



2017 RX2 Technical Regulations

Version 1-2017

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1. GENERAL PRINCIPLES

1.1. Previous Super Car Lites is replaced with RX2 from 01.01.2017.

The final text of these Technical Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

1.2. These Technical Regulations are published on 01.01.2015.

1.3. The present Technical Regulations will be valid for a minimum of three years beginning 01 January 2014.

1.4. Changes to the Technical Regulations will be published by GRC/STCC respectively in agreement with Olsbergs MSE/Avitas and communicated to the participants by means of technical bulletins.

Changes will become applicable on the dates indicated by GRC/STCC in the relevant technical bulletin.

1.5. All RX2 cars must comply with these regulations in their entirety at all times during an Event and during official tests described in the RX2 Sporting Regulations.

1.6. All cars must be built and operated in accordance with the relevant sections of the RX2 Technical Manuals.

1.7. Unless otherwise stated in these regulations, all cars, car parts, components assemblies and systems must remain as supplied by the supplier Olsbergs MSE/Avitas. Any replaced parts must be purchased from the supplier Olsbergs MSE/Avitas and bear the official seal. Any parts that are deemed unofficial replacements may be grounds for disqualification from the event.



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- 1.8.** It is the duty of each competitor to satisfy the Technical Delegate and the Stewards of the Meeting that his/her RX2 complies with these regulations in their entirety at all times during an Event.
- 1.9.** All modifications which are not expressly authorized in these Technical Regulations, Technical Bulletins, RX2 Technical Manual, are forbidden.
- 1.10.** All measurements must be made while the car is stationary on a flat horizontal surface.
- 1.11.** Should any dispute arise as to the eligibility and/or compliance of any entered car, Olsbergs MSE/Avitas will supply any element or knowledge deemed necessary for the purpose of scrutineering in order that comparative checking may be undertaken in order to prove conformity with the original standard car.
- 1.12.** In event of doubt concerning any element of these technical regulations, competitors are entitled to seek written clarification from OLSBERGS MSE/Avitas. All such questions and their responses will be circulated to all the competitors. All such responses will be considered as the official understanding of the relevant technical regulation and therefore used by scrutineers as a complement to the regulation itself.
- 1.13.** All competitors must be in possession of a technical passport for their car which will be issued by its ASN and must accompany the car at all times. No car will be permitted to take part in an Event unless the passport is available for inspection at initial scrutineering.

2. ELIGIBLE CARS

- 2.1.** The only rolling chassis permitted are those manufactured by OLSBERGS MSE/Avitas. Once supplied, no parts may be modified in any way whatsoever, except where specifically permitted by these regulations or with the written permission of Olsbergs MSE/Avitas. Any of such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Unless authorization is specifically given or a modification is imposed within these Technical Regulations, no element may be added or removed from the original car specification. The original design and construction of the car must be preserved at all time. Furthermore, unless specifically authorized elsewhere in these regulations, any components supplied as part of the rolling chassis or gear box which need to be replaced must be supplied by Olsbergs MSE/Avitas, and listed in one of the relevant updated spares parts catalogue.

3. ENGINE

- 3.1.** The only engines permitted are the Olsbergs MSE/Avitas Engines. Once supplied, the engine and ancillaries supplied to it, may not be modified in any way whatsoever except with the written permission of Olsbergs MSE/Avitas.
- 3.2.** Any revision, repair or change of the engine can only be carried out by Olsbergs MSE/Avitas.
- 3.3.** The engine will be delivered with the original security seals in place and must remain intact since that moment until the engine is returned to Olsbergs MSE/Avitas for any revision or repair.



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3.4. ECU/GCU control:

3.4.1. The ECU will be delivered with the original security seals in place and it is the sole responsibility of each competitor to ensure these seals remain intact.

3.4.2. At the beginning of each event or test session, in accordance with the general timetable, teams must make their cars available to Olsbergs MSE/Avitas in order to allow the data being download and the upload of the appropriate software parameters to each ECU or to change the ECU.

