



ROTAX

RMC

GRAND FINALS

BAHRAIN

SAKHIR

NOV 29–DEC 06, 2025



TECHNICAL REGULATIONS

MICRO MAX | MINI MAX | E20 SENIOR | E20 MASTERS

Supported by:

#mojo

XPS



SODI

birelART

Praga



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TECHNICAL REGULATIONS

MICRO MAX | MINI MAX | E20 SENIOR | E20 MASTERS

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The chapter A refers to the 125 Micro MAX and 125 Mini MAX Technical Regulations.
The chapter B refers to the E20 Senior and Masters Technical Regulations.

The Competition shall be run in accordance with these RMCGF 2025 Technical Regulations – Micro Max / Mini Max / E20 Senior / E20 Master and official Bulletins and:

- ROTAX MAX CHALLENGE GRAND FINALS 2025 Technical Regulations and the official Bulletins
- ROTAX MAX CHALLENGE GRAND FINALS 2025 Sporting Regulations and the official Bulletins
- ROTAX MAX CHALLENGE GRAND FINALS 2025 Supplementary Regulations
- CIK/FIA Karting Technical Regulations and official Bulletins

The Organizer of the event reserves the right to issue modifications to the Technical Regulations, that will be published as Official Bulletins.

The English language is the official version.

Headings in this document are for ease of reference only and do not form part of these Technical Regulations.

A. 125 MICRO MAX / 125 MINI MAX CLASSES

1.1. EQUIPMENT

The only equipment – complete kart and tyres – allowed during the event will be provided on a loan basis, by the organizer and must be in accordance with these Regulations and its Appendices.

1.2. AMOUNT OF EQUIPMENT

According to Article 2.1 of the RMCGF2025 Technical Regulations.

1.3. CHASSIS, BRAKE SYSTEM, BODYWORK

According to Article 2.2. of the RMCGF2025 Technical Regulations.
Single brand chassis per category, defined by tender.

The brand for each class is:

125 Micro MAX: Charles Leclerc Kart - BirelART

125 Mini MAX: Praga – IPKarting

1.3.1. Front fairing

- The use of a homologated Front Fairing and of the homologated Front Fairing Mounting Kit of the bodywork homologation is mandatory for all categories, in accordance with CIK Specific Prescriptions, article 31 and CIK Technical Drawing No 3.2. and 3.2.1.
- Appropriate fairings and mounting kits will be provided to Entrants/Drivers with each kart and are the only components which may be used.
- The provisions of CIK General Prescriptions, article 2.3.3 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

1.4. TYRES

Dry	Mojo C2 CIK Mini	front 4.0 x 10.0 – 5	rear 5.0 x 11.0 – 5
Wet	Mojo CW CIK Mini	front 3.6 x 10.0 – 5	rear 4.5 x 11.0 – 5

1.4.1. Quantity for each category

1. Dry tyres:

Micro Max

- 1 set for the whole event (non parc fermé status). However, Stewards may decide, at any time, to keep the tyres in Parc Fermé.

Mini Max

- 1 set is for non-qualifying practices (non parc fermé status).
- 1 set is for qualifying up to and including finals (non parc fermé status). However, Stewards may decide, at any time, to keep the tyres in Parc Fermé.

1.4.2. Wet tyres:

- Maximum one set of MOJO CW CIK Mini will be handed out for non-qualifying practices (parc fermé status).
- Organizer keeps the right to decide if a second set of wet tyres will be handed out for qualifying practice up to and including final. This set will be mounted and kept in parc fermé.
- Maximum 2 sets are available for the whole event for each category. They will only get handed out in case of rain.

