

TROPHY

# ***CLIO R3T FRANCE***

TECHNICAL REGULATIONS 2017

## CONTENTS

ARTICLE 1: GENERAL INFORMATION .....	3
ARTICLE 2: RESPECT FOR THE TECHNICAL REGULATIONS .....	4
ARTICLE 3: AUTHORISED CAR .....	4
3.1 TYPE OF VEHICLE USED.....	4
3.2 MANDATORY PARTS.....	4
3.3 TECHNICAL PASSPORT .....	5
ARTICLE 4: WEIGHT .....	5
ARTICLE 5: ENGINE .....	5
5.1 MAPPING AND SEALING OF THE ELECTRONIC CALCULATOR UNIT (ECU) .....	5
5.2 ENGINE AND FLANGE SEALING .....	6
5.3 ENGINE OIL .....	6
ARTICLE 6: FUEL.....	6
ARTICLE 7: SEALS .....	7
ARTICLE 8: PROTECTIVE LINING.....	8
ARTICLE 9: TYRES.....	8
9.1 TYPE OF TYRES .....	8
9.2 LIMITATION .....	9
9.3 REGISTRATION.....	10
9.4 CONTROL .....	10
ARTICLE 10: INTERPRETATION OF THE REGULATIONS .....	11
ANNEXE 1: MINIMUM REGROOVING PLAN FOR “PILOT SPORT R P01” TYRES	12

## ARTICLE 1: GENERAL INFORMATION

**Everything that is not explicitly authorised:**

- in these Regulations
- in the Clio R.S. R3T homologation certificate (A-5755 extensions valid in R3T)
- in the FIA International Sporting Code and its annexes
- in the Technical Bulletins communicated by RENAULT SPORT
- in the 2017 Nomenclature of the CLIO R.S. R3T
- in the future Appendix to these Regulations

**IS THEREFORE DE FACTO STRICTLY PROHIBITED**

**The competitor alone is responsible for the conformity of his car.**

It is the duty of each competitor to prove to the Scrutineers and the Stewards of each competition that his car is compliant with the Regulations in their entirety at all times in the competition.

These Technical Regulations, the future Appendix to these Regulations, the 2017 nomenclature of the CLIO R3T, and all Technical Bulletins are available on the Renault Sport Extranet specific to the CLIO R.S. R3T: <http://extranet.renault-sport.com/>

Modifications, amendments and/or changes made to these Regulations will be announced only by means of dated and numbered Appendix approved by the FFSA.

## ARTICLE 2: RESPECT FOR THE TECHNICAL REGULATIONS

These Regulations are not written in terms of ban, but in terms of authorisation. Therefore, upon reading them, always have in mind that everything that is not expressly permitted is by nature strictly prohibited.

Modifications permitted must not lead to a breach of the applicable regulations.

Checks may be conducted by RENAULT SPORT at any time in each of the events of the CLIO R3T FRANCE TROPHY 2017 TROPHY in order to verify respect for these Regulations (see Article 14.2 of the Sporting Regulations).

In this way, the RENAULT SPORT Scrutineers may conduct any operation of check, comparison, sampling or measurement of performance, over all or part of the car, in order to establish its conformity.

The competitor alone is responsible for the conformity of his car.

## ARTICLE 3: AUTHORISED CAR

### 3.1 TYPE OF VEHICLE USED

The only admissible car is the **Clio R.S. R3T**, left-hand drive, car created from a Clio R.S. 200 EDC fitted with the "Phase 2" kit, reserved for competition use only and compliant with these Technical Regulations.

The car must comply at all times with all regulations applicable to each event, to the 2017 Technical Regulations of the CLIO R3T FRANCE 2017 TROPHY, and to the 2017 Nomenclature of the CLIO R3T published by RENAULT SPORT.

Failure to respect the technical bulletins comprising the 'CLIO R3T TROPHY' logo is considered as a non-conformity with these Regulations.

The bodyshell of the Clio R3T has been approved by the FIA (approval in Variant Option). No modification to the bodyshell of the car is permitted.

### 3.2 MANDATORY PARTS

The car must be fitted from the kit sold by the RENAULT SPORT Competition Parts Department. This kit is mandatory according to the 2017 Nomenclature of the CLIO R3T.

Reference of the mandatory kit: **7711168037** (versions 2014 to 2017)

De facto, all parts not supplied in the mandatory kit may be freely used provided they comply with the applicable regulations.

The optional parts sold by the RENAULT SPORT Competition Parts Department available to complement kit **7711168037** are permitted in replacement for and/or in complement to the parts supplied in the mandatory kit.

Any used or damaged part originating from the mandatory kit must only be replaced using an identical part of RENAULT origin or purchased from the RENAULT SPORT Competition Parts Department.

