

Article 251 - 2012

Razvrstitev in opredelitev

Classification and Definitions

ČLEN 1 : RAZVRSTITEV

1.1 KATEGORIJE IN SKUPINE

Avtomobili, ki se uporabljajo na tekmovanjih, so razdeljeni v naslednje kategorije in skupine:

Kategorija I:

- Skupina N: Vozila iz proizvodnje
- Skupina A: Turistična vozila
- Skupina R: Turistična vozila ali veliko-produkcijska vozila iz proizvodnje

Kategorija II:

- Skupina RGT: **GT vozila iz proizvodnje**
- Skupina GT1: Športna vozila velikega turizma
- Skupina GT2: Športna vozila velikega turizma
- Skupina GT3: Pokalna športna vozila velikega turizma
- Skupina CN: Športna vozila iz proizvodnje
- Skupina D: Dirkalna vozila mednarodne Formule
- Skupina E: Dirkalna vozila proste Formule

Kategorija III:

- Skupina F: Dirkalni tovornjaki

1.2 RAZREDI PO PROSTORNINI

Vozila so po prostornini motorjev razdeljena v naslednje razrede:

1. do 500 cm³
2. od 500 cm³ do 600 cm³
3. od 600 cm³ do 700 cm³
4. od 700 cm³ do 850 cm³
5. od 850 cm³ do 1000 cm³
6. od 1000 cm³ do 1150 cm³
7. od 1150 cm³ do 1400 cm³
8. od 1400 cm³ do 1600 cm³
9. od 1600 cm³ do 2000 cm³
10. od 2000 cm³ do 2500 cm³
11. od 2500 cm³ do 3000 cm³
12. od 3000 cm³ do 3500 cm³
13. od 3500 cm³ do 4000 cm³
14. od 4000 cm³ do 4500 cm³
15. od 4500 cm³ do 5000 cm³
16. od 5000 cm³ do 5500 cm³
17. od 5500 cm³ do 6000 cm³
18. nad 6000 cm³

Razen v primeru morebitnih nasprotnih določil, ki jih je predpisala FIA za določeno kategorijo tekmovanj, organizatorji niso obvezni, da imajo vse razrede v posebnih pravilnikih; še več, oni prosto lahko združujejo dva ali več zaporednih razredov, glede na posebne okoliščine svojih tekem.

Noben razred ne more biti naprej razdeljen.

ČLEN 2 : OPREDELITVE

2.1 SPLOŠNO

2.1.1) Vozila serijske proizvodnje (Kategorija I)

Vozila, za katera je bilo ugotovljeno, da je bilo na zahtevo proizvajalca v danem času serijsko izdelanih določeno število identičnih vozil (glej definicijo v nadaljevanju), namenjenih za običajno prodajo kupcem.

Vozila se morajo prodajati v skladu s homologacijsko listino.

2.1.2) Tekmovalna vozila (Kategorija II)

Posamično izdelana vozila, namenjena samo za tekmovanja.

2.1.3) Kamioni (Kategorija III)

2.1.4) Identična vozila:

Vozila, ki so iz iste proizvodne serije in imajo isto karoserijo

ARTICLE 1 : CLASSIFICATION

1.1 Categories and groups

The cars used in competition shall be divided up into the following categories and groups:

Category I:

- Group N: Production Cars
- Group A: Touring Cars
- Group R: Touring Cars or Large Scale Series Production Cars

Category II:

- Group RGT: GT Production Cars

- Group GT1: Grand Touring Cars
- Group GT2: Grand Touring Cars
- Group GT3: Cup Grand Touring Cars
- Group CN: Production Sports Cars
- Group D: International Formula Racing Cars
- Group E: Free Formula Racing Cars

Category III:

- Group F: Racing Trucks

1.2 Cubic capacity classes

The cars will be divided up into the following classes according to their cubic capacity:

1. up to 500 cm³
2. over 500 cm³ and up to 600 cm³
3. over 600 cm³ and up to 700 cm³
4. over 700 cm³ and up to 850 cm³
5. over 850 cm³ and up to 1000 cm³
6. over 1000 cm³ and up to 1150 cm³
7. over 1150 cm³ and up to 1400 cm³
8. over 1400 cm³ and up to 1600 cm³
9. over 1600 cm³ and up to 2000 cm³
10. over 2000 cm³ and up to 2500 cm³
11. over 2500 cm³ and up to 3000 cm³
12. over 3000 cm³ and up to 3500 cm³
13. over 3500 cm³ and up to 4000 cm³
14. over 4000 cm³ and up to 4500 cm³
15. over 4500 cm³ and up to 5000 cm³
16. over 5000 cm³ and up to 5500 cm³
17. over 5500 cm³ and up to 6000 cm³
18. over 6000 cm³

Unless otherwise specified in special provisions imposed by the FIA for a certain category of events, the organisers are not bound to include all the above-mentioned classes in the Supplementary Regulations and, furthermore, they are free to group two or more consecutive classes, according to the particular circumstances of their events.

