

Technical Regulations 2023

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(General Requirements)

1.1 Provisions

When reading these regulations, never forget that any modification or addition to the engine and/or its accessories is prohibited, unless expressly authorised.

By modification, IAME means all operations likely to change the initial appearance and dimensions of an original part. It is absolutely forbidden to transform the internal configuration of the original engine by polishing, removing or adding material.

Any modification and/or assembly resulting in distorting a value and/or its control are prohibited.

Pilots, tutors and competitors are responsible for the conformity of their equipment.

IMPORTANT

The machining, assembly and adjustment tolerances indicated on the approval or technical sheets refer exclusively to the manufacturing tolerances. However, it is absolutely forbidden to carry out any intervention on the engine and/or its accessories, even if the dimensional characteristics fall within the limits prescribed by the tolerances.

The approval sheets, manufacturer sheets and technical sheets in force are listed in the technical reference document IAME SERIES BENELUX DR 2023 at the current index.

They form an integral part of this technical regulation and its annexes.

For any point not appearing in these Technical regulations and its appendices, the current FIA Karting technical regulations and appendices will be applied.

Compliance checks are carried out by the IAME SERIES NETHERLANDS-NK IAME technical control team with the collaboration of the Federation's technical control team. It is the latter and she alone who writes any reports of non-compliance.

One or more person(s) mandated by the promoter of the IAME SERIES NETHERLANDS-NK IAME may take part in the technical checks and have access to the data collected without these being communicated to third parties (except the Federation and/or IAME S.p.a.S.U)

The authorized person(s) may be authorized IAME-Netherlands resellers.

The promoter of the IAME SERIES NETHERLANDS-NK IAME may also participate in the technical checks and will have access to the data recorded without these being communicated to third parties (except the Federation and / or IAME S.p.a.S.U) In this case, the reseller(s) Authorized approved(s), the promoter, can propose the checks to be carried out, in consultation with the technical inspectors of the IAME SERIES NETHERLANDS-NK IAME and the Federation.

During technical inspections, only the following act as an absolute and indisputable reference:

- o These Technical regulations and their appendices
- o Approval sheets, manufacturer sheets or technical sheets
- o Comparison with a reference element
- o The FIA Karting Technical Regulations and its appendices

In the event of a serious controversy during a technical inspection, the disputed parts may be retained and sealed to be sent by the organization to IAME S.p.a.S.U who will carry out an expert appraisal in the factory.

The expertise of the "IAME" prevails over any disputes of the elements mentioned above.

The final decision will be taken by the Sporting Commission following the expert reports received.

The engines must display the serial numbers engraved by the IAME S.p.a.S.U factory, unless otherwise authorized by IAME-Netherlands (example: change of casings)

For the X30 Junior / Senior / Senior Master / Senior Master 180 / Senior Cup categories, only cylinders with the original "IAME" marking on the gasket surfaces and with a liner retention pin are authorized.

These engines must be accompanied by a completed and authenticated passport in accordance with Appendix No. 7 of the Technical Regulations (Rules for the use of engines)

1 "Race" engine and 1 "Reserve" engine are authorized per event.

Engines must be sealed with a numbered IAME seal issued by "IAME Netherlands" or "IAME-Belgium" (IAME Séries RT Appendix N°04) from qualifying until the end of the event.

By sealing an engine, the authorized dealer (or the team manager in the case of a foreign driver) undertakes that it is perfectly compliant.

The "race" engine passport is presented during material check-in. It is checked that the serial and engine seal numbers are indicated on the "engine passport" which is kept for the duration of the event by technical control.

From qualifying practice, the choice of the "Race" engine is final.

In the event of engine failure or significant problems with the engine unit, the driver wishing to use his "Reserve" engine must present the damaged engine to the technical inspection to show that it is no longer in working order (engine failure or significant problems on the engine group)

The KNAF technical delegate is the only one who can authorize the use of the spare engine.

With the agreement of the scrutineers, the Reserve engine is registered and the passport is kept at the technical control.

The replaced engine is unsealed and kept by Technical Control until the end of the meeting.

It can be checked in the presence of the responsible retailer.

From qualifying practice, any unsealing of an engine in the absence of a scrutineer is prohibited and will be the subject of a report of non-compliance.

IMPORTANT :

In the event of non-compliance of the sealed part of the engine:

- o The Sporting Commission will take decisions which may go as far as the disqualification of the driver concerned from the meeting.
- o The responsibility of the dealer performing the maintenance will be engaged.

He may have his approval suspended after analysis of the seriousness of the alleged facts.

Each driver must provide a space on the bodywork of his kart reserved for sponsors of the IAME SERIES NETHERLANDS-NK IAME.

Applicable text

In the event of differences in the interpretation of the rules, only the French text will prevail.

Data preservation

Any use of any data recording device on a tablet, computer, telephone, etc.

As well as any taking of photos or recording of videos are strictly prohibited in the departure assistance park, arrival assistance park and closed park.