The parts constituting the CLIO R.S. R3T are represented in a “nomenclature” document and are divided into three categories.

All of these parts must be fitted in accordance with the prescriptions of the 2017 Nomenclature of the CLIO R3T with respect for categories A, B and C.

### 3.3 TECHNICAL PASSPORT

The RENAULT SPORT Scrutineers shall establish a tracking passport for each vehicle registered for the CLIO R3T FRANCE TROPHY.

This must be present at every event and be kept available to the RENAULT SPORT Scrutineer at all times.

\*\*\* Tracking passport in addition to the Technical Passport of the Federation \*\*\*

## ARTICLE 4:      WEIGHT

Weight checks may be undertaken at any time of each of the events of the calendar of the CLIO R3T France Trophy. The weight of the vehicle must comply with Annex J of the FIA.

The weight of the car may be adjusted by one or more ballasts, providing they are solid and individual blocks, fixed by means of tools, easily sealable, placed on the floor of the cabin, visible and sealed by the RENAULT SPORT Scrutineers.

If ballast is used, it must be declared by the competitor to the RENAULT SPORT Scrutineer of the event.

## ARTICLE 5:      ENGINE

### 5.1 MAPPING AND SEALING OF THE ELECTRONIC CONTROL UNIT (ECU)

Only the mapping defined by RENAULT SPORT for the ETS EXTRAMAX fuel is permitted.

In order to be able to check respect for the use of this mapping alone, the RENAULT SPORT Scrutineer, or any person he may appoint, must be able to log in at any time of the event to the electronic control unit (ECU) of any driver registered for the CLIO R3T FRANCE TROPHY.

Before the start of each rally, the RENAULT SPORT Scrutineer may seal all control units of the car to certify the use of the RENAULT SPORT mapping.

The refusal of a crew or a competitor to submit its electronic control unit (ECU) to the control of a RENAULT SPORT Scrutineer or any person appointed by him (mapping or sealing) will be considered as a technical non-conformity.

## 5.2 ENGINE AND FLANGE SEALING

### a) **Engine sealing**

Before the start of each rally, a RENAULT SPORT Scrutineer will check the sealing of the engine according to the Technical Bulletin (NT\_CLIO R3T\_1\_2015).

### b) **Flange sealing**

All cars must comprise a flange fixed to the casing of the compressor.

Only the flange provided in the mandatory kit (ref. 82 01 493 986) is permitted.

This must be sealed in advance according to the Technical Bulletin (NT\_CLIO R3T\_2\_2015).

At any time in the event, the RENAULT SPORT Scrutineer may check the sealing of the flange.

All air necessary to supply the engine must pass through this flange.

## 5.3 ENGINE OIL

The use of an oil of viscosity grade 60 (*according to standard API*) is mandatory.

Additives are prohibited.

TOTAL QUARTZ RACING 10W-60 oil is strongly recommended.

## ARTICLE 6: FUEL

The fuel used must be ETS EXTRAMAX fuel.

Any mixture with another fuel or additive is prohibited.

RENAULT SPORT reserves the right to check the fuel of any competitor at any time. The car must contain at least 3 l fuel at all times for sampling. The presence in the tank of a quantity of fuel less than three litres will be considered as a technical non-conformity.

A fuel sampler (Ref. 77 11 158 240) must be fitted to the low pressure part of the fuel circuit as indicated on the assembly instructions. Throughout the duration of a rally, each competitor must constantly have a drain pipe available in his vehicle (that can be coupled with the fuel sampler).

The samples will be taken as follows:

Three samples each of 1 litre will be taken in three new metal containers.

Sample no. 1: 1 container for the analysis laboratory

Sample no. 2: 1 container for the competitor

Sample no. 3: 1 container for counter-appraisal kept by RENAULT SPORT.

The containers will be identified and sealed by the RENAULT SPORT Scrutineers in the presence of the competitor or his representative.

No dispute may be upheld over the origin, transport or storage of samples no. 1 and no. 3.

## ARTICLE 7: SEALS

The engine and the turbo flange must be permanently sealed (see Article 5).

Additional components may be sealed at any time of the competition.

These seals must remain intact until permission is given by the RENAULT SPORT Scrutineers to remove them.

The condition of the seals is the responsibility of the competitor. Their absence or damage will entail the technical non-conformity of the vehicle.

