

AMF | AUSTRIA MOTORSPORT

2018 E-Rallycross Championship Technical Regulations

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ART. 1 DEFINITIONS

1.1 E Rallycross car

An automobile designed solely for speed races on circuits or closed courses and which is propelled only by electric motors.

1.2 Automobile

A land vehicle running on at least four non-aligned complete wheels, of which at least two are used for steering and at least two for propulsion.

1.3 Land vehicle

A locomotive device propelled by its own means, moving by constantly taking real support on the earth's surface, and of which the propulsion and steering are under the control of a driver aboard the vehicle.

1.4 Electric road vehicle

Definition according to Appendix J – Article 251-3.1.5.

1.5 Bodywork

The bodywork concerns all entirely sprung parts of the car in contact with the external air stream apart from parts in relation to the mechanical functioning of the electric motors of the drive train, the battery and the running gear.

1.6 Wheel

A wheel consists of the flange and the rim.

1.7 Complete wheel

Wheel and inflated tyre. The complete wheel is considered part of the suspension system.

1.8 Automobile make

In the case of E Rallycross cars, an automobile make corresponds to a complete car.

1.9 Event

Any event registered on the AMF Rallycross Championship calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race itself and ends either at the time for the lodging of a protest under the terms of the Sporting Code or the time when a technical or sporting check has been carried out under the terms of that Code, whichever is the later.

1.10 Weight

Is the total weight of the car including the battery cells and the driver wearing his complete racing apparel, at all times during the event.

1.11 Electric motor

An electric motor is a rotating machine which transforms electrical energy into mechanical energy.

1.12 Electric generator

An electric generator is a rotating machine which transforms mechanical energy into electrical energy.

AMF | Austrian Motorsport
Federation
Baumgasse 129
A-1030 Wien
Tel. +43 1 711 99 33000
Fax DW 2033020
austria-motorsport@oeamtc.at
www.austria-motorsport.at

DVR 0048801
ZVR 730335108
UID ATU36821301

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1.13 Rechargeable Energy Storage System (RESS)

General definition according to Appendix J – Article 251-3.1.7. The RESS can only store electrical energy. A Rechargeable Energy Storage System (RESS), such as batteries, super capacitors, ultra-capacitors, etc., is a system that is designed to propel the car via the electric motor, recover electric energy from the grid, from inductive charging in the pits and from the on board generators. The RESS cannot be recharged from any fuel-based energy converter inside the car. The RESS comprises all components needed for the normal operation of the RESS.

1.14 Traction battery

The traction battery is a RESS and supplies electrical energy to the Power Circuit and thus to the traction motor(s) and possibly the auxiliary circuit. The traction battery is defined as any equipment used for the intermediate storage of electrical energy supplied by the conversion of kinetic energy or by a generator or the charging unit. Any on-board battery electrically connected to the Power Circuit is considered to be an integral part of the vehicle's traction battery.

1.15 Capacitors

Definition according to Appendix J – Article 251-3.1.7.2

1.16 Battery pack

Definition according to Appendix J – Article 251-3.1.7.4

1.17 Battery module

Definition according to Appendix J – Article 251-3.1.7.5

1.18 Battery cell

Definition according to Appendix J – Article 251-3.1.7.6

1.19 Battery Management System (BMS)

Definition according to Appendix J – Article 251-3.1.7.8

1.20 Electric Shock

Definition according to Appendix J – Article 251-3.1.8

1.21 Maximum working voltage

Definition according to Appendix J – Article 251-3.1.9

1.22 Voltage class B

Definition according to Appendix J – Article 251-3.1.10

1.23 Conditions for the measurement of the maximum voltage

The maximum voltage will be permanently monitored by the Car Data Recording System.

