

## Article 254 - 2012

### Posebna pravila za vozila iz proizvodnje

### Specific Regulations for Production Cars

### (Skupina N / Group N)

#### ČLEN 1 : OPREDELITEV

Turistična vozila velike serijske proizvodnje.

#### ČLEN 2 : HOMOLOGACIJA

Ta vozila morajo biti izdelana v najmanj 2500 popolnoma enakih primerkih v 12 zaporednih mesecih in homologirana pri FIA kot Turistična vozila (Skupina A)

Dopolnilne variante (VF) homologirane za turistična vozila (Skupina A), so prav tako veljavne pri vozilih iz proizvodnje (Skupina N).

Vse proizvodne variante (VP) so veljavne pri vozilih iz proizvodnje (Skupina N).

Neobvezne variante (VO) turističnih vozil (skupine A) ne veljajo za vozila iz proizvodnje, razen če se te nanašajo na:

- vztrajnik motorja enakega premera in enake teže kot izvorni, če in samo, če je izvorni vztrajnik narejen iz dveh kosov
- vztrajnik za avtomatski menjalnik
- posodo za gorivo
- avtomatski menjalnik
- strešno okno (vključuje strešno odprtino z loputo)
- varnostno kletko
- pritrditve in vodila sedežev
- pritrdilne točke varnostnih pasov
- 2/4 vratno verzijo.

Uporaba SP variant ni dovoljena v skupini N.

Uporaba homologiranih posod pri VO na listinah za turistična vozila (Skupina A) je dopustna v skladu s predvidenimi pogoji v členu 255-5.9.2 pravilnika za turistična vozila (Skupina A) in členom 254-6.9.

Prav tako niso veljavne izpopolnitve vrste (ET), kit variante (VK) ali športne izpopolnitve (ES), homologirane v skupini A, za vozila iz proizvodnje (Skupina N).

Vendarle, vse izpopolnitve ET in ES, homologirane v skupini A od 01.01.97 dalje, veljajo v skupini N.

#### ČLEN 3 : ŠTEVILO SEDEŽEV

Ta vozila morajo imeti najmanj 4 sedeže z razsežnostmi, ki so določene za turistična vozila (Skupina A).

#### ČLEN 4 : DOVOLJENE ALI OBVEZNE SPREMEMBE IN DOPOLNITVE

Vsaka sprememba, ki ni izrecno dovoljena, je prepovedana. Edina dela, ki se lahko opravijo na vozilu, so tista, ki so potrebna za običajno vzdrževanje ali za zamenjavo poškodovanih delov zaradi obrabe ali nezgode.

Meje sprememb in dovoljene namestitve so navedene tu dalje.

Poleg teh dovoljenih sprememb mora biti vsak poškodovan kos zaradi obrabe ali nezgode zamenjan z izvornim kosom, enak poškodovanemu delu.

Vozila morajo biti izrecno samo serijska, razpoznavna po podatkih, predpisanih v členih homologacijske listine.

#### ČLEN 5 : NAJMANJŠA TEŽA

**5.1** Vozila morajo imeti najmanj težo, ki je navedena v homologacijski listini.

#### ARTICLE 1 : DEFINITION

Large scale series production touring cars.

#### ARTICLE 2 : HOMOLOGATION

At least 2500 identical units must have been produced in 12 consecutive months and homologated by the FIA in Touring Cars (Group A).

The Supply Variants (VF) homologated in Touring Cars (Group A) are also valid in Production Cars (Group N).

All Production Variants (VP) are valid in Production Cars (Group N).

Option Variants (VO) of the Touring Cars (Group A) form shall not be valid in Production Cars (Group N), unless they refer to:

- engine flywheel of the same diameter and the same weight as the original, if and only if this original flywheel is made up of two parts.

- fly-wheel for automatic gearboxes ;

- fuel tank ;

- automatic gearboxes ;

- sun roof (includes the roof vents with a flap);

- safety cage ;

- seat supports and anchorages;

- safety harness mounting points;

- 2/4 doors versions.

Super Production Option Variants (SP) shall not be valid in Production Cars (Group N).

The use of tanks homologated in VO on the Touring Car (Group A) form must be carried out under the conditions laid down in Article 255-5.9.2 of the Touring Car (Group A) regulations, and Article 254-6.9.

Evolutions of the type (ET), kit variants (VK) homologated in Touring Cars (Group A) are not valid in production Cars (Group N). Nevertheless, evolutions of the type homologated, as from 01.01.97 in Group A, are valid in Group N.

#### ARTICLE 3 : NUMBER OF SEATS

Cars must have at least four places, in accordance with the dimensions defined for Touring Cars (Group A).

#### ARTICLE 4 : MODIFICATIONS AND ADJUNCTIONS ALLOWED OR OBLIGATORY

All the modifications which are not allowed by the present regulations are expressly forbidden.

The only work which may be carried out on the car is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part worn through use or accident can only be replaced by an original part identical to the damaged one.

The cars must be strictly series production and identifiable from the information specified in the articles on the Homologation form.

#### ARTICLE 5 : MINIMUM WEIGHT

**5.1** Cars must have at least the weight appearing on the Homologation Form.

This is the real weight of the empty car (without persons or

To je stvarna teža praznega vozila (brez osebja in prtljage v njem), brez orodja in dvigala ter z največ enim rezervnim kolesom.

Če sta v vozilu dve rezervni kolesi, je potrebno pred tehtanjem eno rezervno kolo odstraniti.

Vse posode za tekočine (za mazanje, za hlajenje, za zavore, za gretje, če je), razen posode za gorivo, morajo biti običajno napolnjene, kot je predvidel izdelovalec, razen posod za umivanje vetrobranskega stekla ali žarometov, naprave za hlajenje zavor, posode za vbrizgavanje goriva in vode, ki morajo biti prazne.

Dodatni žarometi, ki niso navedeni v homologacijski listini, morajo biti odstranjeni pred tehtanjem.

**5.2** Samo za Rally: minimalna teža vozila (pod pogoji opisanimi v 5.1) s posadko (voznik+sovoznik+popolna oprema voznika in sovoznika) mora biti seštevek teže opisane pod 5.1 + 150 kg. Razen tega mora biti upoštevana tudi teža opisana pod 5.1.

## ČLEN 6 :

### 6.1 Motor

- Pokrovi motorja iz plastike, katerih namen je pokrivanje mehanskih delov v motornem prostoru, se lahko odstranijo, če opravljajo le estetsko funkcijo.

- Zvočnozaščitni material pritrjen na karoserijski pokrov motorja in neviden z zunanje strani vozila se lahko odstrani.

- Dovoljeno je nadomestiti ali podvojiti žico za dodajanje plina z drugo neglede na to, če prihaja od proizvajalca ali ne. Ta nadomestna žica mora imeti funkcijo za uporabo v sili, npr. vgrajena mora biti vzporedno z izvorno žico.

Če je serijsko vozilo opremljeno z motornim ventilom za plin, se lahko nadomesti s homologiranim mehaničnim sistemom za plin, če je homologiran v skupini N.

- Vijaki in matice se lahko zamenjajo, pod pogojem, da se uporabi jeklene.

-Sistem priklopov motornih cevi (hlajenje / izmenjevalec / vbrizg / olje...) se lahko zamenja.

- **Vžig:** Poljubna znamka in tip svečk, enako omejevalca delovanja in kablov H.T. (visoke napetosti).

Elektronska kontrolna enota in vžigalni elementi v elektronski kontroli so prosti, vendar mora biti sistem mehansko zamenljiv z originalno enoto.

Izvorno napeljavo se mora obdržati in se je ne sme spreminjati.

Če motorna napeljava poteka skozi blatnik, se jo lahko premakne.

Senzorji na vhodni strani morajo ostati serijski v njihovi funkciji.

Senzorjev ni dovoljeno dodajati, niti za snemanje podatkov.

Prepovedano je dodati stikalo v izvorno napeljavo med elektronsko kontrolno enoto in senzor in/ali sprožilo.

V primeru, da je model opremljen z mnogokratnim električnim tokokrogom, je dovoljena uporaba napeljave skupaj s kontrolno enoto, ki je homologirana kot neobvezna varianta VO.

- Vsak sistem za snemanje podatkov je prepovedan, razen, če ni vgrajen na homologiranem vozilu.

Uporablja se lahko samo sistem, ki je vgrajen v izvornem vozilu. V nobenem primeru ga ni dovoljeno spreminjati ali zajemati dodatne parametre.

Samo naslednji senzorji so dovoljeni:

Za temperaturo hladilne tekočine, temperaturo olja, tlak olja in senzor hitrosti motorja.

Vsak od teh senzorjev je lahko povezan na enega ali več vizualnih zaslonov (z možnostjo zajemanja podatkov) s pomočjo neodvisnega zajemanja.

- **Hladilni sistem:** Termostat je poljuben, enako temperatura in stikalo za vključevanje ventilatorja.

Predvidi se lahko poljuben način zapiranja ustja hladilnika.

- **Vplinjači:** Izvirna vbrizgalna naprava mora ostati.

Dovoljeno je spremeniti dele vplinjača(ev) ali vbrizgalnih naprav, ki uravnavajo dodajanje odrejene količine goriva motorju, v kolikor nimajo nobenega vpliva na dovajanje zraka.

Nadomestni zračni čistilci so dovoljeni tako kot izvorni.

luggage aboard) without tools or jack, and with a maximum of one spare wheel.

When two spare wheels are carried in the car, the second spare wheel must be removed before weighing.