No Class can be subdivided.

ARTICLE 2 : DEFINITIONS

2.1 General conditions

2.1.1) Series Production cars (Category I):

Cars of which the production of a certain number of identical examples (see definition of this word hereinafter) within a certain period of time has been verified at the request of the manufacturer, and which are destined for normal sale to the public (see this expression).

Cars must be sold in accordance with the homologation form.

2.1.2) Competition cars (Category II):

Cars built as single examples and destined solely for competition.

2.1.3) Trucks (Category III)

2.1.4) Identical cars:

Cars belonging to the same production series and which have the same bodywork (outside and inside), same mechanical

(zunanjo in notranjo), iste mehanske dele in isto šasijo (s tem se razume, da je lahko šasija sestavni del karoserije v primeru, kadar je sklop školjke iz enega dela).

2.1.5) Model vozila:

Vozilo iz proizvodne serije, ki se razlikuje po določeni zasnovi in zunanji obliki karoserije, z isto mehansko izvedbo motorja in pogona koles.

2.1.6) Običajna prodaja:

Gre za prodajo posameznim kupcem - klientom preko trgovskih posrednikov proizvajalca.

2.1.7) Homologacija:

To je uradna ugotovitev FIA-e, da je bil določen model vozila izdelan serijsko v zadostnem številu, da se lahko razdeli v vozila iz proizvodnje (Skupina N), turistična vozila (Skupina A), vozila velikega turizma (Skupina B), serijska terenska vozila (Skupina T2) tega pravilnika.

Zahtevo za homologacijo mora predložiti FIA-i ASN države proizvajalca vozila in omogočiti sestavo homologacijske listine.

(ASN = nacionalna avtomobilska zveza, pri nas AŠ 2005)

To mora biti napravljeno v skladu s posebnim pravilnikom, imenovanim "Pravilnik o homologaciji", ki ga je uvedla FIA.

Vsaka homologacija serijsko izdelanega modela zapade 7 let po dokončni opustitvi serijske proizvodnje tistega modela (letna proizvodnja manj kot 10 % najmanjše proizvodnje te grupe).

Homologacija nekega modela lahko velja samo v eni skupini, vozila iz proizvodnje (Skupina N) / turistična vozila (Skupina A).

2.1.8) Homologacijska listina:

Vsak model homologiranega vozila pri FIA ima opisno listino imenovano homologacijska listina, na kateri so navedene značilnosti, po katerih lahko poistovetimo zadevni model.

Ta homologacijska listina opredeljuje serijo tako, kot jo določa proizvajalec.

Glede na skupine v katerih vozijo tekmovalci, so meje dovoljenih sprememb glede na to serijo na mednarodnem tekmovanju navedene v Dodatku "J".

Organizatorji lahko zahtevajo predložitev teh listin pri tehničnem pregledu istovetnosti vozila in/ali pred štartom in imajo pravico zavrniti udeležbo udeležencu, ki jih ne predloži.

Predložena listina mora biti obvezno natisnjena :

- ali na FIA papirju z vodnim žigom,
- ali na ASN papirju z vodnim žigom, vendar le v primeru, da je proizvajalec vozila iste narodnosti kot zadevana ASN (matična zveza).

Prav tako, če se uporabi avto skupine A, prirejen z varianto opreme kit (glej spodaj), ki se tiče šasije/skoljke, se mora ob času montaže predložiti originalno (izvirno) potrdilo proizvajalca.

Če se datum veljavnosti homologacijske listine izteče med tekmo, je ta listina veljavna za to tekmo v celoti.

Z ozirom na vozila iz proizvodnje (Skupina N), ne glede na specifične modele za to skupino, je potrebno predložiti poleg homologacijske listine za skupino N še homologacijsko listino za skupino A.