1.24 I'air Clearance

Definition according to Appendix J – Article 251-3.1.12

1.25 Creepage distance

Definition according to Appendix J – Article 251-3.1.13

1.26 Power circuit

Definition according to Appendix J – Article 251-3.1.14

1.27 Power bus

Definition according to Appendix J – Article 251-3.1.14.1

1.28 Types of insulation of cables and wires

Definition according to Appendix J – Article 251-3.1.14.1.a

1.29 Basic insulation

Definition according to Appendix J – Article 251-3.1.14.1.b

1.30 Double insulation

Definition according to Appendix J – Article 251-3.1.14.1.c

1.31 Supplementary insulation

Definition according to Appendix J – Article 251-3.1.14.1.e

1.32 Reinforced insulation

Definition according to Appendix J – Article 251-3.1.14.1.d

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Federation
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1.33 Overcurrent trip (fuses)

Definition according to Appendix J – Article 251-3.1.14.2

1.34 General circuit breaker (emergency stop switch)

Definition according to Appendix J – Article 251-3.1.14.3

1.35 Power circuit ground

Definition according to Appendix J – Article 251-3.1.14.5

1.36 Electric chassis ground, vehicle ground and earth potential

Definition according to Appendix J – Article 251-3.1.15

1.37 Main ground point

Definition according to Appendix J – Article 251-3.1.15.1

1.38 Live part

Definition according to Appendix J – Article 251-3.1.16

1.39 Conductive part

Definition according to Appendix J – Article 251-3.1.17

1.40 Exposed conductive part

Definition according to Appendix J – Article 251-3.1.18

1.41 Auxiliary battery and circuit

Definition according to Appendix J – Article 251-3.1.19.1

The Auxiliary Circuit (Network) consists of all parts of the electrical equipment used for signalling, lighting, ECU, sensors, fire extinguishing system or communication. This system can also be charged by the traction battery.

1.42 Auxiliary ground

Definition according to Appendix J – Article 251-3.1.19.2

1.43 Driver Master Switch

Definition according to Appendix J – Article 251-3.1.20

1.44 Safety indications

Definition according to Appendix J – Article 251-3.1.21

1.45 Habitable Cockpit

The cockpit is the internal volume inside the main structure which is defined by the top of the car, the floor, windscreen, the side panels, the glazed areas and the front and rear bulkheads.

1.46 Cockpit padding

Non-structural parts placed within the cockpit for the sole purpose of improving driver comfort and safety. All such material must be quickly removable without the use of tools.

1.47 Main structure

This includes the fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted - extending longitudinally from the foremost point of the front suspension on the chassis to the rearmost point of the rear suspension.

1.48 Sprung suspension

The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.

1.49 Active suspension

This is defined as any system which allows the control of any part of the suspension or of the trim height when the car is moving.

1.49a Structural suspension members

The structural suspension members are wishbones, pushrod, track rod, rocker, upright, bearings, anti-roll bar, and anti-roll bar links. Bearing cages, bump rubbers and packers are not considered as structural suspension members.

1.50 Safety cell

A closed structure containing the cockpit and/or the electric storage compartment which must comply with static load and impact tests defined in the safety structure requirements.

1.50a Survival cell

Is a safety cell containing the cockpit.

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Federation
Baumgasse 129
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1.51 Composite structure

Non-homogeneous materials which have a cross-section comprising either two skins bonded to each side of a core material or an assembly of plies which form one laminate.

1.52 Telemetry

Is the transmission of data between a moving car and the pits.

1.53 Camera

Television cameras.

1.54 Camera housing

Is a device which is identical in shape and weight to a camera and which is supplied by the relevant competitor for fitting to his car in lieu of a camera.

1.55 Brake calliper

All parts of the braking system outside the safety cell, other than brake discs, brake pads, calliper pistons, brake hoses and fittings, which are stressed when subjected to the braking pressure. Bolts or studs which are used for attachment are not considered to be part of the braking system.

1.56 Electronically controlled

Any command system or process that utilises semiconductor or thermionic technology.

1.57 Open and closed sections

A section will be considered closed if it is fully contained within the dimensioned boundary to which it is referenced; if it is not, it will be considered open.