1.2 Fuel and Lubricants

A regular distribution fuel Gasoline E5 (SP 98), Standard EN 228 coming from the service station imposed during each event, without any additive added other than oil for lubricating the engine, is the only authorized one.

The organization will designate and communicate the imposed service station (IAME Séries RT appendix N°02) where the reference sample will be taken.

This for the purpose of checks by comparing the mixture used with the reference mixture (IAME Séries RT appendix N°01).

WLADOIL K2T oil is the only authorized lubricant.

Authorized concentration

o Mini-Rookie & Mini category: 4 to 6%.

o Other categories: 5 to 6%.

The percentage used must be precisely written on the Material registration form which must be returned during this registration.

Any overrun of the limit set in relation to the sample of reference mixture will be the subject of a finding of non-compliance (IAME Séries RT appendix N°01).

The control device used is the DIGATRON fuel tester.

The organizer reserves the right to ask competitors to empty their tank and use the fuel provided by the organization, which will be E5 (SP 98), from the reference service station, without no complaints are accepted.

In this case, the mixture is carried out in the Start Assistance Park under the supervision of a scrutineer by the driver or his mechanic who must use a sealed oil container with its original capsule to make the mixture.

1.3 TYRES

1.3.1 Common Applications

Only tyres (slick and rain) purchased from an approved "IAME-Netherlands" retailer or from the promoter of the "IAME SERIES NETHERLANDS-NK IAME" are authorized.

Special provision

For Belgian competitors, during "IAME SERIES NETHERLANDS-NK IAME" meetings:

- o Vouchers for racing tyres (slick and rain) must be purchased at "IAME Belgium".
- o Only tyres (slick and rain) purchased from "IAME Belgium" are authorized for testing.

Tyres must be used as delivered by the supplier.

Any treatment or manipulation that could modify the characteristics of the tyres is strictly prohibited.

Any on-board system for taking and transmitting tyre pressure and temperature is strictly prohibited in all categories.

The "MiniRAELite" measuring device is used to check that the tyres are in accordance with the regulations.

The VOC measurement of the tyres must not exceed 5 ppm (maximum limit value) in all circumstances.

Note: Tyre pollution (I.E.: unsuitable assembly product, chain spray, fuel, etc.) must be avoided as it can cause the limit value to be exceeded.

If the control reveals that the tyres are not in conformity with the regulations, the driver concerned will not be authorized to access the Pre-grid and therefore will not participate in the corresponding part of the competition.

The organizers of the IAME SERIES NETHERLANDS-NK IAME reserve the right to place the tyres in the parc fermé without notice.

Note: A competitor who notices a defect on a tyre during check-in must have it noted by the tyre manager.

The competitor who, on the same reference and type of tyre, notices during registration a difference in circumference equal to or greater than 15 mm may request its replacement.

These provisions only apply to registered tyres which have not yet been used.

1.3.2 Specific Applications

Mini Rookie & Mini

- o Slick: Komet K1D-M
- o Rain: Prohibited

Authorized quantity (Per meeting) :

SLICK

- o 2 front tyres and 2 rear tyres
- o 1 "reserve" tyre (Front or Rear)

Slick tyres ("Race")

For "race" Slick tyres, competitors must purchase a Voucher from their respective retailer.

This Voucher allows them to collect from the organization a set of "race" tyres from the same batch and which will be scanned during distribution.

Slick "race" tyres can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Slick tyre ("Spare")

For the "Spare" slick tyre, the competitors will collect a "Spare tyre" Voucher in due time from their respective dealers.

This Voucher allows them to withdraw from the organization a spare tyre which will be registered.

This spare tyre can only be distributed and registered after the Qualifying sessions.

Slick Tyres (Tests)

From the official free practice the management of the tyres is free, these must be those imposed in the category.

They will be checked before each session starts.

X30 Junior

o Slick: Komet K2H

o Rain: Komet K1W

Authorized quantities: (Per event)

SLICK Knac Nationale Autosport Federatie

o 2 front tyres and 2 rear tyres

o 1 "reserve" tyres (Front or Rear as desired)

RAIN

o 2 front tyres and 2 rear tyres

o 2 "spare" tyres (Front and/or Rear of your choice)

Race Slick Tyres

For "race" Slick tyres, competitors must purchase a Voucher from their respective retailer.

This Voucher allows them to collect from the organization a set of "race" tyres from the same batch and which will be scanned during distribution.

Slick "race" tyres can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Spare Race Slick Tyre

For the "spare" slick tyre, competitors must collect a "spare tyre" Voucher in due time from their respective dealer.

This Voucher allows them to withdraw from the organization a spare tyre which will be registered.

This spare tyre can only be distributed and registered after qualifying.

Slick Tyres Tests

For Free Practice and Official Free Practice, the management of the tyres is free, these must be those imposed in the category.

They will be checked before each session.

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

Race Wet Tyres

At each IAME SERIES NETHERLANDS-NK IAME event, drivers must register new "race" rain tyres.

