



Skema til forslag til reglementsændringer

Reglementsnummer 279-k-crosskart-xtreme	Reglements punkt CKX-T 3.1 Engine
---	---

Nuværende tekst

Approved engines: 4-stroke, 4-cylinders 600cc or 750 cc engine from the motorcycle production, with exemption from motorcycle engines that have not been on the market for a year or less. All repairs shall be made with parts from the original or copies with the same specification model of the engine according to the manufacturers workshop manual. A manual shall be available at the competition inspection. Changes to rotating parts of the engine are prohibited. In rotating parts the following are included: Cylinder including in- and outbound canals that are not removable from the cylinder head, engine block, crankcase, crank rods, pistons, flywheel, camshafts, any form of launch control, traction control, or similar systems are prohibited FIA Appendix 2 types of engine added : Intake system should be original the same make as the engine. Only airbox, air intake velocity funnels and filter is free. Maximum RPM of the motor should be the same as the original engine + 500 RPM The exhaust manifold can be modified or exchanged Ignition and injection/carburetor system original, electrical system is free, only original ECU the same make as the engine, injectors and coils Power Commander or similar to adjust fuel map and ignition is allowed. Outbound chain sprocket is free, prohibited to change gearbox or primary gear drive Following changed are also allowed: Improvement of the cooling system including water pump, thermostat, cooler, hoses and pipes. Improvement of the lubrication system, adjustments, oil cooler and more. Gear cut / quick shift. Engine shall be placed behind the seat. Engine shall have an engine exhaust container or original comparison and it shall be mounted in connection by the engine. Seal holes must be prepared in bolts in engine block and cylinder head and cam cover

Tekst bør ændres til:

Approved engines: 4-stroke, 4-cylinders 600cc or 750 cc engine from the motorcycle production, with exemption from motorcycle engines that have not been on the market for a year or less. All repairs shall be made with parts from the original or copies with the same specification model of the engine according to the manufacturers workshop manual. A manual shall be available at the competition inspection. Changes to rotating parts of the engine are prohibited. In rotating parts the following are included: Cylinder including in- and outbound canals that are not removable from the cylinder head, engine block, crankcase, crank rods, pistons, flywheel, camshafts, any form of launch control, traction control, or similar systems are prohibited FIA Appendix 2 types of engine added : Intake system should be original the same make as the engine. Only airbox, air intake velocity funnels and filter is free. Maximum RPM of the motor should be the same as the original engine + 500 RPM The exhaust manifold can be modified or exchanged Ignition and injection/carburetor system original, electrical system is free, only original ECU the same make as the engine, injectors and coils Power Commander or similar to adjust fuel map and ignition is allowed. Outbound chain sprocket is free, prohibited to change gearbox or primary gear drive Following changed are also allowed: Improvement of the cooling system including water pump, thermostat, cooler, hoses and pipes. Improvement of the lubrication system, adjustments, oil cooler and more. Gear cut / quick shift. Engine shall be placed behind the seat. Engine shall have an engine exhaust container or original comparison and it shall be mounted in connection by the engine.

Motoren skal være forberedt for plombering og senest ved deltageren første DM-løb skal motoren plomberes med dasu logo og numre som BU og tekniske delegeret har adgang til.

Plomberne skal monteres således ingen af følgende komponenter kan afmonteres: Topdæksel, topstykke, krumtaphus, gearkasse. Plomberne må placeres således at det er muligt at skifte kobling.

Herudover skal monteringen af motoren i karten plomberes, så motoren ikke kan afmonteres uden at bryde denne.

Ved reovering af motor eller udskiftning af motoren kontaktes klassen tekniske kontrol/teknisk delegeret som skal have mulighed for at kontrollere motoren.

Begrundelse:

De sidste mange år er der folk der fortolker dette reglement forskelligt og på den måde beskylder hinanden for at enten tune eller snyde, og det kan blive stoppet på denne måde og Dasu teknisk kontrol kan koncentrere sig om at kontrollere for sikkerhed som bla. hjelm godkendelser og kontrol af andre klasser.

Dette forslag er indsendt af
Morten B. Bertelsen

Dato:
17/7-2024