1.58 Cartesian coordinate system

1.58.1 The three dimensional Cartesian coordinate system, with origin O being on the reference plane at longitudinal position of front axle centre and axis lines X, Y and Z, oriented as shown by the arrows must be used.

1.58.2 The X axis is in the reference plane, parallel to the centreline of the car. The Y axis is in the reference plane, perpendicular to the centerline of the car. The Z axis is perpendicular to the reference plane.

1.58.3 A horizontal plane is one that is parallel to the reference plane. A longitudinal plane is one that is parallel to the X and Z axes. A transverse plane is one that is parallel to the Y and Z axes.

1.59 Mass damper

Moving mass linked to the wheel located on the sprung weight with the sole objective of tuning the natural frequency of the suspension.

1.60 Inerter

Rotating mass linked to the wheel located on the sprung weight with the sole objective of tuning the natural frequency of the suspension.

1.61 Inter-linked damper

Interconnection of fluid and/or pressure between dampers

ART. 2 ELECTRIC MOTORS & GENERATOR

2.1 Specification of electric motor

No more than 2 MGUs are allowed, maximum Power of each MGU is 250KW and a minimum weight of 40 kg, excluding the transmission. They can be linked to any axle. They must be fitted on the sprung chassis of the car; no MGU may be fitted on the wheels. One specification will be homologated per year. This is also valid for battery and inverter. No mechanical connection (e.g. propeller shaft) is allowed between the 2 MGU's, respectively between the Front and Rear axle is allowed.

2.2 Traction control

The use of traction control is prohibited.
Conversion to four-wheel drive is permitted.

2.3 Cooling

The use of a blanking device for the cooling of the MGU is authorized.

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ART. 3 RECHARGEABLE ENERGY STORAGE SYSTEM (RESS)

The specifications laid down in Appendix J – Article 253 18.4.3, 18.4.4, 18.4.4.1 are applicable,

3.1 Design and installation

Definition according Appendix J – Article 251-3.1.7. The specifications are laid down in Appendix J – Article 253 18.4.1. The RESS must be fitted within the survival cell. Except for the capacitor in inverters/converters and for the auxiliary battery, the RESS is the only device that can store electrical energy in the car. External capacitor to the RESS is limited to 1mF per Inverter per MGU. The design of the RESS is free. The RESS compartment must be designed in such a way as to prevent short circuits of the RESS poles and of the conductive parts, and any possibility of RESS fluid penetrating into the cockpit and outside of the energy storage compartment must be excluded. Each module must be fixed to the safety cell with its own fixing devices. In case of any failure of one of the modules or cells, the RESS must disconnect from the power circuit automatically and it must be ensured that fire cannot spread from the ignited cell. The RESS compartment must be made of a fire-resistant (according to the UL94 V0 standard), robust and RESS fluid tight material.

3.2 Clearance and creep age distance

Definition according Appendix J – Article 251-3.1.12 / 3.1.13. The specifications are laid down in Appendix J – Article 253 18.4.2

3.3 Traction Battery

The traction battery is included as part of the RESS system.

3.4 Specific provisions for batteries

All battery cells must be certified to UN transportation standards 3840 as a minimum requirement for fire and toxicity safety. The certification must be forwarded to the AMF 3 months prior to the first event.

3.5 Battery safety provisions

If installed within the survival cell, the RESS does not have to undergo FIA crash test. Article 253 applies.

3.6 Power out of RESS and maximum voltage

The maximum total power going out of the RESS is limited to 500kW. The amount of energy that can be stored in the RESS is limited to 46 kWh at 100% SOC. Energy and power going out of the DCDC converter and into the 12V circuit will be subtracted from the RESS energy and power limitation up to a power of 1.2 kW.