V slučaju, da primerjava nekega modela vozila s homologacijsko listino dopušča kakršenkoli dvom, se morajo tehnični komisarji nasloniti na delavniško knjigo, ki je bila izdana za uporabo zastopnikom znamke ali pa na splošni katalog, ki vsebuje spisek nadomestnih delov.

V primeru, da se pokažejo te listine premalo natančne, je možno izvesti neposredno primerjavo z enakim delom, ki je na razpolago pri nekem zastopniku znamke.

Dolžnost udeleženca je, da si preskrbi homologacijsko listino za svoje vozilo pri ASN (matični zvezi).

Opis:

Listina je sestavljena:

- 1) Osnovna listina z opisom osnovnega modela
- 2) Morebitno določeno število dodatnih listov, ki opisujejo razširitve homologacij, ki so lahko "variante", "tiskovne napake" ali "izpopolnitve".

a - Variante (VF, VP, VO, VK)

To so variante zaradi dobavljanja (VF) (dva dobavitelja dobavljata proizvajalcu isti del in ga kupec ne more izbirati), ali proizvodne variante (VP) (dobavljive po naročilu pri zastopniku), (VO) (dobavijo se na posebno zahtevo in so na razpolago pri zastopniku) ali "kits" (oprema) (VK) (dobavijo se na posebno zahtevo).

components and same chassis (even though this chassis may be an integral part of the bodywork in case of a monocoque construction).

2.1.5) Model of car:

Car belonging to a production-series distinguishable by a specific conception and external general lines of the bodywork and by an identical mechanical construction of the engine and the transmission to the wheels.

2.1.6) Normal sale:

Means the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer.

2.1.7) Homologation:

Is the official certification made by the FIA that a minimum number of cars of a specific model has been made on series-production terms to justify classification in Production Cars (Group N), Touring Cars (Group A), of these regulations.

Application for homologation shall be submitted to the FIA by the ASN of the country in which the vehicle is manufactured and shall entail the drawing up of a homologation form (see below).

It must be established in accordance with the special regulations called "Homologation Regulations", laid down by the FIA.

Homologation of a series-produced car will become null and void 7 years after the date on which the series-production of the said model has been stopped (series-production under 10 % of the minimum production of the group considered).

The homologation of a model can only be valid in one group, Production Cars (Group N) / Touring Cars (Group A).

2.1.8) Homologation forms:

All cars recognised by the FIA will be the subject of a descriptive form called "Homologation Form" on which shall be entered all data enabling identification of the said model.

This homologation form defines the series as indicated by the manufacturer.

According to the group in which the competitors race, the modification limits allowed in international competition for the series are stated in Appendix J.

The presentation of the forms at scrutineering and/or at the start may be required by the organisers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

The form presented must imperatively be printed:

- Either on FIA stamped/watermarked paper
- Or on stamped/watermarked paper from an ASN only if the manufacturer is of the same nationality as the ASN concerned.

Likewise, if a Group A car fitted with a kit variant (see below) concerning the chassis/shell is used, the original certificate supplied at the time of mounting by a centre approved by the manufacturer must be presented.

Should the date for the coming into force of a homologation form fall during an event, this form will be valid for that event throughout the duration of the said event.

With regard to Production Cars (Group N), apart from the specific form for this group, the Touring Cars (Group A) form must also be submitted.

In case of any doubt remaining after the checking of a model of car against its homologation form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to the general catalogue in which are listed all spare parts.

In case of lack of sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire.

It will be up to the competitor to obtain the homologation form concerning his car from his ASN.

Description:

A form breaks down in the following way:

- 1) A basic form giving a description of the basic model.
- 2) At a later stage, a certain number of additional sheets describing "homologation extensions", which can be "variants", or "errata" or "evolutions".

a - Variants (VF, VP, VO, VK)

These are either supply variants (VF) (two suppliers providing the same part for the manufacturer and the client does not have the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request), or "kits" (VK) (supplied on specific

- b - Tiskovne napake (ER)
Nadomesti in razveljavi prejšnje napačno obvestilo proizvajalca na listini.
- c - Izpopolnitve (ET,ES)
Označuje izvršene dokončne spremembe na osnovnem modelu (popolna opustitev modela v svoji stari obliki zaradi razvoja tipa ET), ali športna izpopolnitve (ES), namenjen večji konkurenčnosti modela.

Uporaba:**1) Variante (VF, VP, VO, VK)**

Tekmovalec lahko uporablja vsako varianto, ali varianten rezervni del po želji, pod pogojem, da so vsi tehnični podatki tako zasnovanega vozila v skladu s tistimi, ki so opisani v homologacijski listini, ki se uporablja za vozilo, ali če so izrecno dovoljeni v Dodatku "J".

