



TECHNICAL BULLETIN 2010 - 1 REAR PROTECTION IMPLEMENTATION: MAY 14th, 2010

For all classes included in the Canadian Rotax Max Challenge, rear protection are mandatory.

1. Rotax DD2 / DD2 Masters

As described in section 3.1 of the 2010 Technical regulation, ROTAX Rear Tire Protection System must be used in both classes.

2. Rotax Max Junior / Rotax Max / Rotax Max Masters

Rear protection is mandatory and must be homologated by the CIK-FIA.

The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength.

It may under no circumstances be situated above the plane through the top of the rear tires.

The surface(s) of the rear protection must be uniform and smooth; the rear protection must not comprise holes or cuttings other than those necessary for its attachment and/or present at the homologation.

Gap between the front of the rear protection and the rear wheels surface: 15 mm minimum, 50 mm maximum.

Minimum width: 1,340 mm.

Maximum width: that of the overall rear width, at any time and in all circumstances.

Ground clearance: 25 mm minimum, 60 mm maximum in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis.

It must have a minimum height of 200 mm above the ground and have at the rear a vertical surface (+0°/-5°) with a minimum height of 100 mm immediately above the ground clearance, measured in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis (technical drawing No. 2c appended).

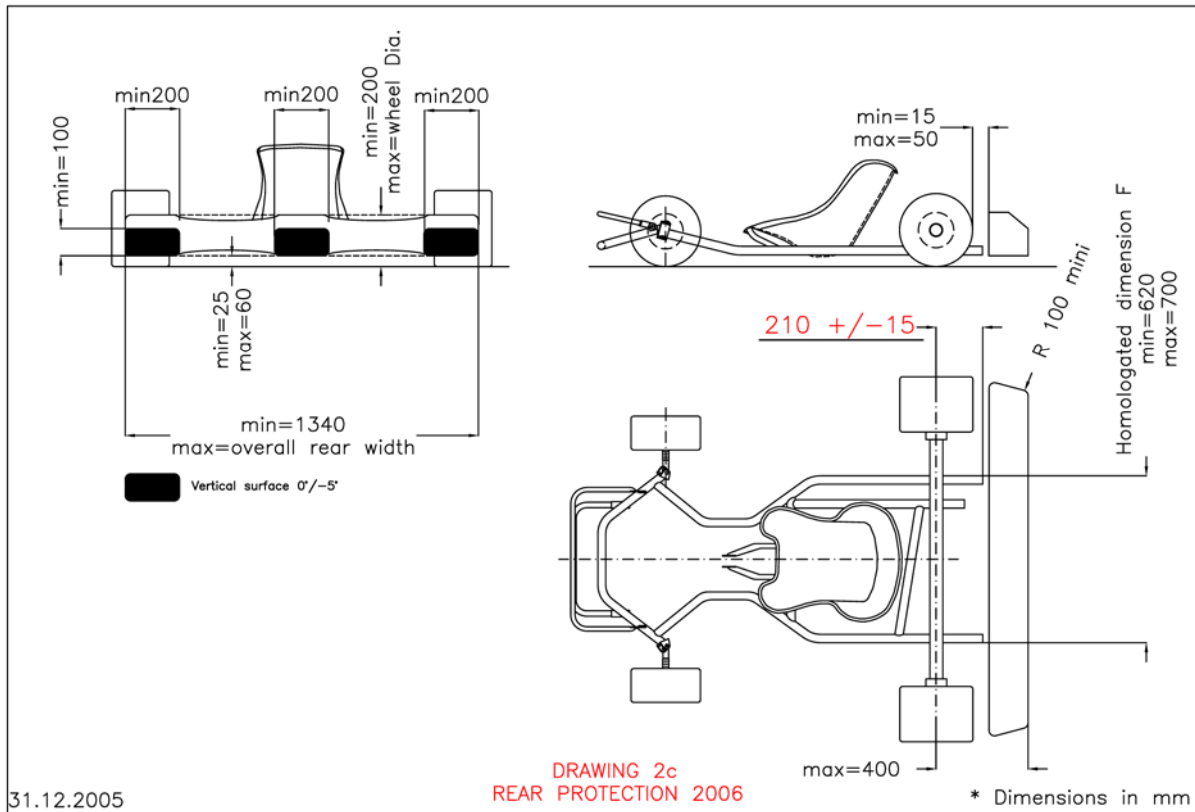
Rear overhang: 400 mm maximum.

The unit must be attached to the frame in at least 2 points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2.5.2 or the CIK-FIA technical regulation), and it must be possible to install it on all homologated chassis (respecting the homologated F dimensions which vary from 620 to 700 mm).

If a full rear fairing complying with the physical dimensions of the rear bumper is used, mounting the anti-interlocking bar and the upper bar is optional.

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels

CIK-FIA Technical Drawing No 2c Appended Rear Protection



3. Rotax Micro-Max / Mini-Max

Rear protection must be made of plastic or magnetic steel and must not present any danger as regards safety.

The unit must be attached to the frame in at least 2 points by supports made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2.5.2 or the CIK-FIA technical regulation).

Rear protection must cover at least 50% of each wheel/tire assembly at all times measured at the centre-line of the tire.

Rear protection must have an overall width not exceeding the rear width of the kart at any time, measured outside the rear wheels or tires, whichever is the greater.