The car data-logger should monitor:

a) Sensors directly connected to the logger:

- DC voltage on each power bus
- DC current on each branch of each power bus
- DC current on output of DCDC converter (HV to 12V)
- Accelerator pedal position
- Front and rear wheel speed (left and right)

b) Values sent by CAN to the logger

- DC voltage and current output of the RESS supplied by the Team.
- MGU(s) speed
- MGU(s) torque
- Driver torque demand
- Brake pressure front and rear
- Insulation resistance
- Hottest RESS Temperature
- Lap trigger – CAN

The maximum voltage on the car must never exceed 1000V.

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Federation
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3.7 Declaration of cell chemistry and safety

Any type of cell chemistry is allowed subject to prior agreement from the AMF. Full details of the chemistry and safety handling must be given to the AMF 3 months in advance of the first race. The competitor must supply documents about the cell and pack (module) wherein the battery producer specifies relevant safety data as follows:

- Battery characteristic information showing the battery limits of voltage (U), power (W), temperature (T) and state of charge (SOC).
- The competitor must supply a contingency plan describing how to handle the battery pack in case of overheating (fire) and crash.

3.8 Battery Management System (BMS)

Definition according to Appendix J – Article 251-3.1.7.8 Specifications are laid down in Appendix J – Article 253 18.4.4.2 except for 18.4.4.2.g). Temperature control must be considered within the battery management system to prevent thermal runaway during overload or battery failure and must operate as soon as the car is powered.

3.9 Liquid cooling

If a RESS liquid cooling system is used, it is mandatory to use a dielectric fluid without water. The use of a blanking device for the cooling of the RESS is permitted and must be declared in the common package catalogue.

3.10 Conditioners

Conditioners are allowed only for battery, e-motor, inverter and for driver comfort.

ART. 4 ELECTRICAL EQUIPMENT AND SAFETY PROVISIONS

4.1 General electrical safety

Specifications are laid down in Appendix J – Article 253-18.1. except for 18.1.f)

4.2 Electronic Control Unit

The ECU must be designed to run from a car supply system provided by an auxiliary battery.

4.3 Power electronics

Specifications are laid down in Appendix J – Article 253-18.5.

4.4 General Circuit Breaker

Specifications are laid down in Appendix J – Article 253 18. 18.17 except for 18.17.c)-d)-f).

All vehicles must be equipped with a general circuit breaker, of a sufficient capacity and which can be operated easily by a trigger button from the driver's seat when the driver is seated in a normal and upright position, with the safety belts fastened and the steering wheel in place, and from the outside, to cut off all electric transmission devices. Care must be taken, however, that the installation of the circuit breaker does not result in the main electrical circuit being located close to the driver or the external switches.

Extinguisher switches

There must also be one exterior switch which are capable of being operated from a distance by a hook. This switch must be situated at the base of the bonnet. Furthermore, a means of triggering from the outside must be combined with the general circuit breaker switches described above. They must be marked with a letter "E" in red at least 80 mm high, with a line thickness of at least 8 mm, inside a white circle of at least 100 mm diameter with a red edge with a line thickness of at least 4 mm. It is prohibited to cover either of these means in any way whatsoever.

Neutral switch

So that the driver or a marshal can isolate the RESS from the power bus in less than five seconds, a switch or button which operates the general circuit breaker must:

- a) face upwards and be recessed into the cockpit
- b) be designed in order that a marshal is unable to accidentally re-energise the power circuit;
- c) The button must be marked with a red spark in a white edged blue triangle with a base of at least 12 cm.

It is prohibited to cover this switch/button in any way whatsoever. In a crash, all energy sources of the Power Circuit must be switched off automatically by electric switches or contactors and the full RESS must be isolated. Those arrangements must be validated by the failure mode analysis submitted by the homologation. General specifications are laid down in Appendix J – Article 251-3.1.14.1.c and Article 253-18.18.

AMF | Austrian Motorsport
Federation
Baumgasse 129
A-1030 Wien
Tel. +43 1 711 99 33000
Fax DW 2033020
austria-motorsport@oemtc.at
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4.5 Driver Master Switch (DMS)

All vehicles must be equipped with a driver master switch specified in Appendix J – Article 253-18.16. Except the "creep" control.