1.4.3. Distribution and usage of tyres:

- The first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices.
- A certain number of used tyres from the first set (depending on the category) will be kept in parc fermé.
- After the last session of the non-qualifying practice each driver will receive a new set of slick tyres, which has to be used for the qualification phase up to and including the final. Each tyre of this set is marked with a barcode and the starting number.
- Each driver is responsible for checking that the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc fermé for remarking.
- If there is a reasonable risk for rain, wet tyres together with rims will be handed out in time. Each tyre of these sets is marked with a barcode and the starting number.
- In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tyre, the technical scrutineer will determine if the failure was due to material defect or has been caused on purpose/misuse. The technical scrutineer's decision will be final and not subject to protest or appeal.
- If the failure has not been caused on purpose/misuse the following rule will apply:
 - In all categories a new tyre will be provided as replacement during Non Qualifying Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a used tyre (with similar wear rate) will be provided as replacement.

All tyres are marked with barcode and can only be used by the assigned driver.

- Being proven that a tire barcode sticker is not the original or it was manipulated, Driver will be excluded from the event.
- At the entrance to the Start Servicing Parc, a Scrutineer will check the barcode stickers, and if there is any kind of suspicion that the barcode sticker was manipulated or changed, he will report immediately this fact to the Chief Scrutineer. From this moment on, the Driver and his kart are not allowed to access the Start Servicing Parc, until a final decision from the Chief Scrutineer.
- If during the Sporting Checks, after the Qualifying Practice or races, a kart is found that a tire has one non original barcode sticker, he will be disqualified from the event.
- At the entrance of the Start Servicing Parc a Driver who presents with his/her kart with one or more tyres not corresponding to those assigned to him for the race, will not be allowed to enter until he/she presents his kart with the right tyres, and as long as he/she will be within the stipulated time, defined on the official time schedule of the event, for access of his/her group to the Service Park In.

Tyres are assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Strictly no modifications or tyre chemical treatment is allowed. Tyre check with "tyre sniffer" Mini-RAE-Lite: Maximum value = 4ppm. Over this value there will be a second check. If the value remains over the 4ppm, Driver will be disqualified from the event.

Tyres must be mounted in accordance with the rotation markings defined on the tyre.

2. ENGINES

According to Article 2.4. of the RMCGF2025 Technical Regulations.

The 125 Junior MAX engine is the basis for the engine configurations 125 Micro MAX and 125 Mini MAX.

Note: A minimum volume of 50ml of gear oil must be able to be sampled at all times during the event. Oil as supplied must be used and changing of the gear oil for an alternative brand is not permitted. The measured oil must be extracted via the port for this purpose in a maximum of 1 minute.

3. RETURN OF EQUIPMENT

According to Article 2.5. of the RMCGF2025 Technical Regulations.

4. DATA ACQUISITION

According to Article 2.6. of the RMCGF2025 Technical Regulations.

5. SAFETY EQUIPMENT

According to Article 7, CIK-FIA technical regulations.

6. FUEL/OIL

Pre-mixed fuel will be provided via Parc Fermé for the whole event.

7. ADVERTISING ON ENGINES

No sponsor stickers except ROTAX, BRP, MOJO, XPS are allowed on the engine and engine accessories.

8. MODIFICATIONS, LEGAL ADDITIONS, NON-TECH ITEMS, MEASUREMENTS

According to Article 3. of the RMCGF2025 Technical Regulations.

9. TECHNICAL SPECIFICATIONS (OUTSIDE THE ENGINE AND CARBURETOR SEAL) FOR ROTAX KART ENGINES

For all components outside the engine and carburettor seal, the competitor is responsible to assure the conformity with the RMCGF2025 Technical Regulations.

10. IGNITION SYSTEM

According to Article 4.6. of the RMCGF2025 Technical Regulations.

The electronic control unit (ECU) is labelled with stickers and is still legal also if the sticker is unreadable or disappeared.

125 Micro MAX: "666815"

125 Mini MAX: "666818"

The ECU must be checked with the ECU tester (Rotax 276230) according to following procedure.

Disconnect engine cable harness from ECU.

Connect ECU tester cable harness to ECU.