New "race" rain tyres registered during previous IAME SERIES NETHERLANDS-NK IAME 2023 events are also authorised.

IMPORTANT

"Race" rain tyres must be registered at the same time as slick tyres.

It will no longer be possible to register "race" rain tyres after the registration of slick tyres.

No exceptions will be allowed.

"Race" wet tyres can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Spare rain tyres

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tyre(s) that will be registered.

This (these) reserve tyre(s) can only be distributed and registered after the Qualifying sessions.

It is only after they have been registered that the "reserve" rain tyre(s) can be used.

Wet Tyres Tests

For Free Practice and Official Free Practice tyres the management is free, these must be those imposed in the category.

These tyres can be supplied by competitors, or purchased from their respective dealer.

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

X30 Senior

o Slick: Komet K2M

o Rain: Komet K1W

Authorized quantities: (Per event)

SLICK

o 2 front tyres and 2 rear tyres in free management

o 2 "spare" tyres (Front and/or Rear of your choice)

RAIN

o 2 front tyres and 2 rear tyres

o 2 "spare" tyres (Front and/or Rear of your choice)

Race Slick Tyres

For "race" Slick tyres, competitors must purchase a Voucher from their respective retailer

This Voucher allows them to collect from the organization a set of "race" tyres from the same batch and which will be scanned during distribution.

Slick "race" tyres can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

"Test" Slick Tyres

For Free Practice and Official Free Practice, the management of the tyres is free, these must be those imposed in the category.

They will be checked before each session starts.

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

Wet Tyres ("Race")

At each IAME SERIES NETHERLANDS-NK IAME event, drivers must register new "race" rain tyres.

New "race" rain tyres registered during previous IAME SERIES NETHERLANDS-NK IAME 2023 events are also authorised.

IMPORTANT

"Race" rain tyres must imperatively be registered at the same time as the slick tyres.

It will no longer be possible to register "race" rain tyres after the registration of slick tyres.

No exceptions will be allowed.

"Race" wet tyres can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Spare rain tyres

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tyre(s) that will be registered.

This (these) spare tyre(s) can only be distributed and registered after the Qualifying sessions.

It is only after their registration that the "spare" rain tyre(s) can be used.

Wet Tyres (Tests)

For Free Practice and Official Free Practice tyres the management is free, these must be those imposed in the category.

These tyres can be supplied by competitors, or purchased from their respective dealers

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

X30 Senior Master, X30 Senior Master 180, X30 Senior Cup

o Slick: Komet K2M

o Rain: Komet K1W

Authorized quantities: (Per event)

SLICK

o 2 front tyres and 2 rear tyres

o 2 "spare" tyres (Front and/or Rear of your choice)

RAIN

o 2 front tyres and 2 rear tyres

o 2 "spare" tyres (Front(s) and/or Rear(s) of your choice)

Race Slick Tyres

For "race" Slick tyres, competitors must purchase a Voucher from their respective retailer.

This Voucher allows them to collect from the organization a set of "race" tyres from the same batch and which will be scanned during distribution.

Slick "race" tyres can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Spare race slick tyres

For "spare" slick tyres, competitors must collect a "spare tyre" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tyres that will be registered.

These spare tyres can only be distributed and registered after the qualifying sessions.

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

“Test” Slick Tyres

For Free Practice and Official Free Practice, the management of the tyres is free, these must be those imposed in the category.

They will be checked before each session starts.

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

Wet Tyres ("Race")

At each event of the IAME SERIES NETHERLANDS-NK IAME, drivers must register new "race" rain tyres.

New "race" rain tyres registered during previous "IAME SERIES NETHERLANDS-NK IAME 2023" events are also authorised.

IMPORTANT

"Racing" rain tyres must be registered at the same time as slick tyres.

It will no longer be possible to register "race" rain tyres after the registration of slick tyres.

No exceptions will be allowed.

"Race" wet tyres can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tyres that can be used are those that were registered by the organization during distribution.

Spare rain tyres

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tyre(s) that will be registered.

This (these) spare tyre(s) can only be distributed and registered after the Qualifying sessions.

It is only after their registration that the "spare" rain tyre(s) can be used.

Wet Tyres (Tests)

For the tyres of the Free Practices and Free-official Practices the management is free, these must be those imposed in the category.

These tyres can be supplied by competitors, or purchased from their respective dealers

For the official tests and the warm up (if a warm up is planned), the tyres are free, of the same brand and type as those imposed in the category.

- Part 2 -

(Requirements by Categories)

2.1 Mini Rookie & Mini

Minimum total weight Mini-Rookie (pilot included): 105kg

Minimum total weight Mini (pilot included): 110kg

2.1.1 Engine, accessories and equipment

The PARILLA PV60 MINI-SWIFT version 2007 engine is the only authorized one (Manufacturer Sheet No. 399 at the current index).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

For 2023, all cylinders with or without liner retention pins, with or without IAME marked gasket face are permitted.

From 2024 only cylinders with liner retention pin, and joint plan marked IAME will be authorized.

