



2016 UNITED STATES ROTAX MAX Challenge

BULLETIN 2016-3

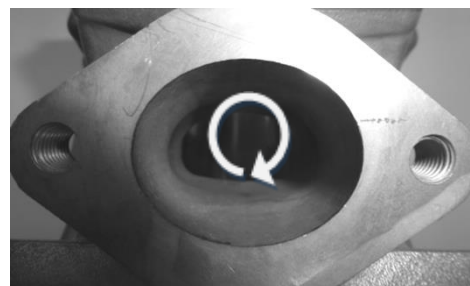
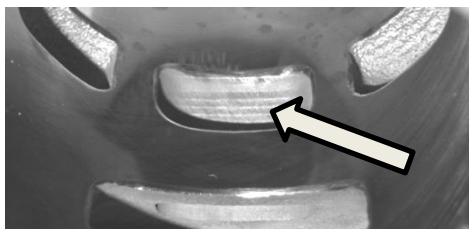
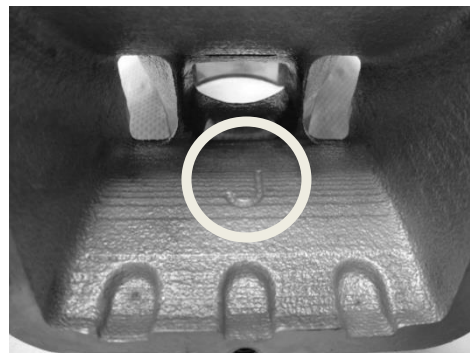
IMPLEMENTATION: December 13th 2016

Modified regulations: - 2016 USRMC TECHNICAL REGULATION

This bulletin modifies the above regulations and is necessary to add new parts from Rotax.

A) In section **5.5 Cylinder**, additional text and pictures have been added:

Cylinders marked 223 994 and showing a cast letter mark (e.g. "J") in the inlet port show a fully CNC machined exhaust port and a fully CNC top edge of the central boost port.



B) In section **6.7 Ignition system**, these parts have been added:

Spark plug : DENSO Iridium IW 24 or IW 27 or IW 29 or IW 31 or IW 34

NGK GR9DI

For the U.S.A.: NGK_EG, NGK BR ... EIX with any heat range is also legal

- Spark plug washer must be in place.

Two versions of spark plug caps are legal to be used:

Version 1: Black, marked with "NGK TB05EMA".

Version 2: Red, marked "NGK"

C) Still in section **6.7 Ignition system**: these parts have been added:

Version 2, Dellorto ignition system

Ignition coil (same for all engines) with separate electronic box (ECU, specific for every engine).

Ignition coil and ECU (and magnet valve, for 125 MAX and 125 MAX DD2 only) have to be fitted with all components according to the illustrations below.

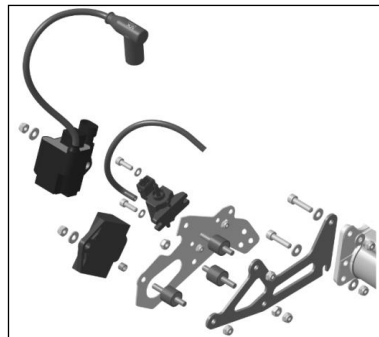
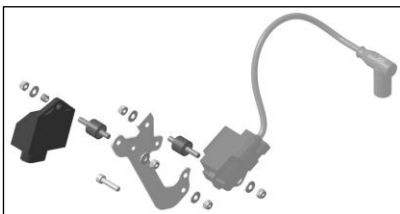
Three different mounting versions (left illustration and right illustration) are legal.

In case the mounting bracket (125 Junior MAX and 125 MAX only) is in conflict with a chassis component, the additions of 2 spacers, one per mounting hole, with a maximum thickness of 20 mm between the mounting bracket and the gearbox cover is allowed.

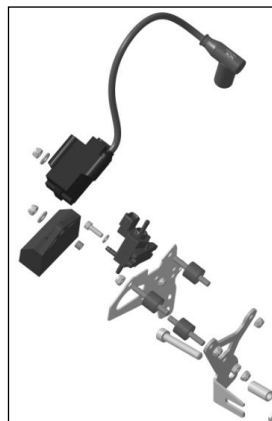
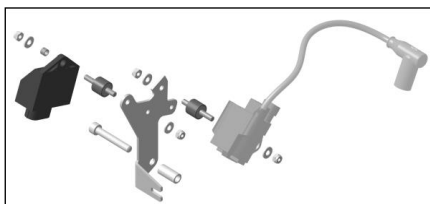
Two different mounting versions (left illustration and right illustration) are legal.

The mounting versions according to the left illustrations are legal to be used until May 31, 2016 only.

125 Junior MAX and 125 MAX |



125 MAX DD2



D) Still in section **6.7 Ignition system**, the electronic control unit (ECU) tester software has been upgraded and testing procedure has been modified for :

The electronic control unit (ECU) is labeled with stickers and is still legal also if the sticker is unreadable or disappeared.

