

# **EUROPEAN PRODUCTION SERIES**

## **2011 TECHNICAL REGULATIONS**

## **EUROPEAN PRODUCTION SERIES 2011**

### **2011 Technical Regulations**

#### **ARTICLE 1. ADMITTED VEHICLES**

**1.1.** In the 2011 *European Production Series* all Coupe or Berlina cars will be admitted, even if they are not homologated, as long as they have 4 seats, or 2+2 in the series version.

Exceptionally, the FIA will be able to admit, at their own discretion, other vehicles even if they do not comply with the previous description. In order to take this exception under consideration, the participant shall submit (before enrolling the contest) a written report about the technical details in no-compliance of the Regulation.

**1.1.a.** The WRC variants are not allowed and neither are the following FIA homologated vehicles: FIA NGT, GT3/GT2 and GT1.

**1.2.** All vehicles will follow their Technical Regulations (FIA Homologation Record, Technical Passport form the country of origin or Single-Brand Cup Manual)

**1.3.** The Organizing Committee has the right to accept or decline a vehicle depending on its features, its level of preparation, or any other reason. The Organizing Committee also holds the right to move a vehicle to a different category according to its features, its level of preparation, or any other reason.

**1.4.** If any vehicle, due to its features, falls in between two categories, the Organizing Committee will add additional weight (ballast) in order to fit it under the lowest category. It will be the Organising Committee who will decide how much weight will the vehicle carry, where to place it and how to seal it.

#### **ARTICLE 2. ADMITTED VEHICLES DEFINITIONS**

For this event there are four defined technical categories of admitted vehicles:

D1, D2, D3, D4 and SEAT LEON SUPERCUP.

\* **D1** Under this category fall all vehicles with a maximum power of 400hp  
There are also included all vehicles of higher power as long as their ratio weight/power is not lower than **2,6Kg/hp**

\* **D2** Under this category fall all vehicles with a maximum power of 320hp  
There are also included all vehicles of higher power as long as their ratio weight/power is not lower than **3,6Kg/hp**.

\* **D3** Under this category fall all vehicles with a maximum power of 220hp.  
There are also included all vehicles of higher power as long as their ratio weight/power is not lower than **4,5Kg/hp**

\* **D4** Under this category fall all vehicles with a maximum power of 160hp  
There are also included all vehicles of higher power as long as their ratio weight/power is not lower than **5,8Kg/hp**

\* **D5** SEAT LEON SUPERCOPA  
Under Seat Leon Supercopa Technical Regulations.

## 2.1. Cup vehicles

- All vehicles from a European Circuit or Rally Cup, up to 18 years old, described in section 2.2 of this Regulation will be accepted. It will be under consideration accepting vehicles from other Single-Brand Cups, as long as their ratio/weight power is not lower than 2,6 Kg/hp.
- All these vehicles will be governed by each Cup's Regulation corresponding to the year they participated in, except in matters related to:
  - Tyres
  - Oil and other liquids
- If any participant wants to perform any technical modification not included in their specific Cup's Regulation, it must be done according to Article 4 of the present Regulation. Once approved by the FIA Technical Department, the Organizing Committee will ponder, based on the modifications, if it changes or not the vehicle's category.

### 2.1.a Touring cars homologated by the FIA

All vehicles homologated by the FIA in groups A and N will be admitted. An applicant team must hold a Homologation Record expedited by the FIA.

### 2.1.b Touring cars homologated by different countries Regulations.

All vehicles without an FIA Homologation Record or coming from a single-Brand Cup will also be admitted as long as they have been accepted by the Organising Committee. The applicant team must present all technical information to the Committee and, once accepted, must be in possession of a Technical Passport with all technical specifications clearly detailed.

**2.2.** All categories will admit vehicles considered touring cars and propelled by a Diesel fuelled engine.

The admission's criteria are as follows:

- Vehicles homologated by the FIA in Groups A and N.
- Vehicles not homologated by the FIA (these vehicles must follow the same procedure as described in section 2.1.b)

### 2.3. GLP will be admitted as fuel.

Vehicles using GLP shall follow the current European regulation (Regulation number 67) in the following aspects:

- a) Fuel tank and degasser.
- b) Pipes running from the tank to the engine.
- c) Accessories and solenoids.

