ROTAX RMC GRAND FINALS

PORTIMÃO

PORTUGAL

NOV 07–14, 2026

TECHNICAL REGULATIONS

MICRO MAX | MINI MAX | E10 | E20

FPAK APROVADO
Lisboa, 06 de outubro de 2026
VISA FPAK nº 706/RMCGF/2026

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The chapter A refers to the 125 Micro MAX and 125 Mini MAX Technical Regulations.
The chapter B refers to the E20 Senior and E20 Masters Technical Regulations.
The chapter C refers to the E10 Mini Technical Regulations.

The Competition shall be run in accordance with these RMCGF 2026 Technical Regulations – Micro Max / Mini Max / E20 Senior / E20 Masters and official Bulletins and:
• ROTAX MAX CHALLENGE GRAND FINALS 2026 Technical Regulations and the official Bulletins
• ROTAX MAX CHALLENGE GRAND FINALS 2026 Sporting Regulations and the official Bulletins
• ROTAX MAX CHALLENGE GRAND FINALS 2026 Supplementary Regulations
• CIK/FIA Karting Technical Regulations and official Bulletins

The Organizer of the event reserves the right to issue modifications to the Technical Regulations, that will be published as Official Bulletins.

The English language is the official version.

Headings in this document are for ease of reference only and do not form part of these Technical Regulations.

A. 125 MICRO MAX / 125 MINI MAX CLASSES

1. EQUIPMENT

The only equipment – complete kart and tyres – allowed during the event will be provided on a loan basis, by the organizer and must be in accordance with these Regulations and its Appendices.

1.1. Amount of Equipment

According to Article 2.1. of the RMCGF 2026 Technical Regulations.

1.2. Chassis, Brake System, Bodywork

According to Article 2.2. of the RMCGF 2026 Technical Regulations.
Single brand chassis per category, defined by tender.

The brand for each class is:
125 Micro MAX: Praga – IPKarting
125 Mini MAX: Charles Leclerc Kart – BirelART

1.2.1. Front fairing

a) The use of a homologated Front Fairing and of the homologated Front Fairing Mounting Kit of the bodywork homologation is mandatory for all categories, in accordance with CIK Specific Prescriptions, article 31 and CIK Technical Drawing No 3.2. and 3.2.1.
b) Appropriate fairings and mounting kits will be provided to Entrants/Drivers with each kart and are the only components which may be used.
c) The provisions of CIK General Prescriptions, article 2.3.3 regarding mounting, installation, checking, reporting of breaches and application of penalties will be applied in full.

1.3. Tyres

1.3.1. Type:

Dry	Mojo C2 CIK Mini	front 4.0 x 10.0 – 5	rear 5.0 x 11.0 – 5
Wet	Mojo CW CIK Mini	front 3.6 x 10.0 – 5	rear 4.5 x 11.0 – 5

1.3.2. Quantity for each category

1. Dry tyres:

<u>Micro Max</u>

- 1 set for the whole event (non parc fermé status). However, Stewards may decide, at any time, to keep the tyres in Parc Fermé.

<u>Mini Max</u>

- 1 set is for non-qualifying practices (non parc fermé status).

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- 1 set is for qualifying up to and including finals (non parc fermé status). However, Stewards may decide, at any time, to keep the tyres in Parc Fermé.

2. Wet tyres:
   - Maximum one set of MOJO CW CIK Mini will be handed out for non-qualifying practices (parc fermé status).
   - Organizer keeps the right to decide if a second set of wet tyres will be handed out for qualifying practice up to and including final. This set will be mounted and kept in parc fermé.
   - Maximum 2 sets are available for the whole event for each category. They will only get handed out in case of rain.

3. Distribution and usage of tyres:
   - The first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices.
   - A certain number of used tyres from the first set (depending on the category) will be kept in parc fermé.
   - After the last session of the non-qualifying practice each driver will receive a new set of slick tyres, which has to be used for the qualification phase up to and including the final. Each tyre of this set is marked with a barcode and the starting number.
   - Each driver is responsible for checking that the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc fermé for remarking.
   - If there is a reasonable risk for rain, wet tyres together with rims will be handed out in time. Each tyre of these sets is marked with a barcode and the starting number.
   - In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tyre, the technical scrutineer will determine if the failure was due to material defect or has been caused on purpose/misuse. The technical scrutineer's decision will be final and not subject to protest or appeal.
   - If the failure has not been caused on purpose/misuse the following rule will apply:
     - In all categories a new tyre will be provided as replacement during Non Qalifying Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a used tyre (with similar wear rate) will be provided as replacement.

1.3.3. All tyres are marked with barcode and can only be used by the assigned driver.
- Being proven that a tyre barcode sticker is not the original or it was manipulated, Driver will be excluded from the event.
- At the entrance to the Start Servicing Parc, a Scrutineer will check the barcode stickers, and if there is any kind of suspicion that the barcode sticker was manipulated or changed, he will report immediately this fact to the Chief Scrutineer. From this moment on, the Driver and his kart are not allowed to access the Start Servicing Parc, until a final decision from the Chief Scrutineer.
- If during the Sporting Checks, after the Qualifying Practice or races, a kart is found that a tyre has one non original barcode sticker, he will be disqualified from the event.
- At the entrance of the Start Servicing Parc a Driver who presents with his/her kart with one or more tyres not corresponding to those assigned to him for the race, will not be allowed to enter until he/she presents his kart with the right tyres, and as long as he/she will be within the stipulated time, defined on the official time schedule of the event, for access of his/her group to the Service Park In.