3.4.3. If a malfunction of an ECU/GCU is suspected, the stewards may authorize Olsbergs MSE/Avitas assistance staff to work on any such unit.

3.5. Exhaust system must be according to photo in Appendix 2, the prescribed noise levels of the events ASN are not to be exceeded.

4. BODYWORK AND DIMENSIONS

4.1. Cars must conform to the dimensions laid out in Appendix 1 and homologation form at all times.

4.2. Permitted changes to the original specification:

4.2.1. The rear wing assembly and fittings shall be as in homologation.

4.2.2. In addition to Articles 4.2.3 and 4.2.4, tape may be applied to fasteners or any component surface. In all cases, it must be clear that the tape has no function other than securing the fixings, coloring or protecting the parts to which it is attached. No other taping is allowed, apart from securing fasteners or unless expressly authorized in these Technical Regulations.

4.2.3. Any modification necessary to install a radio communication system is permitted provided it has previously been approved by the scrutineers.

4.2.4. Replacement nuts, bolts and washers (except the fixings for wishbones, tie-rods, any suspension related parts, front impact structure, rear impact structure, chassis/cage mounts, engine, transmission, engine ancillaries or transmission ancillaries and in general all special studs designed for RX2) can be supplied by any supplier, however it must always be to the same specification.

5. WEIGHT

5.1. The weight of the car with the driver aboard wearing his/her complete racing apparel must not be less than 1210,0 kg at all times during an Event.

5.2. It is permitted to complete the weight of the car by one or several units of ballast, provided that they are strong and unitary blocks, fixed by means of tools with the possibility of affixing seals, and placed visible on the floor of the cockpits passengerside.

It must also be possible to fix seals if deemed necessary by the scrutineers.

5.3. No substance may be added to the car during the race. If it becomes necessary to replace any part of the car during the race, the new part must have the same weight as the original one.



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6. REPAIRS

6.1. Very minor repairs to none structural components may be made by the competitor after being approved by the Olsbergs MSE/Avitas, and providing the damage does not affect an area greater than 500mm at its maximum dimension and does not affect a fixing or fixing area. In all other cases damaged components must be replaced by new ones or submitted to the original supplier for repair or be changed.

7. DATA ACQUISITION AND VIDEO SYSTEMS

7.1. Telemetry systems are forbidden.

7.2. Apart from the GPS device that is part of a logging/acquisition system supplied by Olsbergs MSE/Avitas.

7.3. Disconnecting or removing any sensor fitted to the car as part of the original data acquisition system and listed in the RX2 Technical Manual is forbidden.

7.4. Additional sensors that are approved by Olsbergs MSE/Avitas for the RX2 Series may be fitted to the car provided the additional sensors are logged to the original data-logger device and provided the fittings preserve the original instruments and electrical system.

Only the following additional sensors are allowed:

1 piece Brake pressure sensor (X05SNP13520)

1 piece GPS-sensor (GPS05)

1 piece Car Speed sensor (Speed, Version 1.01)

7.5. Sensors and acquisition systems may only be fitted for the sole purpose of passive data acquisition.

7.6. Should the installation of a sensor require a modification of a genuine part of the car, a written approval must be obtained from the Olsbergs MSE/Avitas prior to its installation.

7.7. Video, GPS and laptimer systems are allowed but need to be a separate systems and not connected to the engine ECU.

8. ELECTRICAL SYSTEM

8.1. Modifications to the original electrical system including the front extension, chassis, steering column, steering wheel, engine power, engine sensor, alternator, power supply, gearbox or rear extension wiring looms are forbidden.

8.2. Permitted changes to the original specification:

8.2.1. Providing Article 8.1 is respected, any modifications required to fit sensors and wires relating to a data acquisition system as described in Articles 7.4, 7.5 and 7.6 above.