4.6 Data acquisition

Data acquisition is limited to permitted sensors.

The only sensors permitted are:

- Wheel speed sensor
- Any temperature sensors
- Any pressure sensors (exception of pitot sensors)
- Any voltage and current sensors
- Any insulation measurement sensors
- Any switches or dials used by the driver
- Gearbox barrel position
- E-motor position and speed
- Gearbox mainshaft and layshaft speeds
- Gearbox, driver control input (upshift, downshift)
- Damper travel
- Throttle pedal 1 and 2
- Steering angle
- 3 axle accelerometer
- Lap trigger

4.7 Telemetry

Any telemetry is prohibited.

4.8 Driver radio

Any voice radio communication system between car and pits is allowed.

4.9 Lighting equipment

All cars must have one red light in working order throughout the event which:

- has been supplied by an FIA-designated manufacturer - see FIA Technical List n°19;
- faces rearwards at 90° to the car centre line and the reference plane;
- is clearly visible from the rear;
- is mounted on the longitudinal axis;
- must be switched on as soon the power bus is energised. Status: "car ready to move".

The measurements above will be taken to the centre of the rear face of the light unit.

4.10 Cables, lines, electrical equipment

The specifications laid down in Appendix J – Article 253 18.2.a are not applicable. Brake lines, electrical cables and electrical equipment must be protected against any risk of damage (stones, corrosion, mechanical failure, etc.) when fitted outside the vehicle, and against any risk of fire and electrical shock when fitted inside the bodywork.

4.11 Protection against electrical shock

Protection must be guaranteed according to Appendix J – Article 253-18.7, except Article 253 18.7.e

4.12 Equipotential bonding

To mitigate the failure mode where a high voltage is AC coupled onto the car's low voltage system, it is mandatory that all major conductive parts of the body are equipotentially bonded to the car chassis with wires or conductive parts of an appropriate dimension. See Appendix J – Article 253-18.8.

4.13 Isolation resistance requirements

All electrically live parts must be protected against accidental contact as laid down in Appendix J – Article 253-18.9.

4.14 Additional protection measures for the AC circuit

Additional protection measures are laid down in Appendix J– Article 253-18.9.1.

4.15 Isolation surveillance of chassis and power circuit

An isolation surveillance system must be used to monitor the status of the isolation barrier between the voltage class B system and the chassis. Configurations are laid down in Appendix J – Article 253-18.10.

AMF | Austrian Motorsport
Federation
Baumgasse 129
A-1030 Wien
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Fax DW 2033020
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4.16 Power circuit

Power circuit specifications are laid down in Appendix J – Article 253-18.11.

4.17 Power bus

Specifications are laid down in Appendix J – Article 253-18.12.

4.18 Power circuit wiring

The power circuit comprises the RESS, the converter (chopper) for the drive motor(s), the contactor(s) of the general circuit breaker, fuses, the generator(s) and the drive motor(s). All cable and wire specifications are laid down in Appendix J – Article 253-18.13.

4.19 Power circuit connectors, automatic disconnection

Power circuit connectors may not have live contacts on either the plug or the receptacle unless they are correctly mated. Specifications are laid down in Appendix J – Article 253-18.14. Power circuit connectors environmental sealing must at least correspond to the standard:

- IP 55 in mated condition
- IP 2X in disconnected state

4.20 Insulation strength of cables

All electrically live parts must be protected against accidental contact according to Appendix J – Article 253-18.15.

4.21 Overcurrent trip (fuses)

Fuses and circuit breakers (but never the motor circuit breaker) count as overcurrent trips. Extra fast electronic circuit fuses and fast fuses are appropriate. Overcurrent trips are specified in Appendix J – Article 253-18.19.