1.3.4. Tyres are assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

1.3.5. Strictly no modifications or tyre chemical treatment is allowed. Tyre check with "tyre sniffer" Mini-RAE-Lite: Maximum value = 4ppm. Over this value there will be a second check. If the value remains over the 4ppm, Driver will be disqualified from the event.

1.3.6. Tyres must be mounted in accordance with the rotation markings defined on the tyre.

1.4. Engines

According to Article 2.4. of the RMCGF 2026 Technical Regulations.
The 125 Junior MAX engine is the basis for the engine configurations 125 Micro MAX and 125 Mini MAX.

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1.5. Return of equipment
According to Article 2.5. of the RMCGF 2026 Technical Regulations.

1.6. Data acquisition
According to Article 2.6. of the RMCGF 2026 Technical Regulations.

1.7. Safety equipment
According to Article 10.6. of RMCGF 2026 – Micro / Mini / E10 / E20 S / E20 M Sporting Regulations.

1.8. Fuel/Oil
Pre-mixed fuel will be provided via Parc Fermé for the whole event.

1.9. Advertising on engines
No sponsor stickers except ROTAX, BRP, MOJO, XPS are allowed on the engine and engine accessories.

2. MODIFICATIONS, LEGAL ADDITIONS, NON-TECH ITEMS, MEASUREMENTS
According to Article 3. of the RMCGF 2026 Technical Regulations.

3. TECHNICAL SPECIFICATIONS (OUTSIDE THE ENGINE AND CARBURETOR SEAL) FOR ROTAX KART ENGINES
For all components outside the engine and carburettor seal, the competitor is responsible to assure the conformity with the RMCGF 2026 Technical Regulations.

3.1. Ignition system
According to Article 4.6. of the RMCGF 2026 Technical Regulations.

The electronic control unit (ECU) is labelled with stickers and is still legal also if the sticker is unreadable or disappeared.
125 Micro MAX: “666815”
125 Mini MAX: “666818”

The ECU must be checked with the ECU tester (Rotax 276230) according to following procedure.
Disconnect engine cable harness from ECU.
Connect ECU tester cable harness to ECU.
Connect energy cable of ECU tester cable harness with the charging connector of engine cable harness.
At every connection with the battery the software version of the ECU tester will be indicated on the display for approx. 2 seconds.
The software version indicated on the display must be 2V00.
Start the test by pressing the button “✓” on the ECU tester.
After approx. 3 second the type of ECU ① that is actually tested will be indicated in the second line of the display.
After approx. 30 seconds the result ② of the test will be indicated in the first line of the display.
The ECU tester must indicate following results:

125 Micro MAX category
① 666815MAX
② !! Test OK !!

125 Mini MAX category
① 666818MINIMAX
② !! Test OK !!

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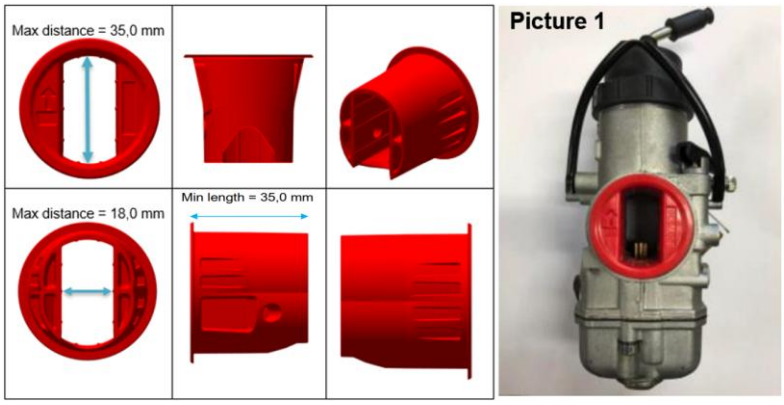
3.2. Carburettor

According to Article 4.9. of the RMCGF 2026 Technical Regulations.

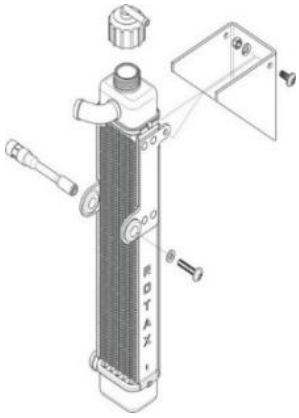
For the 125 Micro MAX and 125 Mini MAX classes, the throttle body restrictor must be fully inserted into the carburettor body and in the correct orientation at all times (see picture 1 below for reference).
ROTAX part number: 267536
No modifications are allowed, the ribbed surface on the inlet is to help ensure dimensions have not been modified.



3.3. Radiator

Radiator must be mounted with all components as shown in the respective illustration.
To apply tape (neutral tape without advertising only) around the radiator is an allowed modification to control the air flow through the radiator.
Tape may not be removed from the radiator during operation on the track.
Any other non-original device to control the air flow through the radiator is prohibited.

Only version as shown in the illustration is legal to be used.



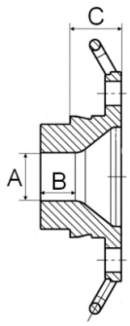
To remove the original flap is NOT allowed.

3.4. Exhaust system

3.4.1. Exhaust socket

Just exhaust sockets with gasket ring are legal to be used.
Diameter (A) must apply for a length (B) of at least 12 mm.
Maximum inner diameter (A) of exhaust sockets:

125 Micro Max: 18,20 mm (Rotax part no. 273 192) Marked “Micro”
125 Mini Max: 22,10 mm (Rotax part no. 273 196) Marked “Mini”



The measurement (C) must be at least 18,5 mm.