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8.2.2. Any modifications required to fit a driver communication system as described in Article 8.2.3. below.

8.2.3. The addition of any radio equipment for the sole purpose of transmitting voice communication between a driver and his team.

9. GEARBOX - TRANSMISSION TO THE WHEELS

9.1. Gearbox ratios must not be changed in relation the ones specified in the homologation form.

9.2. Front and rear differentials are sealed and can not be worked on. Any revision, repair or change of the differentials can only be carried out by Olsbergs MSE/Avitas.

9.3. All cars must have a reverse gear operable any time during event or test session by the driver, normally seated with the seat belts fastened and when the engine is running.

10. SUSPENSION AND STEERING

10.1. Suspension settings may be changed provided the adjustment margins specified by Olsbergs MSE/Avitas are respected.

10.2. Mounting points and mounting brackets may not be modified. Camber and Caster angles in front and Camber angles in rear of the car may be adjusted by the use of turnbuckles in the upper wishbones both at the front and rear of the car, but only from the range specified in the RX2 Technical Manual.

10.3. Only springs and anti-roll bars specified by Olsbergs MSE/Avitas and supplied by Olsbergs MSE/Avitas may be used. Once supplied no modification of any kind is permitted.

10.4. Adjustment of shock absorbers is free using the range available on the original part as specified in the Olsbergs MSE/Avitas User Manual.

10.5. No modification of any sort to any damper sub-component is permitted.

10.6. Only packers, metal wool washers and bump rubbers may be fitted to damper shafts, belleville washers or coil springs are not permitted.

11. OIL AND WATER SYSTEMS

11.1. Only radiators distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.

11.2. Only Oil Tanks distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.

11.3. Only Oil Catch Tanks distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.

11.4. No hoses/tubes can be changed/modified without the approval by OLSBERGS MSE/Avitas.



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12. BRAKES

- 12.1. Only brake discs distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.
- 12.2. Only brake pads distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.
- 12.3. One brake pressure sensor is mandatory. Should another sensor be fitted; it will be considered as data acquisition optional equipment.

13. WHEELS AND TYRES

- 13.1. The wheels are Motegi and specific to RX2 and can only be purchased from Olsbergs MSE/Avitas.
- 13.2. Only tyres provided by the series official tyre supplier may be used during events or test sessions. This applies to both wet and dry-weather tyres.
- 13.3. All tyres which are to be used at an event or test session will be marked with a unique identification by the official tyre supplier.
- 13.4. It is prohibited the usage of heater devices for tyres. Exposition to sun is allowed.

14. COCKPIT

- 14.1. Permitted changes to the original specification:
 - 14.1.1. Master cylinder pushrod length and the relative working angles may be changed for driver comfort based on the ranges defined in the RX2 Technical Manual.
 - 14.1.2. The type and position of the driver's heel or foot rest are free.
 - 14.1.3. The position of the rear view mirrors may be changed provided the original parts and fixing points to bodywork are used.

15. FUEL AND LUBRICANTS

- 15.1. Fuel and lubricants must be in conformity to the specifications laid out in the Mountune Olsbergs MSE/Avitas and RX2 Technical Manual which will be obtained by Olsbergs MSE/Avitas only.

A single fuel supplier can be designated by the series promoter.

- 15.2. No additives may be used.
- 15.3. Any storage of fuel on board the car at a temperature more than ten degrees centigrade below the ambient temperature is forbidden.
- 15.4. The use of any specific device, whether on board or not, to decrease the temperature of fuel below the ambient temperature is forbidden.



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15.5. Scrutineers may take fuel samples for analysis at any time during an Event or a test session following the procedures set out in the Sporting Regulations.

A minimum of three (3) litres of fuel must remain at the end of any practices, Heat or Final.