All the liquid tanks (lubrication, cooling, braking, heating where applicable) must be at the normal level foreseen by the manufacturer, with the exception of the windscreen wiper or headlight wiper, brake cooling system, fuel and water injection tanks, which shall be empty.

Additional headlights which do not appear on the Homologation form must be removed before weighing.

**5.2** In rallies only, the minimum weight of the car (under the conditions of Article 5.1) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: Minimum weight defined by Article 5.1 + 150 kg. Furthermore, the weight defined in Article 5.1 must also be respected.

## ARTICLE 6 :

### 6.1 Engine

Engine shields made of plastic material, the purpose of which is to hide mechanical components in the engine compartment, may be removed if they have a solely aesthetic function.

Soundproofing material and trim fitted under the bonnet and not visible from the outside may be removed.

The accelerator cable may be replaced or doubled by another one regardless of whether it comes from the manufacturer or not. This replacement cable must be an emergency cable, i.e. it must be fitted in parallel with the series accelerator cable.

If the series vehicle is fitted with a motorised throttle valve, a throttle kit with a mechanical linkage, homologated in Group N, may be used.

The screws and bolts may be changed, provided that the replacements are made from ferrous material.

The systems for attaching the engine pipes (cooling / exchanger / intake / oil...) may be replaced.

- **Ignition:** The make and type of the spark plugs, rev. limiter and high-tension leads are free.

The electronic control unit and the ignition components in the electronic control unit are free, nevertheless the system must be mechanically interchangeable with the original unit.

The original loom must be kept and cannot be modified.

If the engine loom passes via the wheel arch, it may be moved.

Sensors and actuators on the input side must be standard, as must their function.

No sensor may be added, even for the purpose of data recording. It is prohibited to add a switch in the original wiring loom between the electronic control unit and a sensor and/or actuator.

In the case of a model fitted with a multiplexed electric circuit, the use of a loom together with an electronic control unit homologated in Option Variant is permitted.

Any data recording system is forbidden unless fitted on the homologated vehicle.

Only the data logging system fitted to the series car may be used. In no case may it be modified or record additional parameters.

Only the following sensors are authorised:

Water temperature, oil temperature, oil pressure and engine speed.

Each of these sensors may only be linked to one or several visual display units (with data recording capability) by means of a harness that is completely independent of any other harness.

- **Cooling system:** The thermostat is free as is the control system and the temperature at which the fan cuts in.

Locking system for the radiator cap is free.

- **Carburettors:** The original system must be retained.

The components of the carburettor which control the quantity of petrol entering the combustion chamber may be modified, provided that they do not have any influence over the quantity of air admitted.

Replacement air filter cartridges are accepted in the same way as

**- Vbrizgavanje:** Obdržati se mora originalni sistem.

Deli sistema za vbrizgavanje, ki so locirani nižje ležeče od naprave za merjenje dovoda zraka in ki kontrolirajo količino goriva, ki prihaja v komoro za izgorevanje, se lahko spremenijo, ne pa odstranijo.

Ne smejo vplivati na zahtevan dovod zraka.

Elektronske kontrolne enote za vbrizgavanje so proste.

Vhodi v elektronsko kontrolno enoto (tipala, sprožila itd.), vključujoč njihovo delovanje, morajo ostati standardni.

Prepovedano je dodati stikalo v izvorno napeljavo med elektronsko kontrolno enoto in senzor in/ali sprožilo.

Izhodi iz elektronske kontrolne enote morajo obdržati izvorno funkcijo v skladu s homologacijo.

V primeru, da je model opremljen z mnogokratnim električnim tokokrogom, je dovoljena uporaba napeljave skupaj s kontrolno enoto, ki je homologirana kot neobvezna varianta VO.

Potrebno je zagotoviti, da se senzorji, ki se uporabljajo pri vozilih z večkratnim električnim tokokrogom obdržijo kot predvideva homologirana napeljava.

Dovodno razmerje injektorja se lahko spreminja, toda ne princip delovanja in pritrditve.

Napeljavo za injektorje se lahko zamenja z drugo, ki je proste oblike, toda z navojnimi priključki za priklop vodov in regulatorja tlaka goriva, ki omogoča pritrditev injektorjev identično kot izvorna napeljava.

Nadomestni zračni čistilci so dovoljeni tako kot izvorni.

**- Mazanje:** Dovoljena je namestitev omejevalcev v karterju za olje.

Nadomestni oljni čistilci so dovoljeni tako kot izvorni.

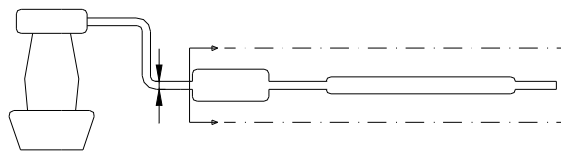
Za motorje s turbo polnilniki, je dovoljeno nadomestiti cevi za mazanje turbopolnilnika s cevmi kot to določa člen 253-3.2. Te cevi so lahko opremljene s snap konektorji.

- Nosilci motorja in menjalnika morajo biti originalni ali homologirani.

Če so nosilci originalni, je material elastičnih delov prost.

**- Izpuh:**

Možno je ali popolnoma odstraniti notranjost izvirnega glušnika ali spremeniti izpuh od prvega lonca proti izhodu, največje razsežnosti voda so tiste od cevi, ki je pred prvim glušnikom (glej sliko 254-3 in člen 328p (Člen 328o za vozila homologirana po 01.01.2010) homologacijske listine za skupino N).



254-3

Če je izvorna cev pred prvim glušnikom dvojna cev, je največji zunanji premer nove nadomestne cevi enak ustrezni površini kot jo določata dvojni cevi.

Za vozila opremljena s turbo-polnilnikom je možno spremeniti izpuh za izhodno ploščo turbo-polnilnika katerega največja površina cevi ustreza premeru vhodu v standardni glušnik. Mejna ploskev med izhodno ploščo turbo-polnilnika in izpušno cevjo je lahko konična.

V primeru, da sta dva vhoda v prvi glušnik, mora biti prerez spremenjenega voda manjši ali enak vsoti obeh izvornih prerezov.

Na izhodu mora biti ena sama cev, razen, če morda ni uporabljen izvorni del.

Izhod mora biti na istem mestu kot pri izvornem izpuhu.

Te svoboščine ne smejo povzročiti sprememb karoserije in morajo upoštevati zakonite predpise države, v kateri je tekma, glede meje dovoljenega ropota.

Dovoljeni so dodatni deli za namestitev izpuha.

Izpušni lonca (glušnik) je del izpušnega sistema, ki mora zmanjšati ropot vozila.

the original ones.

**- Injection:** The original system must be retained.

Components of the injection system situated downstream of the air-flow measuring device, and which control the quantity of petrol entering the combustion chamber may be modified but not replaced, provided that they do not have any influence over the quantity of air admitted.

The electronic control unit for the injection is free.

Inputs to the electronic control unit (sensors, actuators, etc.), including their function, must remain as standard.

It is prohibited to add a switch in the original wiring loom between the electronic control unit and a sensor and/or actuator.

Outputs from the electronic control unit must retain their original functions in accordance with the homologation form.

In the case of a model fitted with a multiplexed electric circuit, the use of a loom together with an electronic control unit homologated in Option Variant is permitted.

It is necessary to be certain that the sensors used by a vehicle fitted with a multiplexed electric circuit can be retained with the homologated loom.

The injectors may be modified or replaced in order to modify their flow rate, but without modifying their operating principle and their mountings.

The injector rail may be replaced with another of free design but fitted with threaded connectors for connecting the lines and the fuel pressure regulator, provided that the mounting of the injectors is identical to the original.

Replacement air filter cartridges are accepted in the same way as the original ones.

**- Lubrication:** The fitting of baffles in the oil sump is authorised.

Replacement oil filter cartridges are accepted in the same way as the original ones.

For turbocharged engines, it is possible to replace the turbocharger lubrication lines with lines in conformity with Article 253-3.2. These lines may also be fitted with snap connectors.

The engine and gearbox mountings must be original or homologated.

If the mountings are original, the material of the elastic part is free.

**- Exhaust :**

It will be possible either to remove the inside of the original silencer, or to modify the exhaust from the first silencer to the exit, the maximum external diameter of the duct being that of the pipe situated upstream of the first silencer (see Drawing 254-3 and Article 328p (Article 328o for vehicles homologated as from 01.01.2010) of the Group N homologation form).

If the original pipe upstream of the first silencer is a twin pipe, the maximum external diameter of the new duct must correspond to a section identical to that of the two pipes.

For cars fitted with a turbocharger, it will be possible to modify the exhaust from the turbocharger outlet mounting plate, the maximum section of the duct being the diameter of the inlet into the first standard silencer. The interface between the turbocharger outlet mounting plate and the exhaust duct may be conical.

Should two inlets exist in the first silencer, the section of the modified duct must be less than or equal to the total of the two original sections.

Only one pipe may be present at the exit, unless the original part is used.

The exit must be situated in the same position as that of the series production exhaust system.

These liberties must not entail any bodywork modifications and must respect the laws of the country in which the event is run with regard to noise levels.

Additional parts for the mounting of the exhaust are authorised.

Premer izpušnega lonca mora biti vsaj 170% premera vhodne cevi in vsebovati snov za zmanjšanje ropota. Ta snov mora zavzemati 45% perforirane cevi ali pa mora biti lonec polnjen s sintetičnim materialom.