Kombinacija večih VO na naslednjih delih je posebej prepovedana: turbo polnilnik, zavore in menjalnik.

Na primer, vgraditev zavornih čeljusti, opredeljena na listini variante, je možna le, če so tako dobljene dimenzije zavornih sestavnih delov itd., navedene v listini, ki se da uporabiti za navedeno vozilo. (Za vozila iz proizvodnje (Skupina N) glej tudi člen 254-2).

Kar zadeva kit variante (VK), jih ni treba uporabljati samo pod pogoji, ki jih je označil proizvajalec na homologacijski listi.

To zadeva na splošno tiste določene skupine delov, ki jih morajo tekmovalci upoštevati kot celoto, in specifikacije, ki morajo biti upoštevane, če so uporabljene.

Za FIA prvenstva mora biti na tehničnem pregledu za posamezno prireditev predložen FIA Tehnični Passport za vozila WRC, S2000-Rally, S2000 in Super 1600.

Kot dodatno, oznake povezane s Tehničnim Passportom ne smejo biti odstranjene pod nobenim pogojem.

2) Izpopolnitve tipa (ET)

(Za vozila iz proizvodnje (Skupina N) glej tudi čl. 254-2).

Vozilo mora ustrezati doseženi stopnji izpopolnitve (neodvisno od resničnega datuma izhoda iz tovarne), zato je mora biti izpopolnjenost izvedena v celoti ali pa sploh ne izvedena.

Poleg tega, od trenutka, ko je tekmovalec izbral neko posebno izpopolnitve, se morajo uporabiti tudi vse predhodne izpopolnitve, razen če se med seboj ne izključujejo.

Na primer, če sta bili zaporedoma dve izpopolnitvi na zavorah, se uporablja samo tista, ki ustreza po datumu stopnji izpopolnitve vozila.

2.1.9) Mehanski deli:

Vsi tisti, ki so potrebni za pogon, obese, krmiljenje in zaviranje, kot tudi premični ali nepremični pripadajoči deli, ki so potrebni za njihovo pravilno delovanje.

2.1.10) Originalni ali serijski deli:

Del, ki je predviden v vseh stopnjah proizvodnje, se prodaja pri prodajalcih vozil in je originalno vgrajen v vozilo.

2.1.11) Sestavljeni materiali:

Material, ki je sestavljen iz več različnih komponent, katerih skupek lastnosti ne odgovarja nobeni od komponent, če bi nastopala posebej.

2.1.12) Materiali – Definicija:

X Based zlitine (npr. Ni based zlitina) – X mora biti najbolj vsebovan element na osnovi % w/w. Minimalni možni težni odstotek elementa X mora biti vedno večji kot največji možni drugi posamezni element vsebovan v zlitini.

2.2 DIMENZIJE

Obseg vozila, gledanega od zgoraj:

Gre za tako vozilo, kot je postavljeno na štartno mesto za dirko.

2.3 MOTOR**2.3.1) Prostornina**

Prostornina V, ki nastane v enem ali več valjih motorja s premikom bata ali batov navzgor ali navzdol.

$$V = 0,7854 \times d^2 \times l \times n$$

kjer je: d = izvrtina (premer valja)

l = hod bata

n = število valjev

request).

b - Erratum (ER)

Replaces and cancels an incorrect piece of information previously supplied by the constructor on a form.

c - Evolution (ET)

Characterises modifications made on a permanent basis to the basic model (complete cessation of the production of the car in its original form.

Use:**1) Variants (VF, VP, VO, VK)**

The competitor may use any variant or any article of a variant as he wishes, only on condition that all the technical data of the vehicle, so designed, conforms to that described on the homologation form applicable to the car, or expressly allowed by Appendix J.

The combination of several VOs on the following parts is prohibited: Turbocharger, brakes and gearbox.

For example, the fitting of a brake caliper as defined on a variant form is only possible if the dimensions of the brake linings, etc. obtained in this way, are indicated on a form applicable to the car in question. (For Production Cars (Group N), see also Art. 254-2).

As far as kit-variants (VK) are concerned, they may not be used only under the conditions indicated by the manufacturer on the homologation form.

This concerns in particular those groups of parts which must be considered as a whole by the competitor, and the specifications which are to be respected, if applicable.