125 Junior MAX: “666812” (...)
 “666813”
125 MAX: “666814” (...)
 “666816”
125 MAX DD2: “666816” (...)

The ECU has to be checked with the ECU tester (Rotax part no. 276 230) 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 has to 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 has to indicate following results :

125 Junior MAX category

① (...) 668812JNRMAX or 666813JNRMAX

② !! Test OK !!

125 MAX category

① (...) 666814MAX or 666815MAX

② !! Test OK !!

125 MAX DD2 category

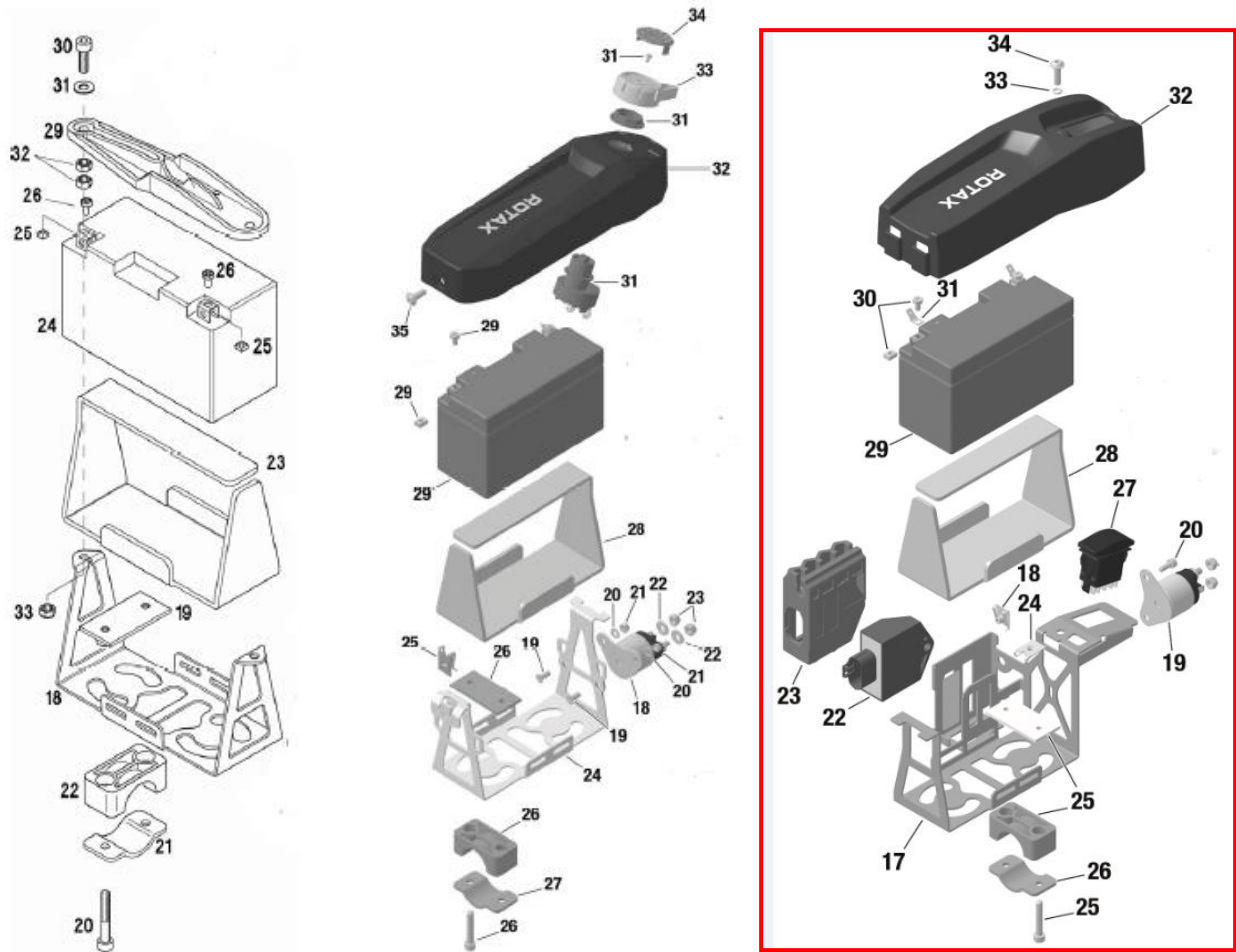
① (...) 666816MAXDD2

② !! Test OK !!



E) Section 6.8 Battery, battery fixation has been modified to include the new battery holder:

Battery must be fitted with the original battery clamp and battery cover. (...).



The modifications in this bulletin have been integrated in the 2016 USRMC Technical Regulation. The version dated December 13th, 2016 replaces the version dated May 16th, 2016.