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

Only exception: The aluminum chain guard can be modified without affecting the safety to allow the dismantling of the chain easily

Only IAME original spare parts are authorized during engine maintenance.

Minimum squish measured at any point is: 0.75mm

Control carried out with a tin/lead alloy wire "60/40" (Brand WURTH Ref: N°0987-113) of Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

The cylinder gasket with a thickness of between 0.25 and 0.40mm can be made by stacking original IAME gaskets of 0.05, 0.10, 0.20, 0.40mm thickness in order to achieve the minimum squish value required.

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

An additional ground cable from IAME origin is authorised.

The sheet metal cover marked IAME Parilla fixed to the front of the casing is optional.

Clutch - Transmission

The centrifugal clutch must come into full engagement and drive the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum and this, at all times of the event (at the start as well as at the finish).

The checks will be made in the pre-grid and/or in the Arrival Service Park.

In the event of a pre-grid check, any driver who does not comply with this rule will be banned from starting.

In the event of a check in the arrival park, any driver who does not comply with this rule will be subject to a report of technical non-compliance.

The tachometer used for the controls is Alfano.

Only authorized references

o Clutch drum -> A-61550US

o Clutch hub -> A-61843

The O-ring sealing between the clutch drum and the clutch hub is compulsory.

The inside of the clutch drum as well as the clutch hub must not show any trace of any product (grease, lubricant or other).

Transmission ratio of 0.1388 required.

(Original IAME 10-tooth drive sprocket and 72-tooth rear sprocket are imperative).

Exhaust raccord

Mini-Rookie: The exhaust connection with integrated restrictor of Ø 18.30 mm maximum, of IAME origin without any addition or removal of sharp-edged material, not chamfered, without polishing, painting or chrome plating is the only one authorized (Manufacturer's Sheet N°399).

Its tightness must be ensured and can be checked.

Mini: The exhaust connection without restrictor, of IAME origin without any addition or removal of sharp-edged material, not chamfered, without polishing, painting or chromium-plating is the only one authorized (Manufacturer's Sheet N°389).

Exhaust pipe

Since 2023, there are 2 versions of exhaust pipes (see Manufacturer's Sheet 399).

These original IAME mufflers with incorporated restrictor are the only authorized ones.

IAME marking laser marked, on the muffler without support for the exhaust probe.

IAME marking stamped in relief, on the muffler with support for the exhaust probe. The exhaust probe is strictly prohibited for timed practice, qualifying and final heats.

No modification whatsoever, addition, removal of material, polishing, painting or chrome plating is authorized on these 2 exhaust pipes!

Only the sealing of the exhaust tip can be ensured by the use of silicone paste.

If the exhaust probe support has been pierced, a cap must be used to ensure the seal of the muffler.

Spark Plug

The only authorized spark plugs are NGK BR8EG / BR9EG / BR10EG fitted with their original seal and without any modification.

2.1.2 Bearings and sealing rings (oil seals)

Only Type 6204 crankshaft bearings internal clearance C3 or C4 steel balls and SKF brand polyamide cage are authorized. However, bearings of the same type are tolerated.

The direction of assembly is free.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

It is tolerated to improve the hold of the oil seals in their housing by the use of a sealing paste.

2.1.3 Carburetor and accessories

TILLOTSON HW-31A (model with Venturi diameter 17.15 mm Maxi) in its strictly original configuration equipped with its 2 thermal flanges (No. 1 and No. 2) as fitted (IAME Séries FT No. 06)

Any removal, addition of material or polishing of one of the carburetor elements is prohibited.

Only the original accessories and spare parts delivered with the carburetor and by IAME-Netherlands are authorised.

o Needle valve and its TILLOTSON well Ref: 233-720P with its copper sealing washer are the only ones authorized (only 1 original copper washer is authorized and mandatory).

o Gaskets and Membranes, TILLOTSON Ref: DG 1HW are the only ones authorized.

o TILLOTSON complete repair kit Ref: RK 7HW is the only one authorized.

o The fork spring is free.

The carburetor gasket and the 2 flange gaskets (stacking prohibited) must be original IAME gaskets. (thickness 0.70 mm +/- 0.30)

Intake silencer strictly original without any modification (gluing of the trumpet authorized) (Manufacturer sheet N°399)

2 versions of connecting rubber sleeve are authorized: (Manufacturer's sheet No. 399)

o Version without filter

o Version with filter.

Under no circumstances may the connecting sleeve of the intake silencer be modified

The front appendage of the intake silencer may be drilled for fixing purposes, provided that its sealing is not impaired.

IAME marking is optional (no marking on older models).

In the event of rain, a device preventing water from entering directly into the Intake silencer is authorized, provided that this does not act as a venturi and does not favor the entry of a greater quantity of air than the original intake silencer used alone.

2.1.4 Batteries

VRLA Technology (Lead / Acid / Gel) batteries are strongly recommended.

Only 14.8V Lithium-Ion batteries are tolerated.