Dolžina lonca mora biti med 3 in 8 – kratnikom vstopnega premera.

Lonec je lahko privarjen na vstopno cev, vendar le ta ni del lonca.

Katalizator se smatra kot dušilnik hrupa in se ga lahko premakne. Katalizator lahko nadomestimo s stožčastim delom enake dolžine in enakih razsežnosti na vstopu in izstopu, če je pritrjen direktno na izpušni kolektor.

Za tem delom je izpuh poljuben s premerom cevi največ enakim sistemom pri izstopu iz katalizatorja.

Če je katalizator integralni del izpušnega kolektorja, se lahko odstrani le vsebino.

Lambda sondo se lahko odstrani le, če je del prostega dela izpušne cevi.

#### - Tesnilo glave motorja:

Material je poljuben, ne pa debelina.

#### - Kazalnik hitrosti vožnje:

Ta se lahko izklopi.

#### - Samo za rallye:

Število valjev je omejeno na 6.

Prostornina je omejena na:

#### a) za sesalne motorje

- največ na 3 l za 2 ventila na valj,

- največ na 2,5 l za več kot 2 ventila na valj.

#### b) za prenapajane motorje :

Prostornina je omejena največ na 2500 cm<sup>3</sup>.

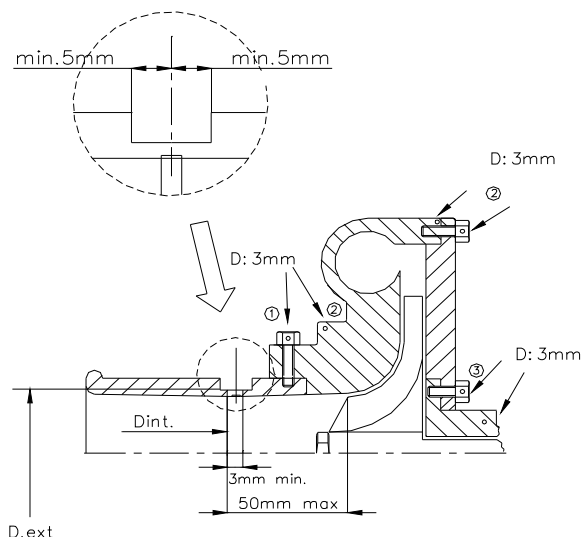
Turbo naprava mora biti od homologiranega motorja.

Vsa prenapajana vozila morajo imeti vgrajen omejevalec, ki mora biti pritrjen na ohišje kompresorja.

Ta omejitev, ki je obvezna na rally prireditvah, ni prepovedana na ostalih prireditvah, če se se tekmovalec odloči, da ga uporablja.

Ves motorju potreben zrak mora iti skozi ta omejevalec, upoštevajoč sledeče:

Največji premer vstopa za zrak v kompresor je 33 mm, ki mora biti enak najmanj na dolžini 3 mm, merjeno naprej od pravokotne ravnine na os vrtenja, ki gre največ 50 mm od ravnine pred njo, katera gre skozi najbližje točke kolesnih lopatic (glej načrt 254-4).



254-4

Ta premer mora biti upoštevan pri vseh temperaturnih razmerah. Zunanji premer omejevalca mora biti v svoji najožji točki manjši od 39 mm in mora to obdržati 5 mm z vsake strani. Namestitev omejevalca v prenapajalnik se mora izpeljati na tak način, da se odstrani dva vijaka iz ohišja kompresorja ali iz omejevalca z namenom, da se loči omejevalec od kompresorja. Pritrditev s pomočjo tankega vijaka ni dovoljena.

A muffler is a section of the exhaust system that must reduce the exhaust noise level of the vehicle.

The cross section of the muffler must be at least 170% of that of the inlet pipe and contain sound deadening material. The sound deadening material may take the form of a 45% perforated tube or synthetic packing.

The length of the muffler must be between 3 and 8 times the inlet diameter.

The muffler may be supplied as a series part welded to a pipe but the pipe is not considered as part of the muffler.

The catalytic converter is considered as a silencer and may be moved.

If it is fixed directly onto the manifold, the catalyst may be replaced with a conical part of the same length and with the same inlet and outlet diameters.

After this part, the exhaust will be free with a tube diameter no greater than that of the outlet from the catalyst.

If the catalytic converter is an integral part of the exhaust manifold, it is possible to remove only the internal part of the catalytic converter.

A Lambda probe may be removed only if it forms part of the free part of the exhaust pipe.

#### - Cylinder head gasket:

The material is free, but not the thickness.

#### - Cruising speed controller:

This controller may be disconnected.

#### - In rallies only:

The number of cylinders is limited to 6.

The cubic capacity is limited as follows:

#### a) Normally aspirated engines

- 3 l maximum for two valves per cylinder.

- 2.5 l maximum for more than two valves per cylinder.

#### b) Supercharged engines

The nominal cylinder capacity is limited to 2500 cm<sup>3</sup> maximum.

The supercharged system must comply with that of the homologated engine.

All supercharged cars must be fitted with a restrictor fixed to the compressor housing.

This restrictor, which is compulsory in rallies, is not prohibited in other events, should a competitor decide to use it.

All the air necessary for feeding the engine must pass through this restrictor which must respect the following:

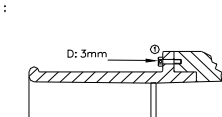
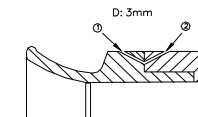
The maximum internal diameter of the restrictor is 33 mm, maintained for a minimum distance of 3 mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50 mm upstream of a plane passing through the most upstream extremities of the wheel blades (see Drawing 254-4).

① trou pour bride ou bride/carter de compression  
hole for restrictor/compressor housing

② trou pour carter de compression ou carter/flasque  
hole for compressor housing or housing/flange

③ trou pour carter central ou carter/flasque  
hole for central housing or housing/flange

AUTRES POSSIBILITES :  
OTHER POSSIBILITIES :



Za namestitvev omejevalca je dovoljeno odstraniti ali dodati material z ohišja kompresorja, vendar samo za namen pritrditve omejevalca na ohišje kompresorja.

Glave vijakov morajo biti prevrtane, tako da se jih da zapečatiti. Omejevalec mota biti le iz enega materiala in je lahko prevrtan samo za namen pritrditve in zapečatenja, ki se jih mora izvesti med pritrdilnimi vijaki, med omejevalec (ali pritrditev omejevalca/ohišja kompresorja), ohišje kompresorja (ali pritrditev ohišja/prirobnice) in ohišja turbine (ali pritrditev ohišja prirobnice) (glej sliko 254-4).

V primeru motorja z dvema vzporednima kompresorjema, mora imeti vsak kompresor omejen premer odprtine dovodne cevi na 22,6 mm.

#### Za vozila z diesel motorjem:

mora imeti omejevalec notranji premer največ 35 mm in zunanji premer največ 41 mm, pod pogoji, navedenimi zgoraj (ta premer se lahko kontrolira kadar koli brez napovedi).

V primeru motorja z dvema vzporednima kompresorjema, mora imeti vsak kompresor omejevalec z največjim notranjim premerom 22.7 mm in največjim zunanjim premerom 28.7 mm pod pogoji, ki so opisani zgoraj.

## 6.2 Prenos

### 6.2.1) Sklopka:

Disk je poljuben, v številu težo, razen kar zadeva število. Premer diska se lahko poveča.

### 6.2.2) Menjalnik:

Notranjost menjalnika je prosta.

Število zob in razmerja homologirana v skupini N morajo biti ohranjena.

Spoji prestavne povezave so prosti.

Potrebno je ohraniti shemo izbire prestave homologirane za serijsko vozilo.

### 6.2.3) Diferencial:

Uporaba mehanske zapore diferenciala je dovoljena, če jo je možno vgraditi v serijsko ohišje in je homologirana v opcijski varianti (VO).

Zaporni koti in število plošč ne sme biti spremenjeno glede na serijski diferencial ali glede na diferencial homologiran v opcijski varianti. Vseeno se lahko spremeni debelina plošč.

Za doseg montaže zapore, se lahko spremeni notranjost ohišja diferenciala.

Mehanska zapora je sistem, ki deluje popolnoma mehansko, brez pomoči npr. hidravlike ali elektrike.

Viskozna sklopka se ne smatra za mehanski sistem.

Če je homologirano vozilo opremljeno z viskozno sklopko je ta lahko ohranjena, toda ni mogoče vgraditi dodatnega diferenciala.

Če je originalno vozilo opremljeno z diferencialom z elektronskim sistemom, je ta elektronski sistem prost, vendar mora biti v celoti zamenljiv iz izvornim sistemom (diferencial mora delovati, pri vgradnji izvornega sistema).

Senzorji in sprožila na vhodni strani morajo ostati standardni kot tudi njihovo delovanje.

Dodajanje senzorjev ni dovoljeno niti za namen zajemanja podatkov.

Električna napeljava mora ostati nespremenjena.

### 6.2.4) Polosi:

Morajo biti originalne ali homologirane v VO.

## 6.3 Obese

Nastavljanje vzmeti in amortizerjev iz voznikovega prostora je prepovedano.

Dovoljeno je ojačati sestavne dele podvožja in točke vpetja z dodajanjem materiala, razen stabilizatorjev.

Te ojačitve ne smejo ustvariti votlih sektorjev in ne smejo povezati dveh delov v enega.

order to detach the restrictor from the compressor.

Attachment by means of a needle screw is not authorised.

For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing.