For FIA championships, the FIA technical passport of WRC, S2000-Rally, S2000 and Super 1600 cars must be presented at scrutineering for the event.

In addition, the markings linked to the technical passport must not be removed under any circumstances.

2) Evolution of the type (ET)

(For Production Cars - Group N, see also Art. 254-2)

The car must comply with a given stage of evolution (independent of the date when it left the factory), and thus an evolution must be wholly applied or not at all.

Besides, from the moment a competitor has chosen a particular evolution, all the previous evolutions should be applied, except where they are incompatible.

For example, if two brake evolutions happen one after another, only that corresponding to the date of the stage of evolution of the car will be used.

2.1.9) Mechanical components:

All those necessary for the propulsion, suspension, steering and braking as well as all accessories whether moving or not which are necessary for their normal working.

2.1.10) Original or series parts:

A part which has undergone all the stages of production foreseen and carried out by the manufacturer of the vehicle concerned, and originally fitted on the vehicle.

2.1.11) Composite:

Material formed from several distinct components, the association of which provides the whole with properties which none of the components taken separately possesses.

2.1.12) Materials – Definitions:

X Based Alloy (e.g. Ni based alloy) – X must be the most abundant element in the alloy on a % w/w basis. The minimum possible weight percent of the element X must always be greater than the maximum possible of each of the other individual elements present in the alloy.

2.2 Dimensions

Perimeter of the car seen from above:

The car as presented on the starting grid for the event in question.

2.3 Engine**2.3.1) Cylinder capacity:**

Volume V generated in cylinder (or cylinders) by the upward or downward movement of the piston(s).

$$V = 0.7854 \times b^2 \times s \times n$$

where:

b = bore

s = stroke

n = number of cylinders

2.3.2) Tlačno polnjenje:

Povečanje teže napolnjene mešanice zraka in goriva v zgorevalnem prostoru (glede na tlak, ki ga povzroči normalni zračni tlak, vztrajnostni in dinamični učinki v napravah za vsesavanje in/ali izpuh) na kateri koli način.

Vbrizg goriva pod tlakom se ne smatra za turbo polnjenje (glej čl. 252-3.1 Splošnih predpisov za skupine N,A,B).

2.3.3) Blok - valjev:

Ohišje ročične gredi in valjev.

2.3.4) Sesalni kolektor:

Polnjenje z vplinjačem:

- Prostor, ki sprejema zmes zraka in goriva iz vplinjača(ev) in gre do tesnila na glavi valjev

Polnjenje s posamičnim vbrizgavanjem:

- Prostor med ohišjem lopute naprave, ki nadzira potrebno količino zraka ali zmes zraka in goriva, do tesnila na glavi valjev

Polnjenje z multi-valve vbrizgavanjem:

- Prostor med loputo naprave, ki nadzira potrebno količino zraka ali zmes zraka in goriva, do tesnila na glavi valjev

Za dizelske motorje:

- Prostor, ki sprejema zrak pri izhodu iz čistilca zraka in gre do vstopnih odprtin v glavi valjev

2.3.5) Izpušni kolektor:

Prostor, ki zbira pline pri izhodu iz glave valjev iz vsaj dveh valjev in gre do prve spojne ravnine, ki ga loči od nadaljnje izpušne naprave.

2.3.6) Za vozila s turbo kompresorjem se izpuh začne za turbo kompresorjem.

2.3.7) Oljno korito:

Tesno priviti deli na spodnji strani bloka valjev, v katerih je olje in ki nadzirajo olje za mazanje motorja.

Ti deli ne smejo imeti nobene pritrditve za ročično gred.

2.3.8) Prostor za motor:

Prostornina, ki jo omejuje prvi zgrajeni ovojni plašč, ki obdaja motor.

2.3.9) Mazanje s suhim oljnim koritom:

Vsak sistem, ki uporablja črpalko za pretok olja iz ene komore ali dela do drugega, z izključitvijo črpalke uporabljene za normalno mazanje motornih delov.

2.3.10) Statično tesnilo za mehanske dele

Edina funkcija tesnila je, da zagotovi tesnenje vsaj dveh delov, pritrjenih in med seboj povezanih. Razdalja med stičnimi površinami ločenimi s tesnilom mora biti manjša ali enaka 5 mm.

2.3.11) Izmenjevalec:

Mehanski del, ki omogoča izmenjavo kalorij med dvema tekočinama.