Use of original IAME battery holder is optional

The battery must be firmly fixed and must not present any danger to the pilot.

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be properly connected to the engine wiring harness.

2.1.5 Chassis, accessories and equipment

All "Mini kart" type chassis FIA Karting homologated from 2020 or having been homologated by an ASN and incorporating the FIA Karting recommendations are authorized.

The tank should only supply the engine at normal atmospheric pressure.

(This means that, apart from the fuel pump located on the carburettor, any principle or system, mechanical or not, that can act on the internal pressure of the tank is prohibited).

The position of the tapping for the extraction hose is free (From the top or the bottom of the tank).

Rear axle

- o Outside diameter of the shaft 30 mm maximum.
- o Length 960mm +/-10mm.
- o Chamfers or rounding are permitted on the outside and inside ends of the shaft.
- o Wall thickness 4.9 mm minimum at all points except the location of keyways and chamfers.
- o Weight 2900g +/-100g.

Rear axle Hubs

- o Their installation on the rear shaft must imperatively be at least 30mm.
- o Wheelbase between 900 and 950mm. (+/-5mm)
- o Rear track of 110 cm Maximum.
- o Only one chassis authorized per meeting.
- o Ceramic ball bearings prohibited.
- o Rear brakes with mechanical or hydraulic control.
- o Front brakes prohibited.
- o Mandatory steel or cast iron disc (Aluminum, Ceramic and carbon prohibited).

o Aluminum or magnesium rims authorized (with bearings or with hubs for the front).

Front fairing must meet FIA Karting specifications, FIA Karting homologated or having been homologated by an ASN and fitted with the FIA Karting 2015-2020 or 2022- homologated assembly kit ("FIA Karting" Regulations Technical Drawing N°2c and 2d).

The front fairings must be at ambient temperature when entering the start service park.

The lower surface(s) of the front fairing must be uniform and smooth; the front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Séries appendix N°05).

FIA Karting homologated plastic rear wheel protection compulsory

The rear protection must never protrude beyond the outer plane of the rear wheels.

It must be immobilized in the transverse direction.

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chseated and that it is not protruding and considered dangerous.

The integral chain guard is compulsory.

Chassis protections are authorized provided they are made of materials not brittle, do not provide any advantage (rigidity, aerodynamics, etc.), that they are not protruding and considered dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same type and of the same brand.

After acceptance by the KNAF technical delegate, the replacement chassis can then be registered.

Mandatory tyres

Slick: Komet K1D-M Dimensions :

- o Front: 10 x 4.00-5
- o Rear: 11 x 5.00-5

Rain: prohibited

On-track identification

- o Number plates: Yellow (1 front, 1 rear, 2 side)
- o Numbers: Black

Series

> 8XX for Mini

> 9XX for Mini Rookie

(Number background with embedded digits allowed)

Part 2 – Prescriptions by category – 2.3 -> 2.3.1 X30 Junior

2.3 X30 Junior Minimum total weight (pilot included): 145 Kg

2.3.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine is the only authorized engine fitted with SELETTRA, Digital K ("C" type CDI box) or Digital "S" ("C" type coil) electronic ignition. (Manufacturer Sheet No. 254 at the current index).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

The only exception is the plastic chain guard, which can be modified without compromising safety to allow the chain to be removed without having to remove it from the engine.

The letter appearing on the CDI box or the Electronic Coil must be visible at all times without having to dismantle it or dismantle any element (harness, relay etc.).

The CDI box or electronic coil may be replaced at any time during the race by a copy provided by the challenge organizer without notice. It must therefore be possible to dismantle it from the kart without the obligation of mechanical intervention on any of the other elements.

The challenge promoter cannot be held responsible in the event of malfunction of the exchanged box or electronic coil.

Ignition rotor

- o The ignition rotor must be immobilized and blocked on the crankshaft.
- o The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" into the keyway of the crankshaft.
- o The keyway on the rotor must at all points measure 2.5 mm 0 /+ 0.1.

Ignition stator

- o The 4 fixing holes $\varnothing 5$ 0 /+0.5 of the stator on the crankcase cannot undergo any modification.
- o The 4 M5 fixing screws of the stator must remain strictly original without any modification.

Only IAME original spare parts may be used during engine maintenance.

Cylinder gasket

- o Free thickness (original IAME only).

o Stacking allowed.

Minimum squish measured at any point: 0.90 mm.

Control carried out with a tin/lead alloy wire "60/40" (Brand WURTH Ref: N°0987-113) of \varnothing 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

The original piston ring is the only one authorized (thickness 2.18mm +/- 0.05mm).

The original VETRONITE fiberglass (thickness 0.30mm minimum) or carbon (thickness 0.24mm minimum) reed valves of origin and marked IAME without any modification are the only ones authorized.

Mixing reed valves is prohibited. The direction of assembly is free.

Only IAME original 10, 11 and 12-tooth motor sprockets are authorized.

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

The centrifugal clutch must be fully engaged and drive the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum at all times during the event. (at departure and arrival).

