calendar the following material must have a valid CIK approval:

- Chassis
- Brakes
- Body and bumpers
- Rear wheel protection
- Front Sairing Mountaig Kit

This is a "technical" regulation, at the time of registration it is understood to be accepted and understood, therefore it will not give rise to legal interpretations or to allege "legal gaps" in it.

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