Za posamezne izmenjevalce je prvo imenovana tekočina hlajena, drugoimenovana pa je namenjena za hlajenje prve.

Primer: oljno/vodni izmenjevalec (olje je hlajeno z vodo)

2.3.12) Hladilnik:

To je poseben izmenjevalec, ki dovoljuje hlajenje tekočine z zrakom.

Izmenjevalec tekočina/zrak.

2.3.13) Intercooler ali izmenjevalec pri tlačnem polnjenju

To je izmenjevalec nameščen med kompresor in motor, ki dovoljuje hlajenje komprimiranega zraka s tekočino.

Izmenjevalec zrak/tekočina.

2.4 PODVOZJE

Podvozje sestavljajo vsi deli vozila, ki so popolnoma ali delno neobešeni.

2.4.1) Kolo:

Prirobica in platišče; pod celim kolesom razumemo prirobico, platišče in gumo.

2.4.2) Površina trenja pri zavorah:

Površina, po kateri drse zavorne ploščice na zavornem bobnu ali zavorni ploščici na obeh straneh koluta, ko napravi kolo en cel obrat.

2.4.3) Mac Phersonova obesa:

Vsaka vrsta obes, ki vsebuje teleskopski del, za katerega ni nujno, da opravlja dušenje in/ali obešenje, in ki nosi krmilni drog, gibljiv na zgornjem delu okoli ene same osi vzajemne pritrditve na karoserijo (ali šasijo) in vrtljiv na spodnjem delu na prečnem vzvodu, ki omogoča prečno in vzdolžno krmiljenje, ali na enostavni

2.3.2) Supercharging:

Increasing the weight of the charge of the fuel-air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust systems) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging (see Article 252-3.1 of the General Prescriptions).

2.3.3) Cylinder block:

The crankcase and the cylinders.

2.3.4) Intake manifold:

In the case of a carburettor induction system :

- Part collecting the air-fuel mixture from the carburettor(s) and extending to the cylinder head gasket face.

In the case of a single-valve injection induction system :

- Part extending from the body of the butterfly valve inclusive to the cylinder head gasket face, collecting and regulating the air or the air-fuel mixture flow.

In the case of a multi-valve injection induction system :

- Part extending from the butterfly valves inclusive to the cylinder head gasket face, collecting and regulating the air or the air-fuel mixture flow.

In the case of a diesel engine :

Unit mounted to the cylinder head, which distributes the air from one inlet or a sole duct to the cylinder head ports.

2.3.5) Exhaust manifold:

Part collecting together at any time the gases from at least two cylinders from the cylinder head and extending to the first gasket separating it from the rest of the exhaust system.

2.3.6) For cars with a turbocharger, the exhaust begins after the turbocharger.

2.3.7) Sump:

The elements bolted below and to the cylinder block which contain and control the lubricating oil of the engine.

2.3.8) Engine compartment:

Volume defined by the structural envelope closest to the engine.

2.3.9) Lubrication by dry sump:

Any system using a pump to transfer oil from one chamber or compartment to another, to the exclusion of the pump used for the normal lubrication of the engine parts.

2.3.10) Static gasket for mechanical parts

The only function of a gasket is to ensure the sealing of at least two parts, fixed in relation to each other.

The distance between the faces of the parts separated by the gasket must be less than or equal to 5 mm.

2.3.11) Exchanger:

Mechanical part allowing the exchange of calories between two fluids.

For specific exchangers, the first-named fluid is the fluid to be cooled and the second-named fluid is the fluid that allows this cooling.

e.g. Oil/Water Exchanger (the oil is cooled by the water).

2.3.12) Radiator:

This is a specific exchanger allowing liquid to be cooled by air.

Liquid / Air Exchanger.

2.3.13) Intercooler or Supercharging Exchanger:

This is an exchanger, situated between the compressor and the engine, allowing the compressed air to be cooled by a fluid.

Air / Fluid Exchanger.

2.4 Running gear

The running gear includes all parts totally or partially unsuspended.

2.4.1) Wheel:

Flange and rim.

By complete wheel is meant flange, rim and tyre.

2.4.2) Friction surface of the brakes:

Surface swept by the linings on the drum, or the pads on both sides of the disc when the wheel achieves a complete revolution.

2.4.3) Mac Pherson suspension:

Any suspension system in which a telescopic strut, not necessarily providing the springing and/or damping action, but incorporating the stub axle, is anchored on the body or chassis through single attachment point at its top end, and pivots at its bottom end either on a transverse wishbone locating it transversally and

prečni vzvod, ki ga obdrži v vzdolžnem položaju drog stabilizator ali spojni drog (triangulacijski).