It is strictly forbidden to change or modify the exhaust socket in anyway.

NOTE: All exhaust sockets have been pre-measured by ROTAX and confirmed to be inside the above tolerances prior to the event. All competitors are reminded they are responsible for compliance with these regulations.
ROTAX or the technical scrutineers retains the right to check or exchange the exhaust socket or any of its components at any time during the event.

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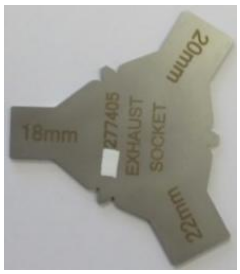
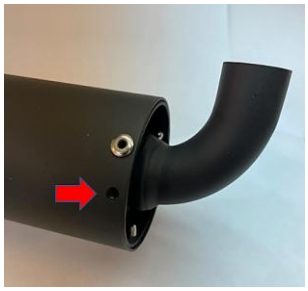
The internal profile of the exhaust socket has to be checked with the template, Rotax 277 405.
Fit the template (125 Micro MAX “18 mm”, 125 Mini MAX “22 mm”) as far as possible into the exhaust socket (without gasket, carbon deposits removed). There has to be a constant crack light between the profile of the exhaust socket and the profile of the template.



3.4.2. Exhaust pipe

- The exhaust will be sealed by ROTAX prior to the event.
- It is forbidden for the competitor to break the seal or modify the exhaust or any of its components in any way.
- ROTAX or the technical scrutineers retains the right to check or exchange the exhaust or any of its components at any time during the event.
- The 3x fixations (rivets, bolts and locking nuts) must be always secured tight to ensure a sealing between the perforated tube and exhaust system.
- The perforated tube must be fully inserted into the exhaust system (see top, right picture for reference). External protrusion of the outer sealing ring of the perforated tube is forbidden (Indicated by the red arrow).



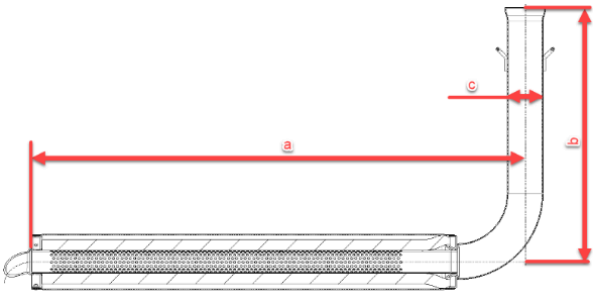
- The seal must be passed through a 4th hole (maximum 4 mm diameter). The hole must be in a position that avoids the leaking of exhaust gasses as indicated in the picture on the right. The perforated tube must be always secured tightly to the exhaust at 3 points.

A specific exhaust system must be used for:

125 Micro MAX: Rotax part no. 273 136
125 Mini MAX: Rotax part no. 273 137

The Exhaust external body is a common component in both versions. The difference is in the internal components.
The silencer must be mounted in a position where the direction of the 90° elbow outlet (direction of the exhaust gasses) does not harm any component of the chassis.
The exhaust must be mounted and secured in such a way to ensure a full sealing around the exhaust socket and the gasket ring.

The measurement in the diagram below are as follows:
(a) 580 mm +/- 5mm
(b) 299 mm +/- 5mm
(c) 42 mm +/- 3mm



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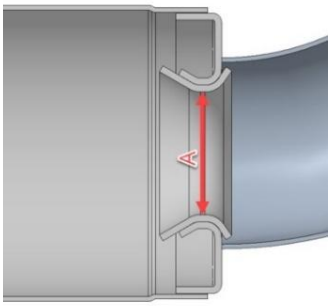
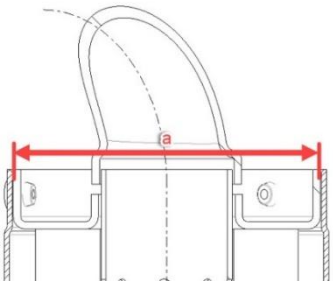
A solid flat plate measuring 28,0 mm wide and 1,5 mm thick must not pass through Section “A” (Internal exhaust components must first be removed) and a steel ball with a 26,0 mm diameter must be able to pass through Section “A” in the below diagram from the inlet and through the 90-degree elbow completely. All exhaust gases must pass through Section “A” at all times.



The inner measurement of the exhaust system silencer end (a) in the below diagram must be a maximum of 63,0 mm.

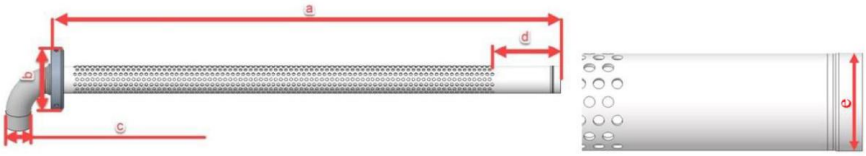


(Note: this is not a measurement of the perforated tube)

The Exhaust must be installed firmly to the chassis using a rigid mount/s.
The Exhaust must be mounted to the rigid mount/s using 2 ROTAX silent blocks (part 660920 and or 260657 allowed).
The deflection of the 2 silent blocks is the only Exhaust movement allowed.
The Exhaust must be mounted in a neutral position with no stress on the 2 silent blocks.