The heads of the screws must be pierced so that they can be sealed.

The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see Drawing 254-4).

In case of an engine with two parallel compressors, each compressor must be limited to a maximum intake diameter of 22.6 mm.

#### - Diesel engine :

For vehicles with Diesel engines, the restrictor must have a maximum internal diameter of 35 mm and an external diameter of 41 mm, in the conditions set out above (this diameter may be revised at any moment without notice).

In case of an engine with two parallel compressors, each compressor must be limited by a restrictor with a maximum internal diameter of 22.7 mm and a maximum external diameter of 28.7 mm, in the conditions set out above.

## 6.2 Transmission

### 6.2.1) Clutch:

The disc is free, including the weight, with the exception of the number.

The diameter of the clutch disc may be increased.

### 6.2.2) Gearbox:

The interior of the gearbox is free.

The number of teeth and ratios homologated in Group N must be retained.

The joints of the gearbox linkage are free.

The gear selection grid pattern homologated on the series model must be retained.

### 6.2.3) Differential:

The use of a mechanical type limited slip differential is authorised, provided that it can be fitted in the series housing and is homologated in Option Variant (VO).

The ramp angles and the number of plates cannot be modified relative to the series differential or to the differential homologated in Option Variant. However, the thickness of the plates may be modified.

In order to allow its fitting, the interior of the original differential's housing may be modified.

"Mechanical limited slip differential" means any system which works purely mechanically, i.e. without the help of a hydraulic or electric system.

A viscous clutch is not considered to be a mechanical system.

If the homologated vehicle is fitted with a viscous clutch, it may be retained but it will not be possible to add another differential.

If the original vehicle is fitted with a differential controlled by an electronic system, the electronic control unit is free, but must be entirely interchangeable with the original unit (i.e. the differential must work when the unit is replaced with the series unit).

Sensors and actuators on the input side must be standard, as must their function.

No sensor may be added, even for the purpose of data recording.

The electrical harness must not be modified.

### 6.2.4) Half-shafts :

They must be original or homologated in Option Variant (VO).

## 6.3 Suspension

The modification of spring and shock absorber adjustments from the cockpit is prohibited.

The reinforcing of the structural parts of the suspension (with the exception of anti-roll bars) and its anchorage points by the addition of material is allowed.

The suspension reinforcements must not create hollow sections and must not allow two separate parts to be joined together to form one.

**- Vzmeti:**

Sedeži vzmeti so lahko premakljivi, če je premakljiv strukturni del sedeža vzmeti in je ločen od delov originalnega obešenja/karoserije (se lahko odstrani).

**-Vijačne vzmeti:**

Dolžina je poljubna, kot število navojev, premer žice, zunanji premer, vrsta vzmeti (napredujoča ali ne) in oblika sedežev vzmeti.

**-Listne vzmeti:**

Poljubne so: dolžina, širina, debelina in navpična ukrivljenost.

**-Torzijske vzmeti:**

Premer je poljuben.

Te svoboščine za vzmeti za obese ne dovoljujejo kršitve člena 205 homologacijske listine (najmanjša višina središča pesta kolesa, odprtina premikanja kolesa).

**-Sestava vzmeti in blažilnikov:**

Sestave vzmeti in blažilnikov so dovoljene tudi, če izvirno vozilo ni opremljeno na ta način, pod pogojem, da se izvirno vzmet odstrani.

**-Blažilniki:**

Poljubni, razen glede števila, vrste (teleskopski, na vzvod itd.), principa delovanja (hidravlični, torni, mešani itd.) in mest pritrditev, ki morajo ostati nespremenjeni.

Uporaba uležajenja z linearnim vodenjem je prepovedana.

Samo vodenje z drsnim uležajenjem je dovoljeno.

Preizkus blažilnikov se izvede tako :

Odstrani se vzmeti, odklopi stabilizatorje, vozilo pa mora potoniti v spodnjo lego v manj kot 5-ih minutah.

Posoda blažilnika je lahko pritrjena na nemodificirano školjko vozila.

Če imajo blažilniki ločene rezervoarje v vozniškem prostoru ali v prtljažniku, če ta ni ločen od vozniškega prostora, morajo biti čvrsto pritrjeni in zaščiteni.

"Silent blok" sme biti nadomeščen z zglobom "Uniball", samo pri pogoju, da blažilec nima vloge vodila.

Plinski blažilniki se smatrajo glede načina učinkovanja kot hidravlični blažilci.

**-Mc Pherson tip obese**

V primeru, kjer je treba zamenjati eno sestavino Mac Phersonove obese, ali obešenja, ki deluje na enak način, se mora izmenjati teleskopski del, novi deli morajo biti mehansko enakovredni izvornim delom in imeti ista mesta pritrditve.

Sedeži vzmeti Mc Phersonove obese so lahko poljubne oblike.

Material je poljuben.

V primeru oljno-pnevmatičnega vzmetenja se lahko spremene krogle glede velikosti, oblike, materiala, ne pa glede števila.

Na krogle se lahko nameste pipice, ki jih lahko uravnavamo iz zunanosti vozila.

**-Silent bloki:**

Elastomer silent bloka se lahko nadomesti z novim elastomerom silent bloka, katerega oblika je prosta in največje trdote 80 Shoreov – Type A.

**6.4 Kolesa in gume****6.4.1) Kolesa:**

Kolesa so poljubna ob upoštevanju homologiranega premera (člen 801.a) in homologirane širine (člen 801.b), kateri se smatraja kot največji.

Manjša kolesa so dovoljena.

Magnezijeva platišča so prepovedana (tudi serijska).

Pokrita morajo biti z blatniki (isti način ugotavljanja kot v Skupini A, člen 255-5.4), upoštevana mora biti največja širina sledi, navedena v homologacijski listini.

Sprememba pritrditve koles z vijaki namesto s klini ali maticami je

**- Springs:**

The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

**Coil springs:**

The length is free, as are the number of coils, the wire diameter, the external diameter, the type of spring (progressive or not) and the shape of the spring seats.

The number of springs and spring seats is free provided the springs are mounted in series.

**Leaf springs:**

The length, width, thickness and vertical curvature are free.

**Torsion bars:**

The diameter is free.

These freedoms on the suspension springs do not authorise one to disregard Article 205 of the Homologation form (minimum height of the centre of the hubcap, wheel passage opening).

**Spring+shock absorber assemblies:**

Spring+shock absorber assemblies are authorised even if the series vehicle is not so equipped, provided that the original spring is removed.

**- Shock absorbers:**

Free, provided that their number, their type (telescopic, arm, etc.), their working principle (hydraulic, friction, mixed, etc.), and their attachment points remain unchanged.

The use of bearings with linear guidance is prohibited.

Only guidance by plain bearings is authorised.

The checking of the operating principle of the shock absorbers will be carried out as follows :

Once the springs and/or the torsion bars are removed, the vehicle must sink down to the bump stops in less than 5 minutes.

The damper tanks may be attached onto the unmodified shell of the cars.

If the shock absorbers have separate fluid reserves located in the cockpit, or in the boot if this is not separated from the cockpit, these must be strongly fixed and must have a protection.

A silent block may be replaced by a "Uniball" joint, but only on condition that the shock absorber has no guiding function. For rallies taking place on the African continent only, a silent block may be replaced by a "Uniball" joint even if the shock absorber has a guiding function.

Gas filled dampers, regarding their working principle, will be considered as hydraulic dampers.

**- Mc Pherson type suspension damper**

If, in order to change the damping element of a Mac Pherson suspension, or a suspension operating in an identical manner, it is necessary to replace the telescopic part and/or the shock strut (damper and system of connection to the hub carrier), the replacement parts must be mechanically equivalent to the original ones and have the same mounting points.

For McPherson suspensions, the shape of the spring seats is free.

Their material is free.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number.

A tap, adjustable from outside of the car, may be fitted on the spheres.

**- Silent blocks:**

A silent block may be replaced with a new silent block, of which the shape is free and the maximum hardness is 80 shores –Type A.

**6.4 Wheels and tyres****6.4.1) Wheels:**

The wheels are free, respecting the homologated maximum diameter (Article 801.a), and maximum width (Article 801.b).

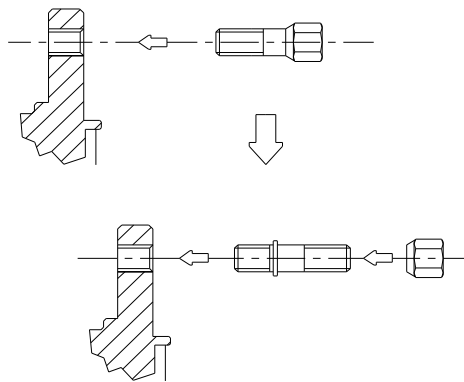
The use of wheels with lesser dimensions is permitted.

Wheels made from forged magnesium are forbidden (including standard wheels).

They must be covered by the wings (same checking system as in Group A, Article 255-5.4), and the maximum track given on the Homologation form must be respected.

dovoljena, če se upošteva število pritrilnih mest in premer vdetih delov, kot prikazuje slika 254.1.

Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on Drawing 254-1 are respected.



254-1

Maticice se lahko spremenijo, pod pogojem, da njihov material ostane železast.  
Zajemalci zraka dodani na kolesa so prepovedani.

The wheel nuts may be changed, provided that their material remains ferrous.  
Air extractors added on the wheels are forbidden.