Checks can be done in advance in starting grid and/or in arrival park.

In the event of a pre-grid or arrival park check, any driver who does not comply with this rule will be subject to a report of technical non-compliance. It will be forbidden to leave.

The tachometer used for the controls is Alfano brand.

.The O-ring sealing between the clutch and the clutch hub is compulsory.

The inside of the clutch drum and the clutch hub must not show any trace of lubricant.

The only authorized spark plugs are NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254E-105 fitted with their original seal and without any modification.

The original new generation exhaust is the only one authorized (Manufacturer sheet N°254).

Shim(s) X30125375 optional.

The length of the exhaust can be adjusted by using shim(s) X30125375 (thickness 3 mm +/- 0.5mm) of IAME origin or additional seals without any modification. (Manufacturer sheet No. 254).

At least one exhaust gasket is mandatory.

The only authorized exhaust fitting is the model with a 22.7mm Maximum restrictor both cold and hot (Manufacturer's sheet N°254).

Its sealing must be ensured and can be checked.

The exhaust as well as the fitting cannot undergo any transformation. It may also not undergo any removal of material or paint or any chrome plating or polishing treatment.

The original IAME additional silencer without any modification is compulsory and is the only one authorized (IAME Séries FT N°04).

At any time the technical inspectors may require the replacement of the soundproofing material, the silencer, the exhaust, without any justification.

An exhaust temperature sensor is permitted.

The original IAME thermostat system (Simple or By-pass) is optional.

The water hoses must be of IAME origin (blue or black).

A connector for taking the water temperature is authorized as well as an elbow (optional) to facilitate the installation of the hose.

The number and length of the radiator supports is free (IAME original supports only).

Any heater or heater connection systems on the water circuit are strictly prohibited.

The original IAME "Pump unit" (pump and pulley) must imperatively be fitted in its entirety, with the belts (free model) in place on the pulley.

The mixing of plastic and aluminum elements is authorized.

Cylinder protections of all types are tolerated provided that they do not provide any Aerodynamic advantage, that they are not protruding and deemed dangerous.

An adjustable radiator screen (curtain) is permitted. This must be attached to the radiator. An adhesive strip is tolerated provided that it goes around the radiator in such a way that it cannot be removed while driving, even partially.

Crankshaft bearings

o Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but of different brands will be tolerated) Free fitting direction.

o BC-3342 B with rollers only of SKF brand (mounting direction -> see Manufacturer's Sheet No. 254)

Mixing 6206 / BC-3342 B is prohibited.

Original IAME axial clearance adjusting shims are authorised.

Balance Shaft Bearings

o Type 6202 and 6005 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but of different brands will be tolerated) Free fitting direction.

Any angular contact bearing is prohibited.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

2.3.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturer Sheet No. 348).

Any removal, addition of material or polishing of one of the carburettor elements is strictly prohibited.

Only original accessories and spare parts are authorized.

o TILLOTSON Needle and Well Kit Ref: 233-721P with copper sealing washer are the only ones authorized (only 1 original copper washer is authorized).

o Gaskets and Membranes Kit, TILLOTSON Ref: DG 3HW are the only ones authorized.

o TILLOTSON complete repair kit Ref: RK 6HW is the only one authorized.

o The fork spring is free.

o The carburettor seal must be an original IAME seal. (thickness 1mm +/- 0.3mm).

o The conveyor/reed block seal must be an original IAME seal. (thickness 0.8mm +/- 0.3mm).

o The reed valve box/housing seal must be an original IAME seal. (thickness 1mm +/- 0.3mm).

Only the intake silencer (New Generation) fitted with its rubber connection and its strictly original foam filtering element without any modification is authorized (Manufacturer's Sheet No. 254).

The trumpets can be glued. Trumpet grilles are optional.

In the event of rain, only the original IAME rain cover (Manufacturer's Sheet No. 254) or the identical model not marked IAME are authorized.

Any modification of the rain cover is prohibited.

2.3.4 Batteries

VRLA Technology (Lead / Acid / Gel) batteries are strongly recommended.

Only 14.8V maximum Lithium-Ion batteries are tolerated.

The use of the original IAME battery holder is optional.

The battery must be firmly fixed and must not present any danger to the pilot.

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be correctly connected to the engine wiring harness.

2.3.5 Chassis, accessories and equipment

All FIA Karting homologated chassis from 2015 are authorised.

Only one chassis is authorized per meeting.

The manufacturer "sticker" on the rear shaft is optional.

FIA Karting homologated hydraulic brakes.

Front brakes prohibited.

Mandatory steel or cast iron discs (Aluminum, Ceramic and carbon prohibited).

Ceramic ball bearings prohibited.

Front fairing and supports (lower / upper bumper) FIA Karting 2022 – 2023 homologated mandatory fitted with the FIA Karting 2022-2023 homologated mounting kit (FIA Karting Regulations Technical Drawing N°2c and 2d).

The front fairings must be at ambient temperature when entering the start service park.

The lower surface(s) of the front fairing should be even and smooth.