125 Micro MAX Perforated tube
ROTAX part number: 273212

The measurements in the diagram below are as follows:
(a) at least 498 mm
(b) minimum outside diameter of 61 mm
(c) maximum outside diameter of 26 mm
(d) minimum length 63 mm
(e) minimum outside diameter of 26,0 mm



The only legal Isolation matting for 125 Micro MAX is:
ROTAX part number 297982

New size minimum 480 x 270 mm (+/-10 mm)
New weight 207 g (176 g – 238 g)
Used weight minimum 140 g
Used weight maximum 350 g

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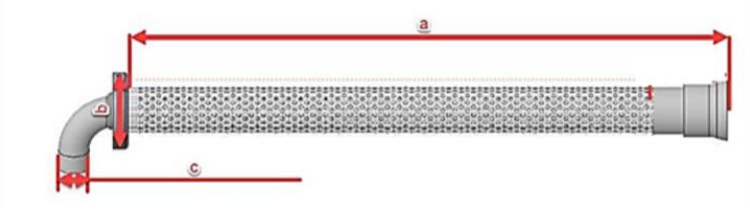
125 Mini MAX Perforated tube
ROTAX Part number 273211

The measurements in the diagram below are as follows:
(a) at least 480 mm
(b) minimum outside diameter of 61 mm
(c) maximum outside diameter of 26 mm



Note:
Mini MAX perforated tube has a stamped ID marker “O” visible externally.
The fine mesh must cover all the small holes on the perforated tube.

The only legal Isolation matting for 125 Mini MAX is:
ROTAX part number 297985

New size minimum 490 x 180 mm (+/-10 mm)
New weight 141g (119 g – 163 g)
Used weight minimum 110 g
Used weight maximum 350 g

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4. PERMITTED ADJUSTMENTS TO THE CHASSIS, ENGINE, CARBURETTOR AND DRIVE TRAIN OPTIONS

I. 125 Micro MAX – Praga – IPKarting

No.	Item	Specification
1	Carburation and gearing mandatory for the 1st free practice.	114 Main Jet must be installed Front sprocket 14, Rear sprocket 66 teeth, marked “IPK Engineering” **Please note: you will need to install the correct main jet**
2	Carburation and gearing options for the 2nd free practice through to the Finals	Any main jet from the kit supplied can be used (105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119 & 120) Front sprocket 14, Rear sprocket 66 or 65 teeth
3	Spark plug type and gap	NGK GR8DI. Pin gauge 1,20 mm must not fit in between the two electrodes
4	Chain length and type	Only chains as supplied at the event by the ROTAX are legal to be used. 102 chain length none O ring
5	Ride height	Front & Rear: the chassis cannot be used in the fully lowered position. All other height settings are allowed.
6	Ackerman settings	All settings allowed
7	Seat fixing	All fixing must be tightly secured. Aluminium seat plates as supplied by IPK must be installed between the seat and all supports.
8	Axle bearing support	It’s mandatory in all conditions to use the screws as supplied by the manufacturer with the chassis (4 pcs. M8 screws)
9	Rear bumper	It’s allowed to move vertically but not horizontally.
10	Exhaust silencer brackets	Must be used as supplied by the manufacturer. Their height or position cannot be modified.
11	Optional parts	Adjustable steering wheel hub, only 1 pcs. slanted additional plate, adjustable footrest system (all parts must be marked IPK engineering). Seat padding kit.

From the 2nd free practice ROTAX Recommends: Jet 114, needle position 3, 1,15 mm spark plug gap and 85°C engine temperature

Note: Only standard components as supplied at the event by the manufacturer for the specific category may be used in accordance with the RMCGF 2026 Technical Regulations and its appendices.

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II. 125 Mini MAX – Charles Leclerc Kart – BirelART

No.	Item	Specification
1	Carburation and gearing mandatory for the 1st free practice.	118 Main Jet must be installed Front sprocket 13, Rear sprocket 64 teeth **Please note: you will need to install the correct main jet**
2	Carburation and gearing options for the 2nd free practice through to the Finals	Any main jet from the kit supplied can be used (110, 111, 112, 113, 114, 115, 116, 117, 118, 119 & 120) Front sprocket 13, Rear sprocket 63, 64 and 65 teeth
3	Spark plug type and gap	NGK GR8DI. Pin gauge 1,20 mm must not fit in between the two electrodes
4	Chain length and type	Only chains as supplied at the event by the manufacturer are legal to be used. 96 chain length none O ring
5	Ride height	Front: All settings allowed Rear: All settings allowed
6	Camber and Castor	Camber: All settings allowed Castor: 0, 0,5, 1 & 2 deg allowed. All adjustments must be made using the top castor pill, the bottom must remain standard as supplied
7	Ackerman settings	All settings allowed
8	Seat fixing	All fixing must be tightly secured. Seat plates as supplied by IPK must be installed between the seat and all supports
9	Other notes	Adjustable steering wheel hub or 1 Piece hub. Slanted additional plate / adjustable footrest system / Side protection kit for the seat
10	Rear Bumper	It's allowed to move vertically not horizontal

From the 2nd non-qualifying practice ROTAX recommends: Jet 118, needle position 3, 1,15 mm spark plug gap and 65°C engine temperature.

Note: Only standard components as supplied at the event by the manufacturer for the specific category may be used in accordance with the RMCGF 2026 Technical Regulations and its appendices.

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B. E20 SENIOR / E20 MASTERS CLASSES

1. EQUIPMENT

The only equipment – complete kart and tyres – allowed during the event will be provided on a loan basis, by the organizer and must be in accordance with these Regulations and its Appendices.