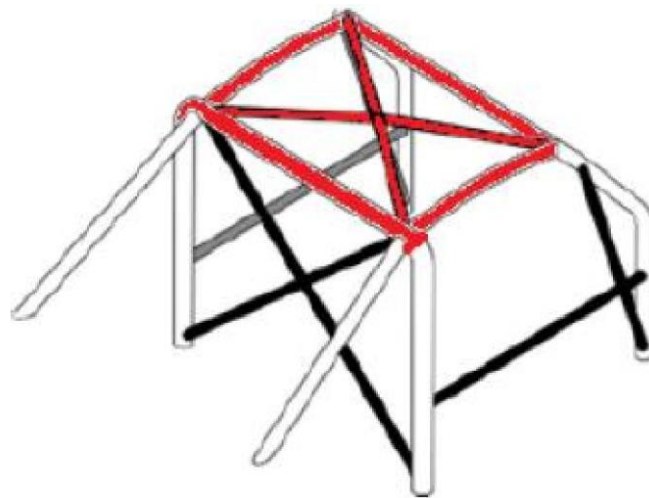
The presence of the seals is only a presumption of conformity. In the context of the technical conformity checks, the sealed parts may be removed in their entirety, and in the case of non-conformity the presence of the seals may not be used as argument of defence.

## ARTICLE 8: PROTECTIVE LINING

In the places where the bodies of the occupants could make contact with the antiroll cage, a fire-retardant lining must be used as protection.

All tubes of the frame identified in Figure 1 and all roof reinforcements must be fitted with linings in compliance with standard FIA 8857-2001 type A (see technical list no. 23).

Each lining must be fixed such that it is not mobile in relation to the tube.



**Figure 1: Positioning of the hoop lining**

## ARTICLE 9: TYRES

Their use is subject to full respect for the legislation in force of the National Sporting Authority of the rally, save in respect of the points below. In the case of discrepancy, the most restrictive text shall prevail.

### 9.1 TYPE OF TYRES

Cars must be equipped with tyres of the MICHELIN brand.



The types/dimensions of tyres permitted are:

Clio R.S. R3T	
Dimension	Type of rubber
19/63-17	Pilot Sport R11 (within quota regardless of regrooving) Pilot Sport R21 (within quota regardless of regrooving) Pilot Sport R31 (within quota regardless of regrooving) Pilot Sport R P01 (off-quota; mandatory minimum regrooving according to Annex 1)

Mixing is permitted.

Regrooving is permitted.

Any chemical and/or mechanical treatment of the tyres (other than regrooving of the tyre tread) is prohibited.

At any time in the rally:

- It must be possible to verify the type of rubber used. It is permitted to hide the type of rubber, but it is prohibited to remove it.
- The use of the Pilot Sport R P01 tyre is only permitted with the regrooving plan of Annex 1 as a minimum. Additional cuts may be practised.

## 9.2 LIMITATION

The number of tyres is limited to **12** for the whole of the rally.

Spare tyres are included in this quota.

### 9.2.1 Tyres off-quota

- a) The tyres used for the preliminary trial session (shakedown) are not included in the quota.
- b) "Pilot Sport R P01" tyres regrooved as a minimum according to the regrooving plan (see Annex 1) may be freely used.
- c) Tyres off-quota may be used on the connecting sectors:
  - From the starting park to the service park
  - From the service park to the parc fermée at the end of a leg
  - From the parc fermée of a new leg to the service park

### 9.2.2 Increase to the quota

On an exceptional basis, RENAULT SPORT reserves the right to increase the quota by 2 additional tyres.

This increase in quota may only take place after an official communication issued by RENAULT SPORT before the end of the initial official technical scrutineering of the event.

### 9.3 REGISTRATION

Each tyre must comprise as a minimum a barcode number vulcanised onto the sidewall upon its manufacture (black code on white background, "FIA" marking). Maximum of two identical moulded barcode numbers (one on each sidewall of the tyre).

These barcodes will be used to check that the same tyres remain installed on a given car between tyre changes and that the competitors are not exceeding the maximum permitted quantities.

Registration may take place:

- Either directly by the RENAULT SPORT Scrutineer by reading the barcodes on the tyres.
- Or through a computerised form provided by RENAULT SPORT where the competitor will state the barcodes he wishes to register.

At the end of the registration session, the competitor will receive a summary document with the barcodes he has registered.

The competitor is solely responsible for the concordance between the barcodes recorded on this summary document and those of the tyres registered.

Registration sessions will be organised. No change (unmarking – remarking) to the tyres already registered is possible.

The place and time of the tyre registration will be specified before each competition. Each crew must submit to the registration operation.

It will be permitted to register tyres already registered for a previous rally.

### 9.4 CONTROL

With the exception of "off-quota" tyres (see Article 9.2.1), only the tyres registered for the events may be used.

The barcode of the tyres must always be visible from the exterior of the car.

The tyres of the MICHELIN Pilot Sport range are asymmetrical. It is not permitted to turn the tyres over on the wheels.

At any time in the rally, the competitor must keep available to the Scrutineers the summary document given to him after the last registration session.