4.22 Safety Indicators

The specifications laid down in Appendix J – Article 253 18.22 are not applicable. All indicators must have a viewing angle of at least 120° and a luminous flux of at least 8 lumens.

a) RESS status light

All cars must be fitted with a RESS status light which:

- is in working order throughout the event even if the main hydraulic or pneumatic on the car have failed;
- faces upwards and is recessed into the top of the survival cell no more than 200 mm from the car centre line and the front of the cockpit.
- remain powered for at least 15 minutes after the general circuit breaker is activated.
- is marked with a "HIGH VOLTAGE" symbol.

Light Status RESS Status

GREEN SAFE

RED DANGER

(System Defect)

b) Medical warning system

In order to give rescue crews an immediate indication of accident severity, each car must be fitted with a warning light. The blue light must face upwards and be recessed into the top of the roof no more than 150 mm from the car centre line and the front of the cockpit and as near as possible to the emergency switches, as described in Article 9.4.

c) Ready-to-move light

In order to indicate that the car can move if the throttle pedal is activated, a white light fitted on the top of the roof, illuminating the front of the car parallel to the centre line of the car, will light up. Whilst charging with the control system powered, the ready to-move light must flash "on" for less than 0.25 seconds and "off" for 1 second. It must flash "on" for 0.5 seconds and "off" for 0.5 seconds if, when the system has been requested to energise, the bus voltage has not exceeded 50 V.

Rain Light Ready to Move Light

Threshold On Duration Off Duration Threshold On Duration Off Duration In P2

Car Stand Still Always on Always On

Car on torque Always on Always On

Car on regen > 15kW 250ms 250ms > 15kW 250ms 250ms

Switching P1 to P2 < 50V 500ms 500ms < 50V 500ms 500ms

Switching P2 to P1 Off Off

RESS Charging 50ms 2000ms 50ms 2000ms

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4.23 GPS Units

GPS Units are allowed as long as:

- there is no wire or wireless connection with any of the electronicsystems of the car;
- these are mentioned in Technical List n°60.

This definition includes in particular the dashboard, meters, electric motor management unit, etc. Car speed measurement devices must be totally independent and cannot be connected in any way with any system of the car.

ART. 5 TRANSMISSION SYSTEMS

5.1 Transmission types

Front, rear and four -wheel drive is allowed.

5.2 Gear ratios

The maximum number of reduction gear ratios is 6.

5.3 Reverse gear

All cars must be able to be driven in reverse by the driver with the electric motor at any time during the event.

5.4 Differential

Torque vectoring is allowed. MGU(s) torque can only be transferred to the drive wheels through a single differential.

Only the following are permitted:

- Mechanical limited slip differentials working without the help of a hydraulic or electric system.
- A viscose-coupling system is not considered as a hydraulic slip control device provided that no control is possible when the car is running.

5.5 Gearbox command

Paddle shift is allowed. Double clutches are forbidden. Instantaneous gearshifts are forbidden. Gearshifts have to be distinct sequential actions where the extraction of the actual gear engagement is subsequently followed by the insertion of the target gear engagement. Only one single barrel shift mechanism or one H pattern gearshift mechanism is permitted. The gearshift mechanism must operate all forward gears.

Art. 6 GENERAL

6.1 Sensors

Any sensor, contact switch or electric wire on the four wheels, gearbox or front, middle or rear differentials, is forbidden.

A gear cut sensor is allowed.

Exception: Only one sensor for displaying the ratio engaged and one electronically controlled reverse locking actuator are authorised on the gearbox, on condition that the "sensor+electric wire+display" assembly and the "reverse locking actuator+electric wire+switch" assembly are completely independent of the engine control system. Furthermore, these wires must not be included in the car's main wiring loom and must be independent. It is also preferable for them to be of different colour, as this makes them easier to identify.

6.2 Weight

The minimum weight of the car including the battery cells and the driver wearing his complete racing apparel is 1350 kg.

6.3 Safety Devices

The safety devices must be according Appendix J – Article 279-11.

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Federation
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