1.1. Amount of Equipment

According to Article 2.1. of the RMCGF 2026 Technical Regulations.
1 ROTAX Project E20 vehicle *

* The ROTAX race manager may allow the exchange of the vehicle or any of the power train components due to technical reasons or accident damage as required and in coordination with the chief scrutineer of the event.

1.2. Chassis, Brake System, Bodywork and Rear Wheel Protection System

This equipment holds the previous CIK homologation.
Single brand chassis SODI as supplied by Rotax.
Chassis are randomly assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Chassis must be in accordance with RMCGF 2026 Technical Regulations and its Appendices.
It is permitted for the rear wheels to be inside the side bodywork.

Minimum rear wheelbase is 1340 mm at the widest point.

Maximum rear wheelbase is 1400 mm at the widest point.

It is permitted to use long rear hubs as provided by ROTAX (Alu rear hub D50 L90 K8 PC0252.528) only in conjunction with wet tyres and rims.

The Chief Scrutineer may allow some changes on the chassis, e.g. in case the height of a driver will not allow him/her to fit properly in the kart.

Every chassis is marked with a chassis seal with a unique serial number (barcode).

During the event, the driver can only change the Project E20 vehicle after the authorization of the ROTAX E20 race manager or the Technical Scrutineers (this decision can be taken only due to parts failure or accident damage). In this case the frame and the other needed parts must be paid for in advance (prices will be defined in the manufacturers price list prior to the event).

Seat
• Original seat as supplied by Rotax or SODI Kart is legal to be used only.
• It is the Driver / Entrant responsibility to mount the seat in accordance with the regulations.
• All fixation screws and nuts for the seat must be mounted and tightened at all times.
• Additional seat stays (supports) must be either fitted and tightened or removed from the chassis.
• Seat supports welded on the frame must not be bent except when authorized by Rotax.
• Lead must be fitted to the seat only.

Axles: Only the original rear axle as supplied by Rotax or SODI is legal to be used.
• Cutting the rear axle is not allowed.
• Fitting anything into the rear axle is not allowed!
• Stub axle adjustment must not be covered.

Stabilizer and sleeves must be fitted and tightened at both ends at all times to the chassis (position is free).

Steering wheel can be mounted in any height positions to fit the driver using the standard or optional material as supplied/defined by the ROTAX. Steering shaft cannot be cut.

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Floor tray: All screws and nuts must be fitted and tightened at all times, including the chassis protectors.
• A data acquisition sensor must be mounted to one of the fixation screws of the floor tray.
• Drilling a hole/s in the floor tray is not allowed.
• To remove the footrest is an allowed adjustment.

The 2 supports for the rear bumper must be mounted tight to the frame at all times. Screws of the rear bumper may be loose to enable a vertical movement of the rear bumper only.

Only original brake pads as supplied by the chassis manufacturer or ROTAX for the Grand Finals are legal to be used.

It is only allowed to use the parts, including rims, originally supplied by ROTAX or SODI.

Legal optional parts:
• Shorter pedals.
• Shorter brake rod.
• Angled steering wheel boss.
• Adjustable steering wheel boss.

Front fairing
According to Article 2.2.17. of the RMCGF 2026 Technical Regulations.

1.3. Tyres

Quantity for each category

1. Dry tyres: MOJO D5 CIK Prime Mojo
• 1 set is for non-qualifying practices (non parc fermé status)
• 1 set is for qualifying up to and including finals (non parc fermé status).

2. Wet tyres: MOJO W5 CIK
• Maximum one set will be handed out for non-qualifying practices.
• Organizer keeps the right to decide if a second set of wet tyres will be handed out for qualifying practice up to and including final.
• Maximum 2 sets are available for the whole event for each category. They will only get handed out in case of rain. (Parc fermé status)

3. Distribution and usage of tyres
• The first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices.
• A certain number of used tyres from the first set (depending on the category) will be kept in parc fermé.
• After the last session of the non-qualifying practice each driver will receive a new set of slick tyres, which has to be used for the qualification phase up to and including the final. Each tyre of this set is marked with a barcode and the starting number.
• Each driver is responsible for checking that the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc fermé for remarking.
• If there is a reasonable risk for rain, wet tyres together with rims will be handed out in time. Wet tyres provided for non-qualifying practices as well as wet tyres provided for qualifying practices up to and including final have to be kept in parc fermé at any time. Each tyre of these sets is marked with a barcode and the starting number.
• In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tyre, the technical scrutineer will determine if the failure was due to material defect or has been caused on purpose/misuse. The technical scrutineer's decision will be final and not subject to protest or appeal.
• If the failure has not been caused on purpose/misuse the following rule will apply:
  ○ In all categories a new tyre will be provided as replacement during Free Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a used tyre (with similar wear rate) will be provided as replacement.

All tyres are marked with barcode and can only be used by the assigned driver.

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Tyres are assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Strictly no modifications or tyre treatment is allowed. Tyre check with “tyre sniffer” Mini-RAE-Lite:
Maximum value = 4ppm. Over this value there will be a second check. If the value remains over the 4ppm, Driver will be disqualified from the event.

Tyres must be mounted in accordance with the rotation markings defined on the tyre.

1.4. Electrical powertrain
According to FIA CIK Approval 065-AED-20.

1.5. Return of equipment
According to Article 2.5. of the RMCGF 2026 Technical Regulations.

1.6. Data acquisition
The E20 vehicle is supplied with the ROTAX TRAX device and a custom MXM data logger, built into this MXM data logger is the isolation monitor systems and the safety warning lights.
This provided data logger must not be altered manipulated in any way shape or form.
Access to the data loggers Wi-Fi connection is only permitted to ROTAX staff.
The ROTAX team has full access to all data from all vehicles at any time required.