2.4.4) Torzijska obesa:

Prečna os, ki povezuje vzdolžna nosilca na katera je pritrjeno kolo, pri kateri je torzijska odpornost majhna v primerjavi z upogibno odpornostjo.

2.5 ŠASIJA - KAROSERIJA

2.5.1) Šasija:

Celovit stroj vozila, ki združuje mehanske dele in karoserijo, sem spadajo vsi odvisni deli tega stroja.

2.5.2) Karoserija:

- zunaj: vsi deli vozila, ki jih popolnoma nosi vozilo in jih oblika zračni tok.

- znotraj: prostor za voznika in prtljažnik.

Dobro je razlikovati naslednje vrste karoserij:

- 1) popolnoma zaprta karoserija;
- 2) popolnoma odprta karoserija;
- 3) spremenljiva karoserija: s prožno ali trdno streho, ki se da premikati ali z odstranljivo trdo streho.

2.5.3) Sedež:

Dve ploskvi, ki tvorita sedežno blazino in hrbet sedeža ali naslonjalo.

Hrbet sedeža ali naslonjalo:

Površina, merjena od spodnjega dela hrbtenice osebe, ki sedi v običajnem položaju, proti vrhu.

Sedežna blazina:

Površina, merjena od spodnjega dela hrbtenice iste osebe naprej.

2.5.4) Prtljažnik:

Ves prostor, ki je ločen od prostora za voznika ali oddelka za motor, ki se nahaja v notranjosti stroja vozila.

Ta prostor je vzdolžno omejen s stalnimi sestavinami, ki jih je predvidel proizvajalec in/ali z zadnjo stranjo najbolj zadnjih sedežev, ki so najbolj umaknjeni nazaj ter/ali po potrebi nagnjeni največ za 15 stopinj nazaj.

Ta prostor je zgoraj omejen s stalnimi sestavinami in/ali s premičnimi pregradami, ki jih je predvidel proizvajalec, ali če jih ni, z vodoravno ravnino, ki gre skozi najnižjo točko vetrobrana.

2.5.5) Prostor za voznika in potnike:

Notranji sestavni prostor, v katerem so nameščeni voznik in potniki.

2.5.6) Pokrov motorja:

Zunanji del karoserije, ki se odpre, da se omogoči dostop do motorja.

2.5.7) Blatnik:

Blatnik je prostor, določen skladno načrtu 251-1.

longitudinally, or on a single transverse link located longitudinally by an anti-roll bar, or by a tie rod.

2.4.4) Twist beam axle :

Axle made of two longitudinal trailing arms, each attached to the bodyshell through a joint, and rigidly attached one to the other through a transverse structure, the torsion stiffness of which is low compared to its bending stiffness.

2.5 Chassis - Bodywork

2.5.1) Chassis:

The overall structure of the car around which are assembled the mechanical components and the bodywork including any structural part of the said structure.

2.5.2) Bodywork:

Externally: all the entirely suspended parts of the car licked by the airstream.

Internally: cockpit and boot.

Bodywork is differentiated as follows:

- 1) completely closed bodywork
- 2) completely open bodywork
- 3) convertible bodywork with the hood in either supple (drop-head) or rigid (hardtop) material.

2.5.3) Seat:

The two surfaces making up the seat cushion and seatback or backrest.

Seatback or backrest:

Surface measured from the bottom of a normally seated person's spine.

Seat cushion:

Surface measured from the bottom of the same person's spine towards the front.

2.5.4) Luggage compartment:

Any volume distinct from the cockpit and the engine compartment inside the vehicle.

These volumes are limited in length by the fixed structures provided for by the manufacturer and/or by the rear of the seats and/or, if this is possible, reclined at a maximum angle of 15° to the rear.

These volumes are limited in height by the fixed structures and/or by the detachable partitions provided for by the manufacturer, or in the absence of these, by the horizontal plane passing through the lowest point of the windscreen.