The front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Séries appendix N°05).

FIA Karting homologated plastic rear wheel protection compulsory.

The rear protection must never protrude from the outer plane of the rear wheels and must be immobilized in the transverse direction.

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chassis and that it is not protruding and deemed dangerous.

The integral chain guard is compulsory.

Chassis protections are authorized as long as they are made of non-breakable materials, do not provide any advantage (Rigidity, Aerodynamics, etc.) and are not considered protruding and dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same make and type.

After acceptance by the KNAF technical delegate, the replacement chassis can then be registered.

Part 2 – Prescriptions by category – X30 Junior 2.3.5 (continued)

Mandatory tyres

o Slick: Komet K2H Dimensions: Front 10x4.60-5

Rear 11x7.10-5

o Rain: Komet K1W Dimensions: Front 10x4.20-5

Rear 11x6.00-5

On-track identification

o Number plates: Yellow (1 front, 1 rear, 2 side)

o Numerals: Black

Series: 1XX

(Number background with embedded digits allowed)

2.4 X30 Senior, X30 Senior Master, X30 Senior Master 180, X30 Senior Cup

X30 Senior

Minimum total weight (pilot included): 158Kg

X30 Senior Master

Minimum total weight (pilot included): 168Kg

X30 Senior Master 180

Minimum total weight (pilot included): 180Kg

X30 Senior Cup

Minimum total weight (pilot included): 168Kg

2.4.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine authorized engine fitted with SELETTA electronic ignition, Digital K (type "C" CDI unit) or Digital "S" (type "C" coil).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

The only exception is the plastic chain guard, which can be modified without compromising safety to allow the chain to be removed without having to remove it from the engine.

The letter appearing on the box or the electronic coil must be visible at all times without having to dismantle it or dismantle any element (harness, relay etc.).

The box or the electronic coil can be replaced at any time during the race by a copy provided by the organizer of the challenge and this without notice. It must therefore be possible to dismantle it from the kart without the obligation of mechanical intervention on any of the other elements.

The challenge promoter cannot be held responsible in the event of malfunction of the exchanged box or electronics.

Ignition rotor

- o The ignition rotor must be immobilized and blocked on the crankshaft.
- o The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" into the keyway of the crankshaft.
- o The keyway on the rotor must at all points measure 2.5 mm 0 / + 0.1

Ignition stator

- o The 4 fixing holes $\varnothing 5$ 0 / +0.5 of the stator on the crankcase cannot undergo any modification.
- o The 4 M5 fixing screws of the stator must remain strictly original without any modification.

Only IAME original spare parts may be used during engine maintenance.

Cylinder gasket

- o Free thickness (original IAME only).
- o Stacking allowed.

Minimum squish measured at any point: 0.90 mm.

Control carried out with a tin/lead alloy wire "60/40" (Brand WURTH Ref: N°0987-113) of Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

The original piston ring is the only one authorized (thickness 2.18mm +/- 0.05mm).

The original VETRONITE fiberglass (thickness 0.30mm minimum) or carbon (thickness 0.24mm minimum) reed valves of origin and marked IAME without any modification are the only ones authorized.

Mixing reed valves is prohibited. The direction of assembly is free.

Only IAME original 10, 11 and 12-tooth drive sprockets are authorized.

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

The centrifugal clutch must be fully engaged and drive the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum at all times during the event. Controls can be done in the pre-grid and/or in the arrival park.

In the event of a pre-grid or arrival park check, any driver who does not comply with this rule will be subject to a report of technical non-compliance. He may be prohibited from leaving.

The tachometer used for the controls is Alfano.

The O-ring sealing between the clutch drum and the clutch hub is compulsory.

The inside of the clutch drum and the clutch hub must not show any trace of lubricant.

The only authorized spark plugs are NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254E-105 fitted with their original seal and without any modification.

In the event of rain, a device preventing water from entering directly into the Intake silencer is authorised, provided that this does not act as a venturi and favors the entry of a greater quantity of air than the original intake silencer used alone.

The original new generation exhaust is the only one authorized (Manufacturer's sheet N°254)

Shim(s) X30125375 optional.

The length of the exhaust can be adjusted by using shim(s) X30125375 (thickness 3 mm +/- 0.5mm) of IAME origin or additional seals without any modification. (Manufacturer sheet N°254).

At least one exhaust gasket is mandatory.

The exhaust and the fitting cannot undergo any transformation. They may also not undergo any removal of material or paint or any chrome plating or polishing treatment.

The original IAME additional silencer without any modification is compulsory and is the only one authorized (IAME Séries FT N°04).

At any time the technical inspectors may require the replacement of the soundproofing material, the silencer or the exhaust pipe without any justification.

An exhaust temperature sensor is permitted.

The water hoses must be of IAME origin (blue or black).

A water temperature connection can be installed on a water hose as well as an optional elbow to facilitate the installation of the hose.

The original IAME thermostat system (Simple or By-pass) is optional.