To refuel they shall follow the procedure described by the EU Regulation RE67.

Refuelling shall be done inside the box following the maximum security measures established by the PCCCE.

In order for a Category to become official there shall be at least 2 participants per session. If these requirements cannot be met, the participant(s) will be allocated in a different category according to the Organizing Committee's own discretion.

**2.4.** Cars admitted by Article 263, Apèndix J 2010 , and on request cars may be admitted with National homologation under WTCC rules, Article 263,Appendix J 2011.

**2.5.** All cars admitted in the VLN Series and 24 Hours Nurburgring, except for those listed in Article 1.1.a

### ARTICLE 3. RULES FOR PARTICIPATING VEHICLES

All participating vehicles must obey, during the whole Meeting, all current rules and regulations, Annexe J, and all dispositions listed in the present Regulation. Any violation of this Technical Regulation will be punished according to the Stewards' own discretion, including even total exclusion.

**3.1.** All vehicles must have the original fuel tank on or a safety tank with a capacity not to exceed the original tanks' one. If the safety tank is used, it must be FT3, FT3.5 or FT5, and it must comply with articles 252.9.5, 252.9.6, 254.6.8 and 255.5.9 from Annexe J.

**3.1.1.** All vehicles that decide to use safety fuel tanks must install a watertight wall between the tank and the pilot.

**3.2.** All vehicles shall have installed all their corresponding security measures according to the regulation that applies. Violation of this precept will impede their start or will imply their exclusion.

**3.3.** It is specially important to assure the installation of exhaust systems and bumpers, among others.

**3.4.** Teams can reinforce their vehicle's tow hooks (front and back) in order to facilitate the extractions, as long as they do not exceed the vehicle's perimeter as seen from the top or represent a hazard to other participants.

The above-mentioned hooks must be seen at glance and be clearly identified.

**3.5.** The general Battery Cut must block all electric circuits (battery, alternator, lights, coils, starter, etc.) and also stop the engine. This battery cut must be an anti-spark model and must be able to be activated both from the inside and outside of the vehicle. It must also be clearly signalled with a red thunder inscribed in a blue triangle and surrounded by a white line of at least 12 cm long in its base.

**3.6.** In all categories it is allowed everything that follows:

- a. To dismantle the co-pilot's seat. (in Rally vehicles)
- b. To eliminate the inside mats.
- c. All fixations, supports and guides to allow the pilot's seat to be adjusted, as long as they comply with what is stated in Annexe J, Article 253.16.
- d. As long as the vehicle's minimum weight is respected, the spare tyre and its support can be eliminated.
- e. All vehicles can have the original lights if they are at least 45W. No supplementary lights are allowed.

**3.7.** It is mandatory for all vehicles to have installed rear position lights of at least 5W and break lights of at least 21W. It is also mandatory the installation of a rear anti-fog (or rain) light, easily seen from the back, with an optical surface of at least 50sqcm and a light of 21W or more. In the event of bad weather the above mentioned light must be turned on from the moment the Race Director gives the order, having it to remain turned on as long as the vehicle stays on the track. This order will be given via banners from the Signalling Control Room located at the arrival line.

**3.8.** It is allowed to make a hole in one or both windows that will solely serve as a ventilation source for the driver's seat, and will not obey to any mechanical purpose. In this case the air can be directed towards the pilot via flexible conduction, as long as the conduction is correctly fixed.

**3.9.** The Technical Steward can sort all electronic ECU from every's Cup vehicle. The affected teams must handle their ECU to the Steward at the time and place of his request. Once the Meeting is over the original ECU will be returned to their corresponding teams.

Furthermore, the Technical Steward can exchange a participant's ECU for another one courtesy of a different brand.

**ARTICLE 4 . EXCEPTIONS**

Any participant requesting an exception of any kind due to technical reasons or exceptional circumstances must do so by writing to the Championship Organizing Committee, detailing each and all modifications requested. The deadline to submit this information will be three (3) weeks before the next Meeting begins. The Organizing Committee will evaluate these modifications and will communicate by writing if the exception has been accepted.