16. SAFETY EQUIPMENT AND DRIVER INSTALLATION

16.1. All cars must be equipped with a circuit breaker in conformity with Appendix J – Article 253.13.

16.2. Cars must have a fire extinguishant system. This equipment must be FIA homologated and listed in FIA List No. 16. Mounting procedures and switches (internal / external) must respect Appendix J – Article 253.7.

16.3. Safety belts supplied with the car may be changed. Replacement seat belts must wear an FIA homologation and be listed in FIA Technical List No. 24.

16.4. The safety belt fixing system to the chassis may not be changed or modified.

16.5. The driver's seat supplied with the car may be changed. Replacement seat must wear an FIA homologation and be listed in FIA Technical List No. 12 or List No. 40.

16.6. Padding is allowed for driver's comfort providing all the functionality of the seat and its safety equipment is preserved.

16.7. An extraction test may be requested at any time by the scrutineers.

16.8. The driver, seated in his normal driving position, must be able to get out from the cockpit in 7 seconds through the driver's door and in 9 seconds through the passenger's door. For the purposes of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, the window net must be in place and the doors must be closed.

16.9. All safety cage tubes situated within a perimeter of 50 cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with protective padding complying with FIA standard 8857-2001, type A (see FIA technical list n°23 "Roll Cage Padding Homologated by the FIA").

16.10. All cars must be equipped with window nets in conformity with Appendix J – Article 253.11.

16.11. All cars must be equipped with 2 outside rear view mirrors with minimum size of 110 x 50 mm.

16.12. All cars must be equipped with towing eyes in conformity with Appendix J – Article 253.10.

16.13. Fuel tanks must be in conformity with Appendix J – Article 253.14.

16.14. Protection against fire must be in conformity with Appendix J – Article 253.15.

16.15. Each car must be fitted with the following red lights facing to the rear:

Brake lights:

- Minimum of two red rear lights



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- Lamp type minimum illuminated area of each light 60 cm²; 15 watts each or with two rain type lights approved by the (Technical List No 19).
- It must be positioned between 1000 mm and 1500 mm above ground level and must be clearly visible from the rear.
- It must be placed symmetrically in relation to the longitudinal axis of the car and in the same transverse plane.

Rearward light:

- It must be mounted on the rear of the vehicle.
- Lamp type minimum illuminated area of each light 60 cm² or Rain type lights approved by the FIA (Technical List No 19), with lighted area not exceeding 70 cm² but must be greater than 60 cm².
- It must be visible from the rear of the vehicle.
- It must be situated at the vehicle center line.
- It must be kept switched on throughout all practice sessions, heats and finals.
- It must be kept switched on even with the master switch in the "off" position.

16.16 Only windscreens of laminated glass or of a polycarbonate, and distributed by Olsbergs MSE/Avitas for the RX2 Series are permitted.

Cars with laminated windscreens which are damaged to such an extent that visibility is seriously impaired or that there is a likelihood of their breaking further during the competition, will be rejected.

17. ON-BOARD TELEVISION CAMERAS

17.1. All participants will have to carry either a camera and its electronic equipment or a dummy camera and its dummy electronic equipment at all times during Events and official tests if necessary.

17.2. The position of the camera electronic equipment and dummy camera electronic equipment is free; however must previously be approved by the scrutineers.

17.3. The position on the car of the on-board camera will be determined and approved by Olsbergs MSE/Avitas.

17.4. The usage of video cameras is authorized, however mounting systems must previously be approved by the Olsbergs MSE/Avitas.