Connect energy cable of ECU tester cable harness with the charging connector of engine cable harness.

At every connection with the battery the software version of the ECU tester will be indicated on the display for approx. 2 seconds.

The software version indicated on the display must be 2V00.

Start the test by pressing the button "✓" on the ECU tester.

After approx. 3 second the type of ECU ① that is actually tested will be indicated in the second line of the display.

After approx. 30 seconds the result ② of the test will be indicated in the first line of the display.



The ECU tester must indicate following results:

125 Micro MAX category

① 666815MAX

② !! Test OK !!

125 Mini MAX category

① 666818MINIMAX

② !! Test OK !!

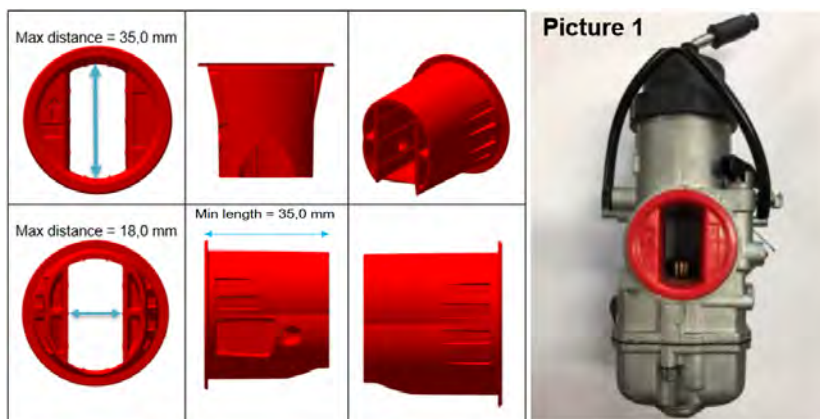
11. CARBURETTOR

According to Article 4.9. of the RMCGF2025 Technical Regulations.

11.1. For the 125 Micro MAX and 125 Mini MAX classes, the throttle body restrictor must be installed in the rear of the carburettor and in the correct orientation (see picture 1 below for reference).

ROTAX part number: 267536

No modifications are allowed, the ribbed surface on the inlet is to help ensure dimensions have not been modified.



12. RADIATOR

The removal of the thermostat from the cylinder head cover is an allowed modification.

Radiator must be mounted with all components as shown in the respective illustration.

To apply tape (neutral tape without advertising only) around the radiator is an allowed modification to control the air flow through the radiator.

Tape may not be removed from the radiator during operation on the track.
Any other non-original device to control the air flow through the radiator is prohibited.

Only version as shown in the illustration is legal to be used.

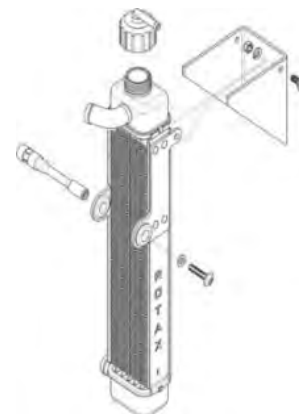
Cooling area:

Height: 280 – 300 mm

Width: 58 – 62 mm

Thickness of radiator: 30 – 34 mm

To remove the original flap is NOT allowed.



13. EXHAUST SOCKET

Just exhaust sockets with gasket ring are legal to be used.

Diameter (A) must apply for a length (B) of at least 12 mm.

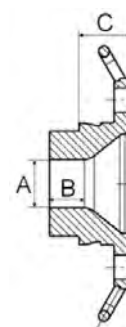
Maximum inner diameter (A) of exhaust sockets:

125 Micro Max: 18,20 mm (Rotax part no. 273 192) Marked “ Micro “

125 Mini Max: 22,10 mm (Rotax part no. 273 196) Marked “ Mini “

The measurement (C) must be at least 18,5 mm.

It is strictly forbidden to change or modify the exhaust socket in anyway.