#### 6.4.2) Pnevmatike:

Pnevmatike so poljubne, ob pogoju, da lahko gredo na ta kolesa. Uporaba naprave za vzdrževanje delovanja pnevmatike z notranjim tlakom, manjšim ali enakim atmosferskemu tlaku, je prepovedana. Prostor med platiščem in pnevmatiko mora vsebovati samo zrak.

#### 6.4.2) Tyres:

Tyres are free provided that they can be mounted on those wheels.  
The use of any device for maintaining the performance of the tyre with an internal pressure equal to or less than the atmospheric pressure is forbidden.  
The interior of the tyre (space between the rim and internal part of the tyre) must be filled only with air.

#### 6.4.3) Rezervno kolo:

Rezervno(a) kolo(kolesa) je/so obvezna, če tako zahteva homologacija. Rezervno kolo se lahko premesti v notranjost prostora za voznika in potnike pri pogoju, da je tam čvrsto pritrjeno in da ni v prostoru za voznika in sprednjega potnika.

#### 6.4.3) Spare wheel:

The spare wheel (wheels) is (are) compulsory if mentioned in the Homologation form.  
The spare wheel may be brought inside the driving compartment, on condition that it is firmly secured there and that it is not installed in the space reserved for the occupants.

### 6.5 Zavorni sistem

Razen sprememb dovoljenih s tem odstavkom, mora biti sistem originalen ali homologiran v VO. Elektronska kontrolna enota za zavorni sistem je prosta, vendar mora biti v celoti zamenljiva z izvorno enoto (zavorni sistem mora delovati pri vgradnji izvorne enote).

### 6.5 Braking system

With the exception of the modifications authorised by this article, the braking system must be original or homologated in Option Variant (VO).  
The electronic control unit of the braking system is free, but must be entirely interchangeable with the original unit (i.e. the braking system must work when the unit is replaced with the series unit).

Senzorji in sprožila na vhodni strani morajo ostati izvorni, kot tudi njihova funkcija. Ne sme se vgraditi dodatnih senzorjev, tudi za namen zajemanja podatkov ne.

Sensors and actuators on the input side must be standard, as must their function.  
No sensor may be added, even for the purpose of data recording.

Električne napeljave se ne sme spreminjati. Poljubna je izbira zavornih oblog, enako njihova pritrnitev (kovičena, lepljena itd.) pri pogoju, da se torna površina zavor ne poveča. Varovalne plošče se lahko odstranijo ali ukrivijo. V primeru, da so vozila opremljena s servo-zavoro, se ta naprava lahko odklopi ali nadomesti s homologirano v VO.

The electrical harness must not be modified.  
Brake linings are free, as well as their mountings (riveted, bonded, etc.) provided that the contact surface of the brakes is not increased.  
Protection plates may be removed or bent.  
In the case of a car fitted with servo-assisted brakes, this device may be disconnected or replaced with the kit homologated in Option Variant (VO).  
The same applies for anti-lock braking systems.  
If the anti-lock braking system (ABS) is disconnected or removed, the use of a mechanical rear braking distributor homologated by the manufacturer in VO is authorised.

Enako je z napravami proti blokiranju zavor. Če se ABS odklopi ali odstrani, se lahko uporabi mehanski omejevalec zavorne moči zadaj, če je homologiran s strani proizvajalca v VO.

It is permitted to add a spring in the bore of the calipers and to replace the seals and the dust covers of the callipers.

Dovoljeno je dodati vzmet v zavorni cilinder in zamenjati tesnila ter prašne pokrove cilindra.

Brake lines may be changed for aviation type lines.

Vodi za zavore se lahko zamenjajo z vrsto letalskih vodov.

Naprava - strgalo za odstranjevanje blata z zavornih diskov in/ali koles se lahko doda.

A device for scraping away the mud which collects on the brake discs and / or the wheels may be added.

#### 6.5.1) Ročna zavora:

Mehansko ročno zavoro se lahko zamenja s hidravlično, če je ta homologirana v skupini N, vendar je potem obvezno namestiti X - diagonalno zavorno napeljavo ali ohraniti izvorni sistem.

#### 6.5.1) Handbrake:

The mechanical handbrake may be replaced with a hydraulic system homologated in Group N, but in this case a diagonal brake circuit (X shape) or the original system is mandatory.

Dovoljeno je spremeniti lego sistema hidravlične ročne zavore, pod pogojem, da ostane na lokaciji, ki jo določa homologacijska listina

It is permitted to modify the position of the hydraulic handbrake system, provided that it remains in the location homologated in Group N (on the central tunnel ...).

za skupino N (na centralnem tunelu,...)

## 6.6 Krmarjenje

Vodi, ki povezujejo črpalko servoojačevalnika z letvijo, se lahko nadomestijo z vodi kot to določa člen 253-3.2.

## 6.7 Karoserija

### 6.7.1) Zunanost:

Kolesni pokrovčki se morajo odstraniti.

Namestijo se lahko ščitniki žarometov, z edinim namenom, da pokrivajo njihovo steklo, ne da bi vplivali na aerodinamiko vozila.

Namestitev spodnjih ščitnikov je dopustna samo pri rallyu pod pogojem, da so to zares zaščite, ki upoštevajo obvezno razdaljo od tal, so odstranljivi in so zasnovani izključno za zaščito naslednjih delov: motorja, hladilnika, obešenja, menjalnika, posode za gorivo, prenosne naprave, krmila, izpuha, posode gasilnega aparata.

Ti ščitniki lahko povečajo širino spodnjega dela prednjega odbijača le pred prednjo osjo.

Pritrditev prednjega in zadnjega odbijača ne sme biti spremenjena.

Dovoljene so dodatne pritrditve (kot dodatek izvirnim pritrditvam, ki morajo biti ohranjene) za pritrditev karoserijskih delov (odbijač, podaljškov aerodinamičnih kril, itd...).

Lahko se predvidi katerikoli način zaprtja ustja posode za gorivo.

Dopustna je zamenjava metlic brisalcev stekla, spredaj in zadaj.

Plastični deli za zvočno izolacijo se lahko odstranijo iz odprtih za kolesa. Lahko se jih nadomesti z aluminijastimi ali plastičnimi deli enake oblike.

Plastična zaščita pritrjena pod karoserijo (ki jo oblika zračni tok) se lahko odstrani.

### 6.7.2) Prostor za voznika in potnike:

Material voznikovega in sovoznikovega sedeža je prost toda teža gole školjke (sedež brez pene/obloge in podpor) mora biti najmanj 4 kg.

Predni sedeži se lahko pomaknejo nazaj, vendar ne za navpično os začetka originalnega zadnjega sedeža.

Ta meja velja za sedež brez vzglavja, na višini voznikovih ramen (meja za določitev skrajne točke pomika nazaj).

Zadnje sedeže se lahko odstrani.

Zadnje varnostne pasove se lahko odstrani.

**6.7.2.1)** Če se namesti posoda za gorivo v kabino ob odstranitvi zadnjega sedeža, je potrebno izdelati zatesnjen pokrov - steno, ki loči kabino od posode za gorivo.

V primeru vozila z dvema predeloma se za to ločitev lahko uporabi obstoječo predelno steno, ki se jo zapolni z negorljivo plastiko.

### 6.7.2.2) Armaturna plošča:

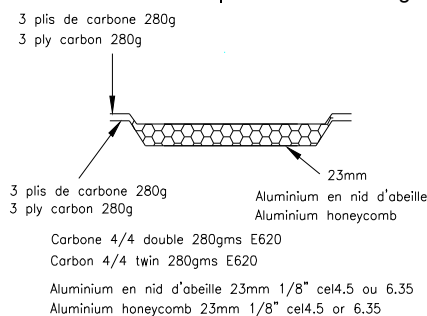
Armaturna z sredinsko konzolo mora ostati originalna.

### 6.7.2.3) Vrata – stranske panele:

Dovoljeno je odstraniti zvočno izolacijo z vrat, pod pogojem, da se ne spremeni oblike vrat.

a) Dovoljeno je odstraniti tapete vrat skupaj z bočnimi ojačitvami v vratih, če se namesti tapeto – panelo, ki je narejena iz nevnetljivega kompozitnega materiala.

Ta panela mora biti narejena v skladu s sliko 255-14.



255-14

b) V kolikor se ne odstranijo bočne ojačitve na vratih, se lahko | b) If the original structure of the doors has not been modified

## 6.6 Steering

The lines linking the power steering pump to the rack may be replaced with lines conforming to Article 253-3.2.

## 6.7 Bodywork

### 6.7.1) Exterior :

Hubcaps must be removed.

Protective headlight covers may be fitted provided that their only function is to cover the glass, and that they have no influence on the car's aerodynamics.

The fitting of underbody protections is authorised in rallies only, provided that these really are protections which respect the ground clearance, which are removable and which are designed exclusively and specifically in order to protect the following parts: engine, radiator, suspension, gearbox, tank, transmission, steering, exhaust, extinguisher bottles.

Underbody protections may extend the whole width of the underside part of the front bumper only in front of the front wheel axis.

The mountings of the front and rear bumpers cannot be modified.

Additional mountings are authorised (in addition to the original mountings which must be retained) for attaching bodywork parts (bumper, wing extensions etc.).

Any locking system may be used for the cap of the petrol tank.

The changing of the front and rear windscreen wiper blades is authorised.

Plastic sound-proofing parts may be removed from the wheel openings. These plastic elements may be changed for aluminium or plastic elements of the same shape.

Plastic protection parts fitted under the body (licked by the air flow) may be removed.