17.5. Video material may be requested by the Stewards of Event or Olsbergs MSE/Avitas.

18. TIMING TRANSPONDERS

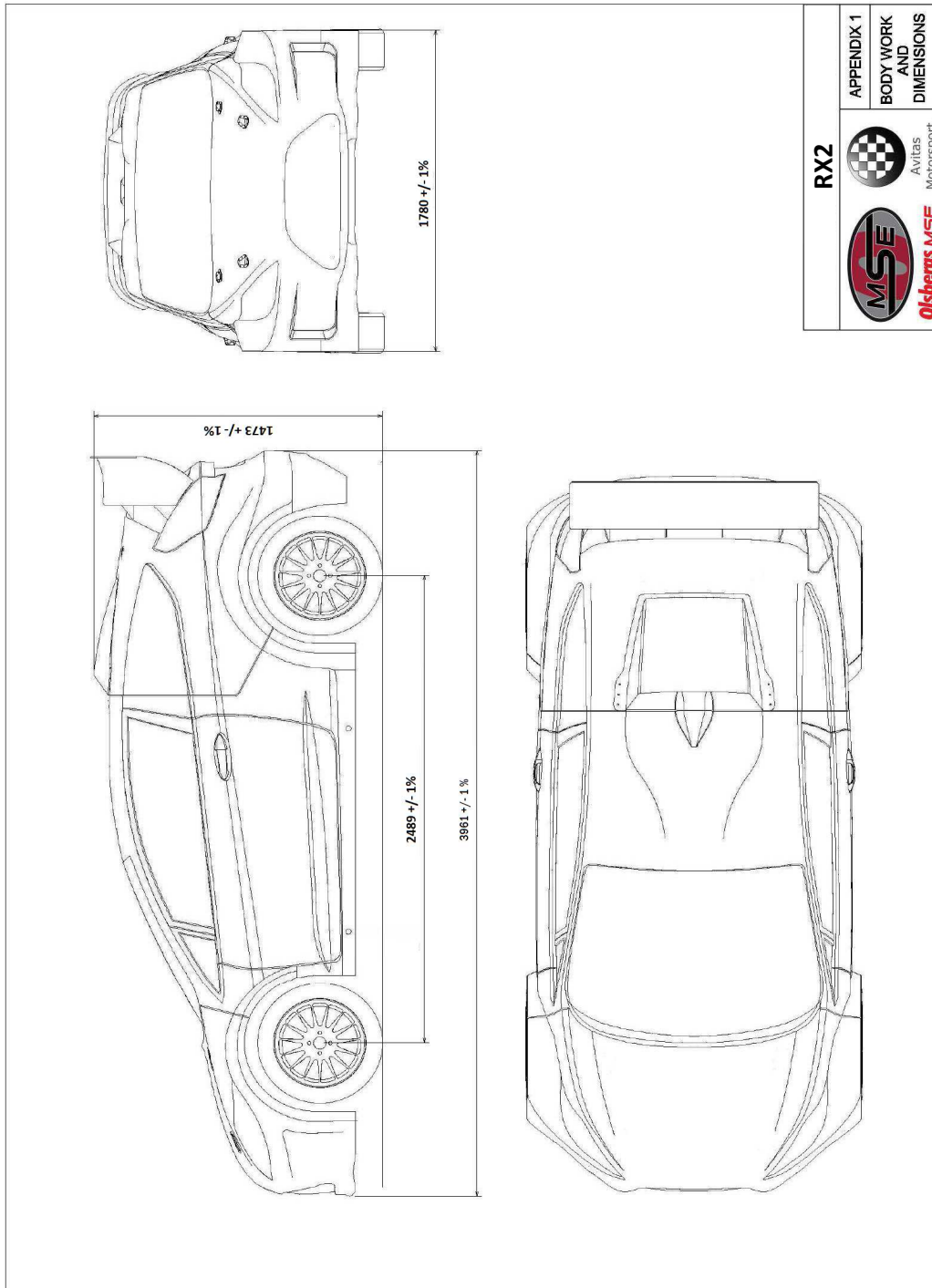
18.1. All cars must be fitted with a timing transponder supplied by the officially appointed timekeepers. This transponder must only be fitted in strict accordance with the instructions of the timekeepers.



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Appendix 1:



RX2		APPENDIX 1
		BODY WORK AND DIMENSIONS
		
		



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Appendix 2:

Exhaust system with 2 different approved catalytic converters.