NOTE: All exhaust sockets have been pre-measured by ROTAX and confirmed to be inside the above tolerances prior to the event. All competitors are reminded they are responsible for compliance with these regulations.

ROTAX or the technical scrutineers retains the right to check or exchange the exhaust socket or any of its components at any time during the event.

The internal profile of the exhaust socket has to be checked with the template, Rotax 277 405.

Fit the template (125 Micro MAX “18 mm”, 125 Mini MAX “22 mm”) as far as possible into the exhaust socket (without gasket, carbon deposits removed). There has to be a constant crack light between the profile of the exhaust socket and the profile of the template.



14. EXHAUST SYSTEM

- The exhaust will be sealed by ROTAX prior to the event.
- It is forbidden for the competitor to break the seal or modify the exhaust or any of its components in any way.
- ROTAX or the technical scrutineers retains the right to check or exchange the exhaust or any of its components at any time during the event.
- The 3 x **fixations (rivets, bolts and locking nuts)** must be always secured tight to ensure a sealing between the perforated tube and exhaust system.
- The perforated tube must be fully inserted into the exhaust system (see top, right picture for reference) External protrusion of the outer sealing ring of the perforated tube is forbidden. (Indicated by the red arrow).



- The seal must be passed through a 4th hole (maximum 4mm diameter). The hole must be in a position that avoids the leaking of exhaust gasses as indicated in the picture on the right. The perforated tube must be always secured tightly to the exhaust at 3 points.
- The use of a minimum of 2 pieces and a maximum 4 pieces of original Rotax exhaust springs, to fix the exhaust system to the exhaust socket, is allowed.
- To use a “safety wire” to fix the exhaust system to the exhaust socket is not allowed.



A specific exhaust system must be used for:

125 Micro Max: Rotax part no. 273 136

125 Mini Max: Rotax part no. 273 137

The Exhaust external body is a common component in both versions. The difference is in the internal components.

The silencer must be mounted in a position where the direction of the 90° elbow outlet (direction of the exhaust gasses) does not harm any component of the chassis.

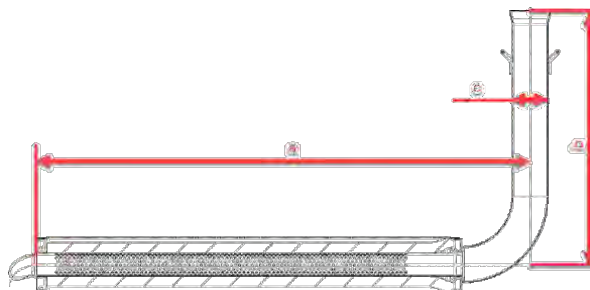
The exhaust must be mounted and secured in such a way to ensure a full sealing around the exhaust socket and the gasket ring.

The measurement in the diagram below are as follows:

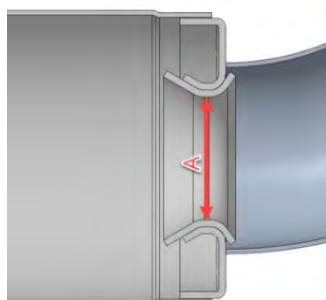
(a) 580 mm +/- 5mm

(b) 299 mm +/- 5mm

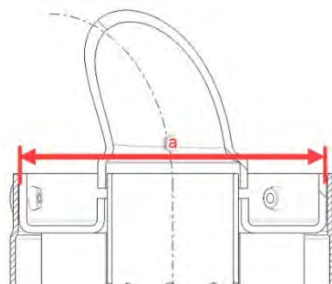
(c) 42 mm +/- 3mm



A solid flat plate measuring 28.0mm wide and 1.5mm thick must not pass through Section “A” (Internal exhaust components must first be removed) and a steel ball with a 26.0mm diameter must be able pass through Section “A” in the below diagram from the inlet and through the 90-degree elbow completely. All exhaust gases must pass through Section “A”



The inner measurement of the exhaust system silencer end (a) in the below diagram must be a maximum of 63.0 mm.