IMPORTANT: Covering the display with any material is strictly forbidden and the isolation monitoring warning lights must never be obstructed from view at any time.

It is forbidden to remove these provided data systems or to modify these systems in any way shape or form.

If a competitor is found to have interfered with any of the provided data systems, the driver / competitor will be excluded from the event.

A printed data pack for the drivers can be provided at ROTAXs decision. All drivers’ data can be shared at any time for this purpose.

1.7. Safety equipment
According to Article 10.6. of RMCGF 2026 – Micro / Mini / E10 / E20 S / E20 M Sporting Regulations.

1.8. Advertising on Project E20 vehicle
No sponsor stickers except ROTAX, BRP, MOJO, XPS are allowed on the electric powertrain or any of its components or accessories.

2. MODIFICATIONS, LEGAL ADDITIONS, NON-TECH ITEMS, MEASUREMENTS
Neither the Electrical powertrain or any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed.

It is not permitted for the driver / competitor to perform any work or maintenance on the battery charger, Electric powertrain or any of its accessories.
If a competitor is found to have interfered with any of the powertrain components or the charging device the driver / competitor will be excluded from the event.
Only qualified ROTAX employees are permitted to work on the Electric powertrain or its accessories.

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3. TECHNICAL SPECIFICATIONS FOR THE ELECTRICAL POWERTRAIN

MOTOR
ROTAX designed Permanent Magnet Synchronous Motor (PMSM) with integrated transmission.

CONTROL UNIT
Specifically developed VCU (Vehicle control unit).

BATTERIES
Lithium-ion batteries incl. BMS (Battery Management System) and IMD (Isolation Monitoring Device).

COOLING SYSTEM
Optimised combined air and liquid cooling system.

SYSTEM VOLTAGE NOMINAL
350V

E-BRAKING / RECUPERATION
Deactivated

BOOST FUNCTION
Available, pre-set by ROTAX. Operated by the driver.

REVERSE FUNCTION
Available. Operated by the driver.

CERTIFICATION
CIK-FIA Approved 065-AED-20
DEKRA

CHARGING
AC / CEE16

4. POWER SETTING

The E20 has three pre-programmed power settings that can be adjusted by installing an alternative ignition key which is supplied and controlled by ROTAX.

Green key – Junior power setting
White key – Senior power setting
Orange key – Qualifying mode

For the “Official timed Qualification Practice” the only permitted power setting is the Qualification mode (Orange key).
For all other elements of racing up to and including the final the only permitted power setting is the Senior Power mode setting (White key).

Pre and post-race technical checks can be performed on the Vehicle, Vehicle control unit and Key system at any time by the technical scrutineer in conjunction with the ROTAX race manager, any competitor found to be manipulating or not using the ignition key / power setting as set out in the regulations will be excluded from the event.

5. CHARGER AND POWER SUPPLY

The only allowed power supply and charger to be used is that as provide by ROTAX.
Each driver will be allocated a place in the ROTAX awnings complete with a worktable, charger and specific kart stand.
The driver and his team members are responsible to keep the work area, and the awnings tidy at all times.
The driver and his team must always follow the instruction of the ROTAX staff.

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Connecting any device not provided by ROTAX to the charger, power supply or ROTAX Project E20 vehicle is strictly forbidden, with the exception of a camera as/if defined in the sporting regulations for the event.

The driver and the nominated mechanic are permitted to connect, charge and disconnect the Project E20 vehicle from the charging system after having completed the training to do so and having received the instruction by ROTAX staff.

6. CHASSIS PROTECTION

The Chassis protection plates must be installed as supplied and always secured on the vehicle prior to each on track session.
The ROTAX Race manager along with the chief scrutineer has the right to refuse the kart to enter the circuit if the protection plates are not installed or suitably secured as supplied.
These chassis protection plates are not a post-race technical check / compliance item.
If a chassis protection plate is damaged or not secured, it must be replaced before the next on track session.

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C. E10 MINI CLASS

1. EQUIPMENT

The only equipment – complete kart and tyres – allowed during the event will be provided on a loan basis, by the organizer and must be in accordance with these Regulations and its Appendices.

1.1. Amount of Equipment

According to Article 2.1. of the RMCGF 2026 Technical Regulations.
1 ROTAX E10 Mini vehicle *
For the ROTAX E10 Mini, the power train can only be used with two battery packs installed and connected.

* The ROTAX race manager may allow the exchange of the vehicle or any of the power train components due to technical reasons or accident damage as required and in coordination with the chief scrutineer of the event.

1.2. Chassis, Brake System, Bodywork and Rear Wheel Protection System

Single brand chassis PRAGA – IPKarting as supplied.
Chassis are randomly assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Chassis must be in accordance with RMCGF 2026 Technical Regulations and its Appendices.
Every chassis is marked with a chassis seal with a unique serial number (barcode).

During the event, the driver can only change the E10 Mini vehicle after the authorization of the ROTAX E10 race manager or the Technical Scrutineers (this decision can be taken only due to parts failure or accident damage). In this case the frame and the other needed parts must be paid for in advance (prices will be defined in the manufacturers price list prior to the event).