### 6.7.2) Interior :

The material of the driver's and co-driver's seats is free but the weight of the bare shell (seat without foam or supports) must be more than 4 kg.

The front seats may be moved backwards but not beyond the vertical plane defined by the front edge of the original rear seat.

The limit relating to the front seat is formed by the height of the seat without the headrest, and if the headrest is incorporated into the seat, by the rearmost point of the driver's shoulders.

The rear seats may be removed.

The rear safety belts may be removed.

**6.7.2.1)** Should the fuel tank be installed in the boot and the rear seats removed, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

In the case of twin-volume cars it will be possible to use a non-structural partition wall in transparent, non-flammable plastic between the cockpit and the tank arrangement.

### 6.7.2.2) Dashboard:

The dashboard and the central console must remain original.

### 6.7.2.3) Doors - Side trim:

It is permitted to remove the soundproofing material from the doors, provided that this does not modify the shape of the doors.

a) It is permitted to remove the trim from the doors together with their side protection bars in order to install a side protection panel which is made from non-inflammable composite materials.

The minimum configuration of this panel must comply with that shown on Drawing 255-14.

tapete – panele vrat nadomesti z pločevino debeline 0,5mm (zavahana brez ostrih robov), ali z karbonsko ploščo debeline vsaj 1 mm, ali z negorljivim materialom debeline vsaj 2 mm.

Enaka pravila veljajo za tapete – panele pod bočnimi zadnjimi stekli dvovratnih vozil.

Minimalna višina panele mora biti med spodnjim robom notranjega dela vrat in najvišjo kovinsko prečko vrat.

Električni pomik stekel se lahko nadomesti z ročnim.

Ročni pomik stekel se lahko nadomesti z električnim.

#### 6.7.2.4) Tla:

Obloge so proste in se jih lahko odstrani.

#### 6.7.2.5) Drugi zvočno izolacijski materiali in panele – tapete:

Druge zvočno izolacijske materiale in panele – tapete se lahko odstrani, razen tistih, omenjenih v členih 6.7.2.3 (vrata) in 6.7.2.2 (armatura).

#### 6.7.2.6) Gretje kabine:

Originalni sistem za gretje mora biti ohranjen.

Odstrani se lahko naslednje dele klimatske naprave: kondenzator in ventilator, posoda za tekočino, hladilnik in ventilator, ekspanzijski ventil, cevi, povezave, stikala, senzorje in sprožila, nujne za delovanje sistema.

Kompresor klimatske naprave se lahko odstrani samo pod pogojem, da je pogonski sistem popolnoma neodvisen od drugih sistemov. Če temu ni tako, mora biti odstranitev kompresorja klimatske naprave homologirana kot VO.

Kompresor se lahko izključi iz funkcije.

Elementi, ki so skupni gretju kabine, morajo ostati v funkciji.

6.7.2.7) Odstranljiva zadnja stena v dvoprostorskih vozilih se lahko odstrani.

#### 6.7.3) Dodatne naprave:

Brez omejitve so dopuščene vse dodatne naprave, ki nimajo nobenega vpliva na opušanje vozila, take, ki zadevajo lepotni videz ali notranjo udobnost (razsvetljavo, gretje, radio itd.).

To velja ob izrecnem pogoju, da ne povečujejo mehansko moč motorja in ne vplivajo na krmiljenje, trdnost, prenosno napravo, zavore ali držanje vozila cestišča tudi ne indirektno.

Vsi upravljalni vzvodi morajo biti tisti, ki jih je predvidel proizvajalec.

Toda dovoljeno jih je dodelati, da postanejo bolj uporabni ali bolj dostopni: npr. dodatek podaljška vzvodu ročne zavore, dodatnega vložka na nožni vzvod zavore itd.

Posebej je dovoljeno:

1) Dodatne priprave za merjenje, števci itd. so lahko prosto nameščeni pri pogoju, da njihova namestitve nima nevarnega značaja. Števec za hitrost ne sme biti odstranjen, če to zahteva dodatni pravilnik prireditve.

2) Hupa se lahko zamenja. Lahko se doda ena, ki je na razpolago sopotniku.

3) Ustroj naprave na ročici ročne zavore se lahko priredi, da dobimo trenutno popustitev zavore.

4) Volanski obroč je prost.

Odklopi se lahko ključavnico proti kraji.

Mehanizem za hitro demontažo volana mora vsebovati obroč na osi volana, pobarvan ali anodiziran v rumeno barvo in vgrajen za volanski obroč na volanski drog.

Mehanizem mora delovati z premikom tega obroča vzdolž osi volanskega droga.

5) Dovoljeno je dodati prostore k predalu za rokavice in dodatne žepe na vrata.

6) Lahko se doda zaščitni material na panele - pokrove vozila za zaščito potnikov pred ognjem.

(removal, even partially, of the tubes or reinforcements), the door panels may be made from metal sheeting at least 0.5 mm thick, from carbon fibre at least 1 mm thick or from another solid and non-combustible material at least 2 mm thick.

The rules mentioned above also apply to the trim situated beneath the rear side windows of two-door cars.

The minimum height of the door's side protection panel must extend from the base of the door to the maximum height of the door strut.

It is permitted to replace electric winders with manual ones.

It is permitted to replace manual winders with electric ones.

#### 6.7.2.4) Floor :

Carpets are free and may thus be removed.

#### 6.7.2.5) Other sound-proofing materials and trim:

Other soundproofing materials and trim, except for those mentioned under Articles 6.7.2.3 (Doors) and 6.7.2.2 (Dashboard), may be removed.

#### 6.7.2.6) Heating system:

The original heating equipment must be retained.

The following parts of the air conditioning system may be removed: condenser and auxiliary fan, fluid tank, evaporator and fan, expansion valve, as well as all pipes, connections, contact switches, sensors and actuators necessary for the functioning of the system.

Only if its drive system is completely independent of any other system will it be possible to remove the air conditioning compressor. If that is not the case, the removal of the air conditioning compressor must be homologated in VO.

The compressor may be rendered inoperative.

If certain elements are common with the heating system, they must be retained.

6.7.2.7) The removable rear shelf in twin-volume cars may be removed.

#### 6.7.3) Additional accessories:

All those which have no influence on the car's behaviour, for example equipment which improves the aesthetics or comfort of the car interior (lighting, heating, radio, etc.), are allowed without restriction.

In no case may these accessories increase the engine power or influence the steering, transmission, brakes, or roadholding, even in an indirect fashion.

All controls must retain the role laid down for them by the manufacturer.

They may be adapted to facilitate their use and accessibility, for example a longer handbrake lever, an additional flange on the brake pedal, etc.

The following is allowed:

1) Measuring instruments such as speedometers etc. may be installed or replaced, and possibly have different functions. Such installations must not involve any risk. However, the speedometer may not be removed if the supplementary regulations of the event prevent this.

2) The horn may be changed and/or an additional one added, within reach of the passenger.

The horn is not compulsory on closed roads.

3) The handbrake locking mechanism may be removed in order to obtain instant unlocking (fly-off handbrake).

4) The steering wheel is free.

The locking system of the anti-theft steering lock may be rendered inoperative.

The quick release mechanism must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel.

The release must be operated by pulling the flange along the steering wheel axis.

5) Additional compartments may be added to the glove compartment and additional pockets in the doors, provided that they use the original panels.

6) Insulating material may be added to protect the passengers or parts from fire or heating.

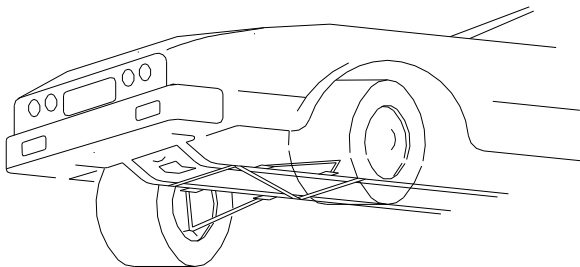
**6.7.4) Ojačanja:**

Drogi za ojačanje se lahko namestijo na spojnih točkah iste osi s školjko ali šasijo, z ene ali druge strani vzdolžne osi vozila pri pogoj, da so odstranljivi in priviti.

Razdalja med eno točko pritrditve obešenja in točko pritrdjevanja droga ne sme biti večja kot 100 mm, razen če gre za prečni drog, homologiran z varnostno kletko, ali v primeru zgornjega droga, pritrjenega na MacPhersonovo ali podobno obeso.

V zadnjem primeru je največja razdalja med točko zasidranja droga in točko zgornjega sklepa 150 mm (sliki 255-2 in 255-4).

Izven teh točk ta drog ne sme biti pritrjen na školjko ali mehanske dele.

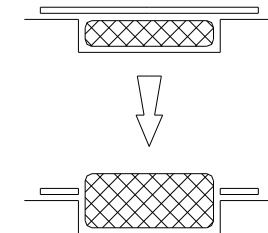


255-2

Če je izvirno vozilo opremljeno z drogom za ojačanje, potem je dovoljeno ta drog odstraniti ali ga nadomestiti z drogom v skladu z navodili omenjenimi zgoraj.

Ojačanja delov obes so dovoljena pod pogojem, da gre za material, ki se prilega izvorni obliki in je v stiku z njo.

**6.7.5)** Če je rezervno kolo bilo prvotno nameščeno v zaprtem prostoru in je bilo to kolo zamenjano s širšim (glej člen 6.4), nameščenem v tem prostoru, je možno odstraniti s pokrova prostora za kolo tisto površino, ki jo zavzema širina novega kolesa (slika 254-2).