Any heater or heater connection systems on the water circuit are strictly prohibited.

The number and length of the radiator supports is free. (IAME original media only).

The original IAME "Pump unit" (pump and pulley) must be fitted correctly and completely, with the belts (free model) in place on the pulley.

The mixing of plastic and aluminum elements is authorized.

Cylinder protections of all types are tolerated provided that they do not provide any Aerodynamic advantage, that they are not protruding and deemed dangerous.

An adjustable radiator screen (curtain) is permitted. This must be attached to the radiator. An adhesive strip is tolerated as long as it goes around the radiator in such a way that it cannot be removed while driving, even partially.

2.4.2 Bearings and oil seals

Crankshaft bearings

o Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but different brand will be tolerated).

Free assembly direction.

o BC-3342 B with rollers only of SKF brand (mounting direction -> see Manufacturer's Sheet No. 254).

Mixing 6206 / BC-3342B is prohibited.

Original IAME axial clearance adjustment shims are authorised.

Balance Shaft Bearings

o Type 6202 and 6005 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but different brand will be tolerated) Free fitting direction.

Any angular contact bearing is prohibited.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

2.4.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturer Sheet No. 348).

Any removal, addition of material or polishing of one of the carburettor elements is strictly prohibited.

Only original accessories and spare parts are authorized.

o TILLOTSON Needle and Well Kit Ref: 233-721P with copper sealing washer are the only ones authorized (only 1 original copper washer is authorized).

o Gaskets and Membranes Kit, TILLOTSON Ref: DG 3HW are the only ones authorized.

o TILLOTSON complete repair kit Ref: RK 6HW is the only one authorized.

o The fork spring is free.

o The carburettor seal must be an original IAME seal. (thickness 1mm +/- 0.3mm).

o The conveyor/valve box seal must be an original IAME seal. (thickness 0.8mm +/- 0.3mm).

o The reed valve box/housing seal must be an original IAME seal. (thickness 1mm +/- 0.3mm).

Only the intake silencer (New Generation) fitted with its rubber connection and its strictly original foam filtering element without any modification is authorized (Manufacturer's Sheet No. 254).

The trumpets can be glued. Trumpet grilles are optional.

In the event of rain, only the original IAME rain cover (Manufacturer's Sheet No. 254) or the identical model not marked IAME are authorized.

Any modification of the rain cover is prohibited.

2.4.4 Batteries

VRLA Technology (Lead / Acid / Gel) batteries are strongly recommended.

Only 14.8V Lithium-Ion batteries are tolerated.

The use of the original IAME battery holder is optional.

The battery must be firmly fixed and must not present any danger to the pilot.

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be correctly connected to the engine wiring harness.

2.4.5 Chassis, accessories and equipment

All FIA Karting homologated chassis from 2015 are authorised.

Only one chassis is authorized per meeting.

The "sticker" manufacturer on the rear axle is optional.

FIA Karting homologated hydraulic brakes.

Front brakes prohibited.

Mandatory steel or cast iron discs (Aluminum, Ceramic and carbon prohibited).

Ceramic ball bearings prohibited.

Front fairing and supports (lower / upper bumper) FIA Karting 2022 – 2023 homologated mandatory fitted with the FIA Karting 2022-2023 homologated mounting kit (FIA Karting Regulations Technical Drawing N°2c and 2d).

The front fairings must be at ambient temperature when entering the start service park.

The lower surface(s) of the front fairing should be even and smooth.

The front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Séries appendix N°05).

FIA Karting homologated plastic rear wheel protection compulsory.

The rear protection must never protrude from the outer plane of the rear wheels and must be immobilized in the transverse direction.

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chassis and that it is not protruding and deemed dangerous).

The integral chain guard is compulsory.

Chassis protections are authorized as long as they are made of non-breakable materials, do not provide any advantage (Rigidity, Aerodynamics, etc.) and are not considered protruding and dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same make and type.

After acceptance by the KNAF technical delegate, the replacement chassis can then be registered.

Mandatory tyres

o Slick: Komet K2M Dimensions: Front 10x4.60-5

Rear 11x7.10-5

o Rain: Komet K1W Dimensions: Front 10x4.20-5

Rear 11x6.00-5

On-track identification

X30 Senior Master, X30 Senior Master 180, X30 Senior Cup

o Number plates: Yellow (1 front / 1 rear / 2 side)

o Numerals: Black

Series: > 2XX and 3XX for X30 Senior.

> 4XX and 5XX for X30 Senior Master.

> 8XX for X30 Senior Master 180.

> 6XX for X30 Senior Cup.

(Number background with embedded digits allowed)

- Part 3 -

(Chronology)

3.1 Chronology and Updates

3.1.1 Initial Version

IAME SERIES RT 2023 / V.I

Initial Version

Date d'effet

08/03/2023

3.1.2 Updates

IAME SERIES RT M.A.J N° ...

Updates

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*** The Updates of this regulation, are meant in the document
Knac Nationale Autosport Federatie
(IAME Séries DR 2023) current index.**