Seat
• Original seat as supplied by PRAGA is legal to be used only.
• It is the Driver / Entrant responsibility to mount the seat in accordance with the regulations.
• All fixation screws and nuts for the seat must be mounted and tightened at all times.
• Seat supports welded on the frame must not be bent except when authorized by PRAGA.
• Lead must be fitted to the seat only.

Axles: Only the original rear axle as supplied by PRAGA is legal to be used.
• Cutting the rear axle is not allowed.
• Fitting anything into the rear axle is not allowed!
• Stub axle adjustment must not be covered.

Steering wheel can be mounted in any height positions to fit the driver using the standard or optional material as supplied/defined by the PRAGA. Steering shaft cannot be cut.

Floor tray: All screws and nuts must be fitted and tightened at all times, including the chassis protectors.
• A data acquisition sensor must be mounted to one of the fixation screws of the floor tray.
• Drilling a hole/s in the floor tray is not allowed.
• To remove the footrest is an allowed adjustment.

The 2 supports for the rear bumper must be mounted tight to the frame at all times. Screws of the rear bumper may be loose to enable a vertical movement of the rear bumper only.

Only original brake pads as supplied by the chassis manufacturer for the Grand Finals are legal to be used.

It is only allowed to use the parts, including rims, originally supplied by PRAGA.

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Front fairing
According to Article 1.2.1. of the RMCGF 2026 – Micro / Mini / E10 / E20 S / E20 M Technical Regulations.

1.3. Tyres

Quantity for each category

1. Dry tyres: Mojo C2 CIK Mini

• 1 set is for non-qualifying practices (non parc fermé status)
• 1 set is for qualifying up to and including finals (non parc fermé status).

2. Wet tyres: Mojo CW CIK Mini

• Maximum one set will be handed out for non-qualifying practices.
• Organizer keeps the right to decide if a second set of wet tyres will be handed out for qualifying practice up to and including final.
• Maximum 2 sets are available for the whole event for each category. They will only get handed out in case of rain. (Parc fermé status)

3. Distribution and usage of tyres

• The first set of slick tyres will be handed out after the chassis raffle. This set shall be used during the event for all non-qualifying practices.
• A certain number of used tyres from the first set (depending on the category) will be kept in parc fermé.
• After the last session of the non-qualifying practice each driver will receive a new set of slick tyres, which has to be used for the qualification phase up to and including the final. Each tyre of this set is marked with a barcode and the starting number.
• Each driver is responsible for checking that the marking of the starting number is visible outside, otherwise the tyre has to be presented in parc fermé for remarking.
• If there is a reasonable risk for rain, wet tyres together with rims will be handed out in time. Wet tyres provided for non-qualifying practices as well as wet tyres provided for qualifying practices up to and including final have to be kept in parc fermé at any time. Each tyre of these sets is marked with a barcode and the starting number.
• In case of mechanical failure of a tyre, each driver may exchange maximum 1 front and 1 rear tyre (each wet and dry), except if failure has been caused on purpose/misuse. In case of a mechanical failure of a tyre, the technical scrutineer will determine if the failure was due to material defect or has been caused on purpose/misuse. The technical scrutineer's decision will be final and not subject to protest or appeal.
• If the failure has not been caused on purpose/misuse the following rule will apply:
  ○ In all categories a new tyre will be provided as replacement during Free Practice or before Qualifying. During Qualifying Heats, Pre-finals and Final a used tyre (with similar wear rate) will be provided as replacement.

All tyres are marked with barcode and can only be used by the assigned driver.

Tyres are assigned (on a loan basis for the time of the event) to drivers, registered and routinely checked/scanned by means of the Rotax EMS (Event Management System).

Strictly no modifications or tyre treatment is allowed. Tyre check with "tyre sniffer" Mini-RAE-Lite:
Maximum value = 4ppm. Over this value there will be a second check. If the value remains over the 4ppm, Driver will be disqualified from the event.

Tyres must be mounted in accordance with the rotation markings defined on the tyre.

1.4. Return of equipment

According to Article 2.5. of the RMCGF 2026 Technical Regulations.

1.5. Data acquisition

Only systems which are approved by ROTAX and defined in these regulations are permitted to be connected to the original E10 harness via the Deutsch connection dedicated for this purpose.
The approved Data systems are:

- MYCHRON 6
- ROTAX TRAX system

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- ROTAX E10 steering wheel module
- ROTAX BUDS and BUDS light
- ROTAX supplied CAN Data Recorder module (if required by ROTAX this is mandatory)

The Chief Scrutineer and ROTAX staff has full access to all data from any competitor at any time during the event. Modification of the E10 wire harness is strictly forbidden.

1.6. Safety equipment

According to Article 10.6. of RMCGF 2026 – Micro / Mini / E10 / E20 S / E20 M Sporting Regulations.

1.7. Advertising on drive unit or accessories

No sponsor stickers allowed on the power unit or any of the components except original "ROTAX Racing" stickers on batteries as supplied.

2. MODIFICATIONS, LEGAL ADDITIONS, NON-TECH ITEMS, MEASUREMENTS

Neither the Drive unit nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and / or omission of parts and/or material from the Powertrain package assembly unless specifically allowed within these rules. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e., brackets and mountings.
The repair of a thread is allowed.
Genuine ROTAX E10 components only that are specifically designed and supplied are legal, unless otherwise specified.
A full list of the components can be found in the link below.
https://www.rotax-racing.com/assets/uploads/E10/IPC-Rotax_E10_2025-1.pdf

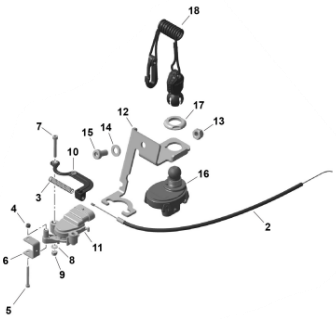
3. TECHNICAL SPECIFICATION ROTAX E10

3.1. ROTAX E10 MINI

The only allowed drive unit (Motor and Inverter) is the ROTAX E10 as provided and sealed by ROTAX.
The drive unit must be used with the original as supplied ROTAX E10 components.
All fitments must satisfy the scrutineer of the event.
It is only allowed to use OEM parts as supplied by ROTAX at the event.