254-2

**6.8 Električni sistem****- Baterija:**

Znamka, kapaciteta in vodi so poljubni.

Napetost in mesto baterije se mora ohraniti.

Stikalo za odklop povezano z baterijo je dovoljeno v voznikovem prostoru.

**- Generator:**

Dovoljena je zamenjava z generatorjem večje moči.

Dinamo ne sme biti zamenjan z alternatorjem in obratno.

**- Razsvetljava:**

Največ 6 dodatnih žarometov vključno z ustreznimi releji je dovoljeno v kolikor to dopuščajo državni zakoni.

Če se obdržijo serijske luči ra meglo, se le-te štejejo za dodatne luči.

Ne smejo biti vgrajeni v karoserijo.

Število žarometov različnih zunanjih luči mora biti vedno sodo.

Izvirne žaromete lahko izklopimo in so lahko pokriti z lepljivim

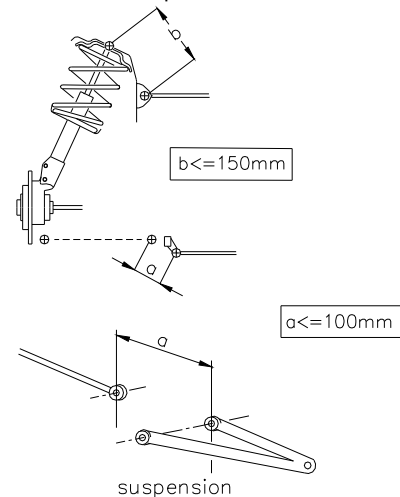
**6.7.4) Reinforcements :**

Reinforcement bars may be fitted on the suspension mounting points to the bodyshell or chassis of the same axle, on each side of the car's longitudinal axis, on condition that they are removable and are attached by means of bolts.

The distance between a suspension attachment point and an anchorage point of the bar cannot be more than 100 mm, unless the bar is a transverse strut homologated with the safety cage, or unless it is an upper bar attached to a MacPherson suspension or similar.

In the latter case, the maximum distance between an anchorage point of the bar and the upper articulation point will be 150 mm (Drawings 255-2 and 255-4).

Apart from these points, this bar must not be mounted on the bodyshell or the mechanical parts.



255-4

If the series vehicle is equipped with a reinforcement bar, it is permitted to remove or replace the series bar with a bar conforming to the prescriptions mentioned above.

Strengthening of the suspended part is allowed provided that the material used follows the original shape and is in contact with it.

**6.7.5)** When the spare wheel is originally set in a closed accommodation, and when this wheel is changed for a thicker one (see Article 6.4), situated in this space, it is possible to remove from the cover of the location of the wheel the surface induced by the diameter of the new wheel (Drawing 254-2).

**6.8 Electrical system****- Battery:**

The make, capacity, and battery cables are free.

The tension and the site of the battery must be retained.

A power take-off connected to the battery is permitted in the passenger space.

**- Generator:**

May be replaced by a more powerful one.

A dynamo may not be replaced by an alternator and vice-versa.

**- Lighting system:**

A maximum of 6 additional headlights including the corresponding relays are allowed, provided that this is accepted by the laws of the country.

If the series fog lamps are kept, they will be counted as additional headlights.

They may not be housed within the bodywork.

Headlights and other exterior lights must always exist in pairs.

The original headlights can be made inoperative and covered with

trakom.

Lahko jih nadomestimo z drugimi, upoštevajoč ta člen.

Namestitev luči za vzvratno vožnjo je dovoljena pod pogojem, da se vključi le, če je ročica menjalnika v položaju za "vzratno vožnjo" in če to dovoljuje zakon.

- Dovoljeno je dodati električne varovalke.

### 6.9 Pretok goriva

Če ima izvorna posoda za gorivo opremljena z električno črpalko in notranjim čistilcem, je možno, pri uporabi posode FT3 1999, FT3.5 ali FT5 ali drugo posodo za gorivo homologirano s strain proizvajalca v homologacijski listini, namestiti zunaj te posode čistilec in črpalko enakovrednih lastnosti, kot sta pri homologirani.

Posoda tipa FT3 1999, FT3.5 ali FT5 se lahko uporabi kot nadomestitev izvorne posode za gorivo (potrebno je upoštevati pogoje, ki so navedeni v nadaljevanju).

Ta dela morata biti ustrezno zaščitena.

Namestitev dodatne črpalke goriva je dovoljena, vendar mora ta biti kot rezervna, torej ne kot dodatna. Njen zagon mora biti možen le, ko vozilo stoji z mehanskim preklopom iz prvotne na drugo črpalko, ki mora biti vgrajen med njima.

Polnilni priključek ne sme biti v okenskih ploščah.

Vodi za gorivo morajo biti zamenjani z vodi letalskega tipa, če se uporablja posoda FT3 1999, FT3.5 ali FT5 potek teh vodov je poljuben.

V primeru uporabe serijskih posod je ta zamenjava neobvezna.

Dovoljeno je zvrtni 2 izvrtini (največjega premera 60mm ali enakovredne površine) v tla, katerih edina funkcija je prehod cevi namenjenih polnjenju/praznjenju rezervoarja.

Celotna prostornina posod ne sme presegati navedenih prostornin v členu 401.d, homologacijske listine skupine N, razen pri rallyju, če ima vozilo nameščeno posodo FT3 1999, FT3.5 ali FT5.

V tem primeru ne sme prostornina posode presegati naslednjih omejitev glede na prostornino motorja:

do	700 cm <sup>3</sup> :	60 l
od	700 cm <sup>3</sup> do 1000 cm <sup>3</sup> :	70 l
od	1000 cm <sup>3</sup> do 1400 cm <sup>3</sup> :	80 l
nad	1400 cm <sup>3</sup> :	95 l

Za dvoprostorna vozila, homologirana od 1.1.1998, s posodo za gorivo, nameščeno v prtljažnem prostoru, mora ognjeodporna in tekočinsko neprepustna obloga obkrožati posodo za gorivo in odprtine za dolivanje goriva.

Za triprostorna vozila homologirana od 01.01.1998, mora ognjeodporna in tekočinsko neprepustna obloga ločevati proctor za potnike in posodo za gorivo.

Vendar je priporočljivo, da se tekočinsko nepropustna obloga nadomesti s tekočinsko nepropustno posodo za dvoprostorna vozila.

### 6.10 DVIHALO IN PIŠTOLA ZA DEMONTAŽO KOLESA

Točke za dvig vozila se lahko ojača, premakne in številčno poveča. Te spremembe veljajo izključno za točke za dvig vozila (namestitve dvigala).

Dvigalo mora delovati samo ročno (ali s strani voznika ali sovoznika), to je brez pomoči sistema opremljenega s hidravličnim, pnevmatskim ali električnim virom energije.

Pištola za demontažo kolesa ne sme dopuščati odvijanja več kot ene matice naenkrat.

### 6.11 VARNOSTNA KLETKA

Kletka kateregakoli vozila s korekcijsko prostornino motorja večjo od 2000 cm<sup>3</sup>, homologiranega po 01.01.2006 mora biti homologirana ali certificirana s strani ASN ali homologirana s strani FIA.

adhesive tape.

They can be replaced by other headlights, in compliance with this article.

A reversing light may be fitted provided it can only be used when the gear lever is in the "reverse" position, and provided that the police regulations on this subject are observed.

- Fuses may be added to the electrical system.

### 6.9 Fuel circuit

Providing the original tank is equipped with an electric pump and an interior filter, it is possible when using an FT3 1999, FT3.5 or FT5 tank or another tank homologated by the manufacturer on the car's Homologation form to place a filter and a pump with identical characteristics to the homologated one outside.

An FT3 1999, FT3.5 or FT5 type tank may be used to supplement the series tank (the conditions below must be respected).

These parts must be protected in adequate fashion.

The fitting of a second fuel pump is authorised, but this must be only a spare fuel pump, i.e. it cannot operate in addition to the authorised pump. It must be connectable only when the car is immobile and by means of a purely mechanical device situated beside the pumps.

The filler holes may not be located in the window panels.

Fuel lines must be changed for aviation type lines if an FT3 1999, FT3.5 or FT5 tank is used, the route of these lines being free.

Should a series production tank be used, this change is optional.

It is authorised to drill 2 holes (maximum diameter of 60 mm or equivalent area) in the floor, the sole function of which will be to allow the passage of the lines necessary to feed / empty the fuel tank.

The total capacity of the tanks must not exceed that indicated in Article 401d of the Group N Homologation form, except for rallies, if the car is fitted with FT3 1999, FT3.5 or FT5 tanks.

In this case, the total capacity of the tanks must not exceed the following limits, in relation to the engine capacity:

up to	700 cm <sup>3</sup> :	60 l
over	700 cm <sup>3</sup> and up to 1000 cm <sup>3</sup> :	70 l
over	1000 cm <sup>3</sup> and up to 1400 cm <sup>3</sup> :	80 l
over	1400 cm <sup>3</sup> :	95 l

For twin-volume cars homologated from 01.01.98 with a fuel tank installed in the luggage compartment, a fireproof and liquid-proof case must surround the fuel tank and its filler holes.

For three-volume cars homologated from 01.01.98, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

Nevertheless, it is recommended that this liquid-proof bulkhead be replaced by a liquid-proof case as for twin-volume cars.

### 6.10 Jack and wheel gun

The jacking points may be strengthened, moved and increased in number. These modifications are limited exclusively to the jacking points.