At any time in the rally, the number of spare wheels on board the cars shall be a minimum of one and a maximum of two.

Tyres fitted with anti-puncture systems (ATS or other) are prohibited.

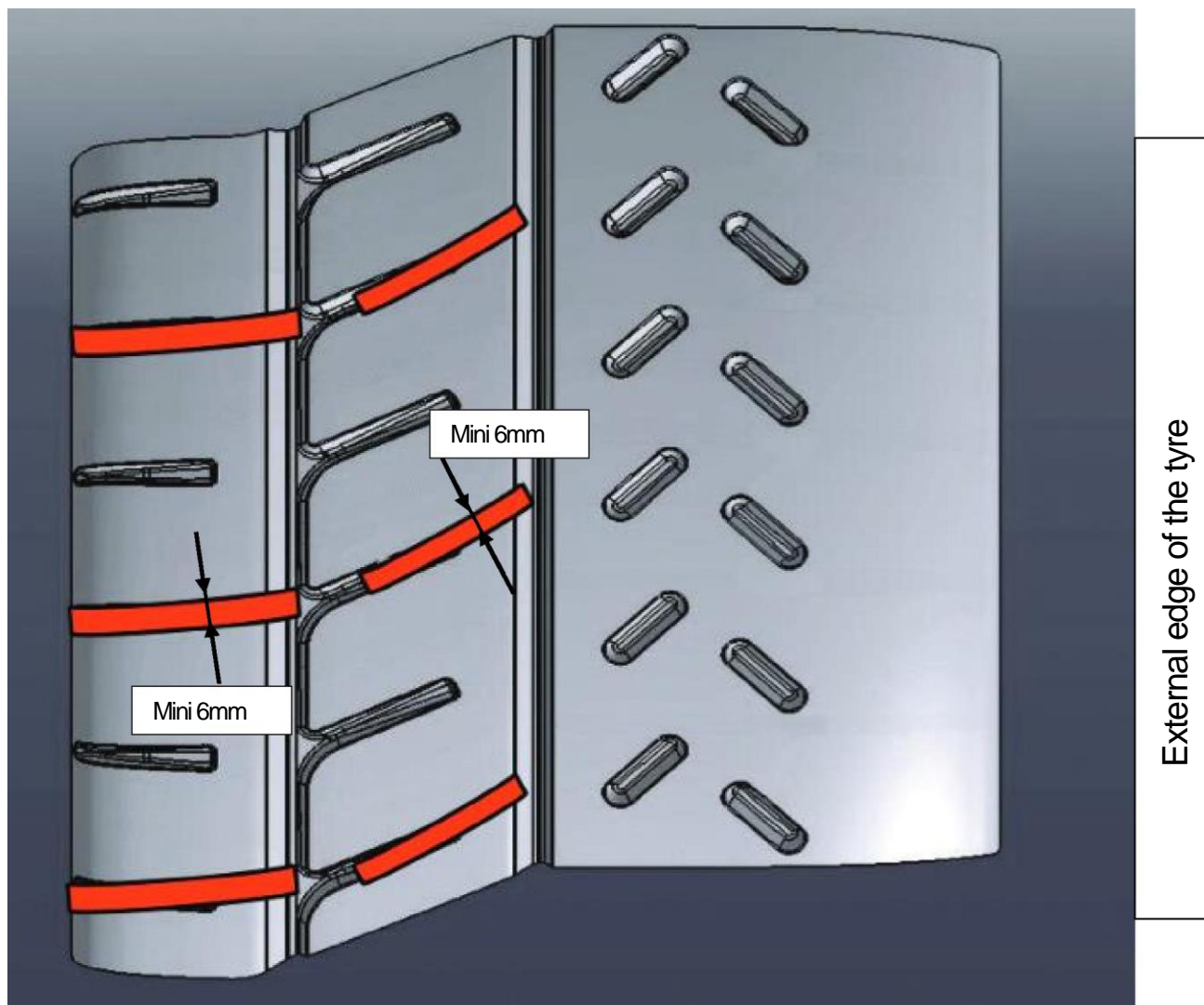
Any breach of this article shall be considered to be a technical non-conformity.

## ARTICLE 10: INTERPRETATION OF THE REGULATIONS

These Regulations have been written in French and in English. They may be published in other languages.

The final text of these Technical Regulations and the 2017 CLIO R3T nomenclature is the French text, which shall be used in the case of controversy over its interpretation.

## APPENDIX 1: MINIMUM REGROOVING PLAN FOR "PILOT SPORT R P01" TYRES



Minimum depth of the grooves of a new tyre: 3 mm  
At any time in the rally, the depth of the treads must not be less than 1.6 mm  
over at least  $\frac{3}{4}$  of the tyre tread