(Note: this is not a measurement of the perforated tube)

The Exhaust must be installed firmly to the chassis using a rigid mount/s.

The Exhaust must be mounted to the rigid mount/s using 2 ROTAX silent blocks (part 660920 and or 260657 allowed).

The deflection of the 2 silent blocks is the only Exhaust movement allowed.

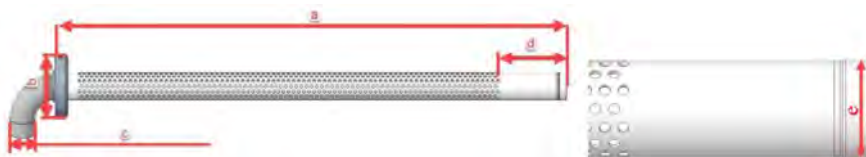
The Exhaust must be mounted in a neutral position with no stress on the 2 silent blocks.

125 Micro MAX Perforated tube

ROTAX part number: 273212

The measurements in the diagram below are as follows:

- (a) at least 498 mm
- (b) minimum outside diameter of 61 mm
- (c) maximum outside diameter of 26 mm
- (d) minimum length 63 mm
- (e) minimum outside diameter of 26.0 mm



The only legal Isolation matting for 125 Micro MAX is:
 ROTAX part number 297982

New size minimum 480 x 270mm (+/-10mm)

New weight 207gr (176g – 238g)

Used weight minimum 140g

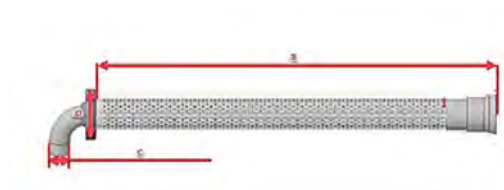
Used weight maximum 350g

125 Mini MAX Perforated tube

ROTAX Part number 273211

The measurements in the diagram below are as follows:

- (a) at least 480 mm
- (b) minimum outside diameter of 61 mm
- (c) maximum outside diameter of 26 mm



Note:

Mini MAX perforated tube has a stamped ID marker “O” visible externally.

The fine mesh must cover all the small holes on the perforated tube.



The only legal Isolation matting for 125 Mini MAX is:
ROTAX part number 297985

New size minimum 490 x 180mm (+/-10mm)
New weight 141g (119g – 163g)
Used weight minimum 110g
Used weight maximum 350g

15. PERMITTED ADJUSTMENTS TO THE CHASSIS, ENGINE, CARBURETTOR AND DRIVE TRAIN OPTIONS

15.1. 125 Micro MAX – Charles Leclerc Kart - BirelART

No.	Item	Specification
1	Carburation and gearing mandatory for the 1 st free practice.	114 Main Jet must be installed. Front sprocket 14, Rear sprocket 64 teeth. Please note: you will need to install the correct main jet
2	Carburation and gearing options for the 2 nd free practice through to the Finals	Any main jet from the kit supplied can be used. (105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119 & 120) Front sprocket 14, Rear sprocket 63, 64 or 65 teeth.
	Spark plug type and gap	NGK GR8DI. Pin gauge 1,20 mm must not fit in between the two electrodes.
3	Chain length and type	Only chains as supplied at the event by the manufacturer are legal to be used. 102 chain length.
4	Ride height	Front : TBC Rear : TBC
5	Camber and Castor	Camber : TBC Castor : TBC
6	Ackerman settings	TBC
7	Seat fixing	TBC
8	Rear bumper	It's allowed to move vertically not horizontal.
9	Optional parts	TBC

From the 2nd free practice ROTAX Recommends: Jet 114, needle position 4, 1,15mm spark plug gap and 85°C engine temperature

Note: Only standard components as supplied at the event by the manufacturer for the specific category may be used in accordance with the RMCGFs 2025 Technical regulations and its appendices.