The jack must be operated exclusively by hand (either by the driver, or by the co-driver), i.e. without the help of a system equipped with a hydraulic, pneumatic or electric energy source.

The wheel gun must not allow the removal of more than one nut at a time.

### 6.11 Safety cage

The cage of any car with a corrected cylinder capacity greater than 2000 cm<sup>3</sup>, homologated after 01.01.2006 must be homologated or certified by an ASN, or homologated by the FIA.

ČLEN 7: VOZILA S KORIGIRANO PROSTORNINO

ARTICLE 7: CARS WITH A CORRECTED CYLINDER

**MOTORJA VEČJO KOT 2L ZA RALLY**

Členi v nadaljevanju se nanašajo le na vozila za rally s korigirano prostornino motorja večjo kot 2L in so dopolnilni k prejšnjim členom.

V primeru neskladja med katerikoli od naslednjih členov in prejšnjimi členi (členi 1 do 6), bodo spodaj omenjeni členi imeli prednost za vozila s korigirano delovno prostornino nad 2 L.

**7.1 Minimalna teža (Samo za vozila s štirikolesnim pogonom)**

a) Za vozila homologirana po 01.01.2006, je minimalna predpisana teža 1350 kg pod naslednjimi pogoji:

- to je teža vozila brez voznika ali sovoznika in njune opreme ter z največ enim rezervnim kolesom;
- v primeru, da sta v vozilu dve rezervni kolesi, je potrebno drugo rezervno kolo odstraniti pred tehtanjem.

Nikdar med prireditvijo ne sme vozilo tehtati manj kot je navedeno v tem členu.

V primeru dvoma med tehtanjem je potrebno odstraniti vso opremo voznika in sovoznika; to zajema čelado, toda slušalke izven čelade se lahko pusti v vozilu.

Uporaba uteži je dovoljena pod pogoji zapisanimi v členu 252-2.2 Splošni pogoji.

b) Minimalna predpisana teža vozila (pod pogoji zapisanimi v členu 7.1.a) s posadko (voznik + sovoznik + popolna oprema voznika in sovoznika) : minimalna teža definirana v členu 7.1.a + 150 kg.

**7.2 Motor****7.2.1) Zajemanje podatkov**

Sistem za zajemanje podatkov je odobren tudi v primeru, če izvorno vozilo ni opremljeno z njim.

Povezano mora biti samo:

- z izvirnimi senzorji,
- z naslednjimi senzorji, katere bo dovoljeno dodati: temperatura hladilne tekočine, temperatura olja, tlak olja in kazalec hitrosti.

Vsaka izmenjava podatkov z vozilom po metodi drugačni kot preko kabla ali chip kartice je prepovedana.

**7.2.2) Anti-lag sistem**

Stikalo in električno napeljavo se lahko doda izključno zaradi aktiviranja sistema anti-lag.

**7.3 PRENOS****7.3.1) Prednji in zadnji diferencial**

Samo mehanska zapora diferenciala s ploščami (lamelami) je dovoljena.

Diferenciali z mehansko zaporo z lamelami morajo:

- izvirati s serijskega modela ali
- biti homologirani kot opcijska varianta VO za skupino N.

Mehanska zapora diferenciala je vsak sistem, ki deluje popolnoma mehansko, to pomeni, brez vsakršne pomoči hidravličnega ali električnega sistema.

Viskozna sklopna se ne smatra za mehanski sistem.

Vsak diferencial z elektronsko podporo je prepovedan.

Število in tip plošč (lamel) je prosto.

**7.3.2) Mazanje**

Menjalnik in diferencial: Dodatno mazanje in naprava za hlajenje olja je dovoljena, če je homologirana kot opcijska varianta (VO).

**7.4 Kolesa in gume**

Kompletne kolesa (kot tudi sled) so prosta pod pogojem, da so vgrajena v okvirih serijske karoserije; to pomeni, da zgornji del kompletne kolesa, v vertikalni liniji nad centrom vpetja, mora biti pokrit s karoserijo, če merimo vertikalno.

Pritrditev kolesa z vijaki se lahko prosto zamenja s pritrditvijo s sorniki ali maticami.

Uporaba pnevmatik namenjenim za motorna kolesa je prepovedana.

Kolesni obroči morajo biti obvezno iz ulitega materiala, ali iz prešane jeklene pločevine.

\*Za makadamske rally-je je največja dimenzija kolesnega obroča 7" x 15".

**CAPACITY GREATER THAN 2L IN RALLY**

The following articles apply only to cars taking part in Rally with a corrected cylinder capacity greater than 2L, and are complementary to the preceding articles.

In case of contradiction between any of the following articles and the preceding articles (articles 1 to 6), the articles mentioned below will take priority for cars with a corrected cylinder capacity greater than 2L.

**7.1 Minimum weight (Only for cars with four-wheel drive)**

a) For cars homologated after 01.01.2006, the minimum weight is set at 1350 kg in the following conditions:

- this is the real weight of the car, with neither driver nor co-driver nor their equipment and with a maximum of one spare wheel;
- when two spare wheels are carried in the car, the second spare wheel must be removed before weighing.

At no time during the event may a car weigh less than this minimum weight.

In case of a dispute during weighing, the full equipment of the driver and co-driver will be removed; this includes the helmet, but the headphones external to the helmet may be left in the car.

The use of ballast is permitted in the conditions provided for under Article 252-2.2 of the General Prescriptions.

b) The minimum weight of the car (under the conditions of Article 7.1.a) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: minimum weight defined by Article 7.1.a + 150 kg.

**7.2 Engine****7.2.1) Data logging**

A data logging system is authorised, even if the series vehicle is not so equipped.

It must be connected only:

- to the series sensors
- to the following sensors which it will be possible to add: water temperature, oil temperature, oil pressure and engine speed.

Any exchange of data with the car by a method other than cable link or chip card is prohibited.

**7.2.2) Anti-lag system**

A switch and an electric loom may be added for the sole purpose of activating the anti-lag system.

**7.3 Transmission****7.3.1) Front and rear differentials**

Only mechanical type limited-slip differentials with plates are authorised.

Mechanical type limited-slip differentials with plates must:

- either come from the series model
- or be homologated as a Group N Option Variant.

A mechanical limited-slip differential is any system that works exclusively mechanically, that is, without the assistance of a hydraulic or electric system.

A viscous clutch is not considered as a mechanical system.

Any differential with electronic management is prohibited.

The number and the type of the plates are free.

**7.3.2) Lubrication**

Gearbox and differential: an additional lubrication and oil cooling device is allowed provided it is homologated in Option Variant (VO).

**7.4 Wheels and Tyres**

Complete wheels (as well as tracks) are free, provided that they can be housed within the original bodywork; this means that the upper part of the complete wheel, located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.

Wheel fixations by bolts may be freely changed to fixations by pins and nuts.

The use of tyres intended for motorcycles is forbidden.

Rims must imperatively be made from cast material, or from pressed steel sheet.

\* For gravel rallies, the maximum dimension of the rims is 7" x 15".

Če kolesni obroči niso izdelani iz ulitka aluminijeve zlitine, je minimalna teža 8,6 kg za dimenziji 6.5" x 15" or 7" x 15" .

\*Če tako predpisuje Dodatni pravilnik dirke (kot npr. snežni rally) je največja dimenzija kolesnega obroča 5.5" x 16".

\*Za asfaltne rally-je je največja dimenzija kolesnega obroča 8" x 18" , material za kolesne obroč 8" x 18" je prost (pod pogojem, da je ulitek) in je minimalna teža za kolesni obroč 8" x 18" 8,9 kg.

Zajemalci zraka dodani na kolesa so prepovedani.

#### 7.5 Zadnja stranska stekla

V primeru 4 ali 5-vratnih vozil je dovoljeno mehanizem za dvigovanje/spuščanje zadnjih stekel zamenjati z napravo, ki zaklene zadnja stekla v zaprti poziciji.

Prevod :

Aleš Zrinski & Janez Flerin

Copyright © 2002-2012

If the rims are not made from cast aluminium alloy, the minimum weight of a 6.5" x 15" or 7" x 15" is 8.6 kg.

\* If specified in the Supplementary Regulations of the event (such as snow rallies), the maximum dimension of the rims is 5.5" x 16".

\* For asphalt rallies, the maximum dimension of the rims is 8" x 18", the material of the 8" x 18" rims is free (provided that it is cast) and the minimum weight of an 8" x 18" rim is 8.9 kg.

Air extractors added on to the wheels are prohibited.

#### 7.5 Rear windows

In the case of cars with 4 or 5 doors, the lift mechanism for the rear windows may be replaced with a device that locks the rear windows in the closed position.

### SPREMEMBE V VELJAVI OD 01.01.2013

### MODIFICATIONS APPLICABLES ON 01.01.2013

**5.2 Samo za Rally: minimalna teža vozila (pod pogoji opisanimi v 5.1) s posadko (voznik+sovoznik+popolna oprema voznika in sovoznika) mora biti seštevek teže opisane pod 5.1 + ~~450 kg~~ 160 kg. Razen tega mora biti upoštevana tudi teža opisana pod 5.1.**

**5.2 In rallies only, the minimum weight of the car (under the conditions of Article 5.1) with crew (driver + co-driver + the full equipment of the driver and co-driver) will be: Minimum weight defined by Article 5.1 + ~~450 kg~~ 160 kg. Furthermore, the weight defined in Article 5.1 must also be respected.**