3.2. DESS KEY TERMINAL

All components must be fitted according to the illustration.
It is permitted to adjust the height of the mounting plate with an adapter plate when required.



3.3. FIRMWARE AND POWER SETTINGS VALIDATION

The ROTAX E10 has pre-programmed power settings that can be adjusted by installing an alternative DESS key which is supplied by ROTAX.

Orange DESS key – Bambini power setting – Mapping A
Grey DESS key – Mini power setting – Mapping B
Green DESS key – High Performance mode – Mapping C

Note : The only allowed power setting for the event is the grey DESS kex – Mini power setting – Mapping B

Procedure for scrutineering checks for the Drive Unit

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1. Connect the BUDS dongle and the diagnosis cable to the Deutsch connector on the cable harness.
2. Connect the USB end to the PC.
3. Ensure the E10 is turn on, but not in drive mode.
4. Start the BUDS 3 application and log in using the user account.
5. Select in the BUDS menu "Scrutineering" and generate a PDF report.

Or - Via Buds light / Scrutineering via the Buds App

The PDF report will provide following information

1. Serial no. of E10 Drive Unit
2. Serial no. of Primary Battery
3. Serial no. of Secondary Battery (where applicable)
4. Software version of Drive Unit
5. Power mapping (A, B, C, D) triggered by the DESS key during the last 60 minutes of operation of the E10.

Pre and post-race technical checks can be performed on all the E10 components at any time by the technical scrutineer.

Any competitor found to be manipulating or not using the nominated firmware, DESS key or power mapping as set out in the regulations will be excluded from the event.

Scrutineering must confirm compliance with the following checks:

- E10 Drive Unit seal no. must be in line with the E10 Drive Unit seal number registered by this competitor for the event.
- E10 Motor serial no. must match the data in the BUDS report.
- The software version of Drive Unit must be the same as defined in the regulations.
- Power mapping utilized for the scrutinized element of the competition must match that as defined in the event regulation's.
- Drive Unit Version: 4.1.4.4
- Battery Version: 2.38

If any deviation is found the competitor will be excluded from the event.

4. TECHNICAL SPECIFICATION

DRIVE UNIT
ROTAX designed, Air cooled 3 phase inner rotor Motor.
Combined Motor & Inverter drive unit.
MAX RPM 10,000 (1/min)

COOLING SYSTEM
Air cooled drive unit and battery pack/s

SYSTEM VOLTAGE
48 Volt

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CERTIFICATION
FIA Approval - 065-AED-70 and 065-AED-10
IP67
NOTE: FIA Approval is only valid up to a Maximum deployment power of 7.5KW

BOOST FUNCTION
Available, pre-set by ROTAX. Operated by the driver.
Time limit activation. Preset recharge time.
Not adjustable.

REVERSE FUNCTION
Available. Operated by the driver.
Can only be activated whilst stationary.

STEERING WHEEL MODULE
Integrated LED status lights.
State of charge (SOC) display
Boost button
Reverse button

BATTERY
Capacity 1,5 kWh (per pack)
Weight 12kg
Lithium-ion batteries incl. BMS (Battery Management System)
Charging input = 230V 15A / 120V 13A
Charging modes = Normal Charging, Fast Charging, Storage Charging

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E10 – Praga – IPKarting

No.	Item	Specification
1	Gearing mandatory for the 1st free practice.	Front sprocket: 18. Rear sprocket: 72 teeth, marked “IPK Engineering”.
2	Gearing options for the 2nd free practice through to the Finals	Front sprocket: 18 Rear sprockets: 72, 73, 74 and 75 teeth, marked “IPK Engineering”.
3	Chain length and type	Only chains as supplied at the event by Rotax are legal to be used. 104 chain length.
4	Ride height	Front & Rear: the chassis cannot be used in the fully lowered position. All other height settings are allowed.
5	Camber and Caster	Camber : All settings allowed Caster : All caster adjustments must be made using the top caster pill only. The bottom caster pill must remain standard as supplied with the chassis. The standard caster setting supplied with the chassis is 0°. Optional caster pills of 0.5°, 1° and 2° are allowed. The caster pill must remain clearly visible at all times and must not be covered or concealed.
6	Ackerman settings	All settings allowed
7	Seat fixing	All fixing must be tightly secured. Aluminium seat plates as supplied by IPK must be installed between the seat and all supports.
8	Axle bearing support	It’s mandatory in all conditions to use the screws as supplied by the manufacturer with the chassis (4 pcs. M8 screws)
9	Rear bumper	It’s allowed to move vertically but not horizontally.
10	Optional parts	Adjustable steering wheel hub, only 1 pcs. slanted additional plate, adjustable footrest system (all parts must be marked IPK engineering). Seat padding kit.

Note: Only standard components as supplied at the event by the manufacturer for the specific category may be used in accordance with the RMCGF 2026 Technical Regulations and its appendices.

---------- END OF TECHNICAL REGULATION ----------

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