15.2. 125 Mini MAX – Praga - IPKarting

No.	Item	Specification
1	Carburation and gearing mandatory for the 1 st free practice.	118 Main Jet must be installed. Front sprocket 14, Rear sprocket 74 teeth. Please note: you will need to install the correct main jet
2	Carburation and gearing options for the 2 nd free practice through to the Finals	Any main jet from the kit supplied can be used. (110, 111, 112, 113, 114, 115, 116, 117, 118, 119 & 120) Front sprocket 14, Rear sprocket 73, 74 and 75 teeth.
3	Spark plug type and gap	NGK GR8DI. Pin gauge 1,20 mm must not fit in between the two electrodes.
4	Chain length and type	Only chains as supplied at the event by the manufacturer are legal to be used. 100 or 102 chain length.
5	Ride height	Front: TBC Rear: TBC
6	Camber and Castor	TBC
7	Ackerman settings	TBC
8	Seat fixing	TBC
9	Other notes	TBC
10	Rear Bumper	It's allowed to move vertically not horizontal.

From the 2nd non-qualifying practice ROTAX recommends: Jet 118, needle position 4, 1,15mm spark plug gap and 65°C engine temperature.

Note: Only standard components as supplied at the event by the manufacturer for the specific category may be used in accordance with the RMCGF Technical Regulations 2025 and its appendices.

B. E20 SENIOR and E20 MASTER

16. EQUIPMENT

The only equipment – complete kart and tyres – allowed during the event will be provided on a loan basis, by the organizer and must be in accordance with these Regulations and its Appendices.

17. Amount of equipment

According to Article 2.1 of the RMCGF2025 Technical Regulations.

1 ROTAX Project E20 vehicle *

* The ROTAX race manager may allow the exchange of the vehicle or any of the power train components due to technical reasons or accident damage as required and in coordination with the chief scrutineer of the event.

18. Chassis, brake system, bodywork and Rear Wheel protection system hold the previous CIK homologation.

Single brand chassis SODI as supplied by Rotax.

Chassis are randomly assigned (on a loan basis for the time of the event) to drivers, registered and Routinely checked/scanned by means of the Rotax EMS (Event Management System).

Chassis must be in accordance with RMCGF Technical Regulations 2025 and its Appendices. It is permitted for the rear wheels to be inside the side bodywork.

Minimum rear wheelbase is 1340 mm at the widest point.

Maximum rear wheelbase is 1400 mm at the widest point.

It is permitted to use long rear hubs as provided by ROTAX (Alu rear hub D50 L90 K8 PC0252.528) only in conjunction with wet tyres and rims.

The Chief Scrutineer may allow some changes on the chassis, e.g. in case the height of a driver will not allow him/her to fit properly in the kart.

Every chassis is marked with a chassis seal with a unique serial number (barcode)

During the event, the driver can only change the Project E20 vehicle after the authorization of the ROTAX E20 race manager or the Technical Scrutineers (this decision can be taken only due to parts failure or accident damage). In this case the frame and the other needed parts must be paid for in advance (prices will be defined in the manufacturers price list prior to the event).

Seat

- Original seat as supplied by Rotax or SODI Kart is legal to be used only.
- It is the Driver / Entrant responsibility to mount the seat in accordance with the regulations.
- All fixation screws and nuts for the seat must be mounted and tightened at all times.
- Additional seat stays (supports) must be either fitted and tightened or removed from the chassis.
- Seat supports welded on the frame must not be bent except when authorized by Rotax.
- Lead must be fitted to the seat only.

Axles: Only the original rear axle as supplied by Rotax or SODI is legal to be used.

- Cutting the rear axle is not allowed.
- Fitting anything into the rear axle is not allowed!
- Stub axle adjustment must not be covered.