2.5.5) Cockpit:

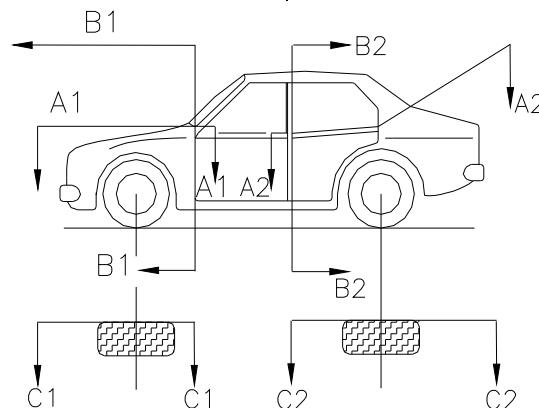
Structural inner volume which accommodates the driver and the passengers.

2.5.6) Bonnet:

Outer part of the bodywork which opens to give access to the engine.

2.5.7) Mudguard:

A mudguard will be considered to be the area defined according to Drawing 251-1.



251-1

Sprednji blatnik: prostor, določen z notranjo stranjo kompletnega kolesa pri standardnem vozilu (C1/C1), sprednjim robom sprednjih vrat (B1/B1) in je nameščen pod vodoravno vzporednico vratnega okna in tangento na spodnji kot vidnega dela vetrobranskega stekla (A1/A1).

Zadnji blatnik: Prostor, določen z notranjo stranjo kompletnega kolesa standardnega vozila (C2/C2), prednjim robom zadnjih vrat (B2/B2) in je nameščen pod spodnji rob vidnega dela okna zadnjih

Front mudguard: The area licked by the airstream, defined by the inner face of the complete wheel of the standard car (C1/C1), the front edge of the front door (B1/B1), and situated below the plane parallel to the door sills and tangent to the lower corners of the visible part of the windscreen (A1/A1).

Rear Mudguard: the area licked by the airstream, defined by the inner face of the complete wheel of the standard car (C2/C2), the front edge of the rear door (B2/B2), and situated below the lower

stranskih vrat in pod tangento k spodnjemu kotu vidnega dela zadnjega stekla in k spodnjemu kotu vidnega dela stranskega okna zadnjih vrat (A2/A2).

V primeru dvovratnega vozila se B1/B1 ter B2/B2 določita kot sprednji in zadnji rob istih vrat.

2.5.8) Zračna reža:

Kombinacija nagnjenih letvic, ki zakrivajo objekt postavljen za njimi medtem, ko dovoljujejo prosti pretok zraka.

2.6 Električni sistem

Žaromet: svetlobna naprava, pri kateri ustvarja svetlobni izvor globinski snop svetlobe, usmerjen naprej.

2.7 Posoda za gorivo

Vsaka prostornina, ki lahko vsebuje gorivo, katero se lahko na kakršen koli način izteka v glavno posodo ali proti motorju.

2.8 Avtomatski menjalnik

- Narejen je iz pretvornika hidrodinamičnega momenta, ohišja z epicikloidnimi zobniki opremljenimi s sklopkami in večkolutnimi zavorami in imajo določeno število zobniških parov ter sistema za prestavljanje med zobniškimi pari.

Zamenjava prestave je lahko dosežena avtomatično brez prekinitve povezave motor-menjalk in na ta način ni moten prenos momenta motorja.

- Menjalniki s stalno spremenljivim prenosom se smatrajo kot avtomatski menjalniki s posebnostjo, da imajo neskončno število prestavnih razmerij.

Prevod :

Aleš Zrinski & Janez Flerin

Copyright © 2002-2012

edge of the visible part of the window of the rear side door, and below the tangent to the lower corner of the visible part of the rear windscreen and to the lower rear corner of the visible part of the side window of the rear door (A2/A2).

In the case of a two-door car, B1/B1 and B2/B2 will be defined by the front and rear of the same door.

2.5.8) Louvres:

Combination of inclined slats that conceal an object situated behind them while allowing air to pass through.

2.6 Electrical system

Headlight: Any signal the focus of which creates an in-depth luminous beam directed towards the front.

2.7 Fuel tank

Any container holding fuel likely to flow by any means whatsoever towards the main tank or the engine.

2.8 Automatic Gearbox

This is made up of a hydrodynamic torque converter, a box with epicyclic gears equipped with clutches and multi-disc brakes and having a fixed number of reduction gears, and a gear change control.

The gear change can be achieved automatically without disconnecting the engine and gearbox, and thus without interrupting the engine torque transmission.

Gearboxes with continually variable transmission are considered as automatic gearboxes with the particularity of having an infinite number of reduction ratios.

SPREMEMBE VELJAVNE OD 01.01.2013

MODIFICATIONS APPLICABLES ON 01.01.2013