Stabilizer and sleeves must be fitted and tightened at both ends at all times to the chassis (position is free).

Steering wheel can be mounted in any height positions to fit the driver using the standard or optional

material as supplied/defined by the ROTAX. Steering shaft cannot be cut.

Floor tray: All screws and nuts must be fitted and tightened at all times, including the chassis protectors.

- A data acquisition sensor must be mounted to one of the fixation screws of the floor tray.
- Drilling a hole/s in the floor tray is not allowed.
- To remove the footrest is an allowed adjustment.

The 2 supports for the rear bumper must be mounted tight to the frame at all times. Screws of the rear bumper may be loose to enable a lateral movement of the rear bumper only.

Only original brake pads as supplied by the chassis manufacturer or ROTAX for the Grand Finals are legal to be used.

It is only allowed to use the parts, including rims, originally supplied by ROTAX or SODI.

Legal optional parts:

- Shorter pedals.
- Shorter brake rod.
- Angled steering wheel boss.
- Adjustable steering wheel boss.

Front fairing

According to Article 2.2.17. of the RMCGF2025 Technical Regulations (Junior Max, Senior Max, DD2 and DD2 Master) E20 vehicles may use an existing homologation only if supplied by ROTAX.

19. Tires

Quantity for each category

Dry tires: MOJO D5 CIK Prime Mojo

- 1 set is for non-qualifying practices (non parc fermé status)
- 1 set is for qualifying up to and including finals (Parc fermé status).

Wet tires: MOJO W5 CIK

- Maximum one set will be handed out for non-qualifying practices.
 - Organizer keeps the right to decide if a second set of wet tires will be handed out for qualifying practice up to and including final.
 - Maximum 2 sets are available for the whole event for each category.
- They will only get handed out in case of rain. (Parc fermé status)

19.1. Distribution and usage of tyres

- The first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices.
- A certain number of used tyres from the first set (depending on the category) will be kept in parc fermé.
- After the last session of the non-qualifying practice each driver will receive a new set of slick tyres, which has to be used for the qualification phase up to and including the final. Each tyre of this set is marked with a barcode and the starting number.
- Each driver is responsible for checking that the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc fermé for remarking.
- If there is a reasonable risk for rain, wet tires together with rims will be handed out in time. Wet tyres provided for non-qualifying practices as well as wet tyres provided for qualifying practices up to and including final have to be kept in parc fermé at any time. Each tyre of these sets is marked with a barcode and the starting number.
- In case of mechanical failure of a tire, each driver may exchange maximum 1 front and 1 rear tire (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tire, the technical scrutineer will determine if the failure was due to material defect or has been caused on purpose/misuse. The technical scrutineer's decision will be final and not subject to protest or appeal.

- If the failure has not been caused on purpose/misuse the following rule will apply:
 - o In all categories a new tire will be provided as replacement during Free Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a used tyre (with similar wear rate) will be provided as replacement.

All tyres are marked with barcode and can only be used by the assigned driver.

Tyres are assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Strictly no modifications or tire treatment is allowed. Tire check with "tire sniffer" Mini-RAE-Lite: Maximum value = 4ppm. Over this value there will be a second check. If the value remains over the 4ppm, Driver will be disqualified from the event.

Tyres must be mounted in accordance with the rotation markings defined on the tyre.

20. Electrical powertrain

According to FIA CIK Approval 065-AED-20.

21. Return of equipment

According to Article 2.5. of the RMC GF2025 Technical Regulations (Junior Max, Senior MAX, DD2 and DD2)

22. Data acquisition

The E20 vehicle is supplied with the ROTAX TRAX device and a custom MXM data logger, built into this MXM data logger is the isolation monitor systems and the safety warning lights.

This provided data logger must not be altered manipulated in any way shape or form.

Access to the data loggers Wi-Fi connection is only permitted to ROTAX staff.

The ROTAX team has full access to all data from all vehicles at any time required.

IMPORTANT: Covering the display with any material is strictly forbidden and the isolation monitoring warning lights must never be obstructed from view at any time.

It is forbidden to remove these provided data systems or to modify these systems in any way shape or form.

If a competitor is found to have interfered with any of the provided data systems, the driver / competitor will be excluded from the event.

A printed data pack for the drivers can be provided at ROTAXs decision. All drivers' data can be shared at any time for this purpose.

23. Safety equipment

According to Article 7, CIK-FIA technical regulations.

24. Advertising on Project E20 vehicle

No sponsor stickers except ROTAX, BRP, MOJO, XPS are allowed on the electric powertrain or any of its components or accessories.

25. MODIFICATIONS, LEGAL ADDITIONS, NON-TECH ITEMS, MEASUREMENTS

Neither the Electrical powertrain or any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed.

It is not permitted for the driver / competitor to perform any work or maintenance on the battery charger, Electric powertrain or any of its accessories.

If a competitor is found to have interfered with any of the powertrain components or the charging device the driver / competitor will be excluded from the event.

Only qualified ROTAX employees are permitted to work on the Electric powertrain or its accessories.

TECHNICAL SPECIFICATIONS FOR THE ELECTRICAL POWERTRAIN

MOTOR

ROTAX designed Permanent Magnet Synchronous Motor (PMSM) with integrated transmission

CONTROL UNIT

Specifically developed VCU (Vehicle control unit)

BATTERIES

Lithium-ion batteries incl. BMS (Battery Management System) and IMD (Isolation Monitoring Device)

COOLING SYSTEM

Optimised combined air and liquid cooling system

SYSTEM VOLTAGE NOMINAL

350V

E-BRAKING / RECUPERATION

Deactivated

BOOST FUNCTION

Available, pre-set by ROTAX. Operated by the driver.

REVERSE FUNCTION

Available. Operated by the driver.

CERTIFICATION

CIK-FIA Approved 065-AED-20
DEKRA

CHARGING

AC / CEE16

26. Power setting

The E20 has three pre-programmed power settings that can be adjusted by installing an alternative ignition key which is supplied and controlled by ROTAX.

Green key – Junior power setting

White key – Senior power setting

Orange key – Qualifying mode

The only power setting modes allowed to be used in the various elements of the event will be defined in the event supplementary regulations.

Pre and post-race technical checks can be performed on the Vehicle, Vehicle control unit and Key system at any time by the technical scrutineer in conjunction with the ROTAX race manager, any competitor found to be manipulating or not using the ignition key / power setting as set out in the supplementary regulations will be excluded from the event.

27. CHARGER AND POWER SUPPLY

The only allowed power supply and charger to be used is that as provide by ROTAX.

Each driver will be allocated a place in the ROTAX awnings complete with a worktable, charger and specific kart stand.

The driver and his team members are responsible to keep the work area, and the awnings tidy at all times.

The driver and his team must always follow the instruction of the ROTAX staff.

Connecting any device not provided by ROTAX to the charger, power supply or ROTAX Project E20 vehicle is strictly forbidden, with the exception of a camera as/if defined in the sporting regulations for the event.



TECHNICAL REGULATIONS

MICRO MAX | MINI MAX | E20 SENIOR | E20 MASTERS

The driver and the nominated mechanic are permitted to connect, charge and disconnect the Project E20 vehicle from the charging system after having completed the training to do so and having received the instruction by ROTAX staff.

28. CHASSIS PROTECTION

The Chassis protection plates must be installed as supplied and always secured on the vehicle prior to each on track session.

The ROTAX Race manager along with the chief scrutineer has the right to refuse the kart to enter the circuit if the protection plates are not installed or suitably secured as supplied.

This chassis protection plates are not a post-race technical check / compliance item.

If a chassis protection plate is damaged or not secured, it must be replaced before the next on track session.

----- END OF TECHNICAL REGULATION -----