



TECHNICAL BULLETIN 02-2018

SUBJECT:

EUROPEAN SUPERSPORT 300 CUP & CLASS ALPE ADRIA SUPERSPORT 300

In conjunction with the FIM, the following balancing regulations have been updated and will apply from and including Round 4 AUTOMOTODROM GROBNIK (HR):

TR 1.4 MINIMUM WEIGHTS

The weights of the motorcycles in running condition are specified as follows:

Motorcycle	Motorcycle Soft Weight	Motorcycle Hard Weight	Combined Weight (Motorcycle + rider)
Honda CBR 500R	151,0 kg	165,0 kg	215,0 kg
Kawasaki Ninja 300 (EX 300 A/D/F)	138,0 kg	152,0 kg	205,0 kg
Kawasaki Ninja 400 (EX 400 G/H/J)	138,0 kg	152,0 kg	215,0 kg
KTM RC 390	134,0 kg	148,0 kg	205,0 kg
KTM RC 390R	134,0 kg	148,0 kg	208,0 kg
Yamaha YZF-R3	138,0 kg	152,0 kg	205,0 kg
Yamaha YZF-R3A	138,0 kg	152,0 kg	205,0 kg

The **Motorcycle Soft Weight** is the minimum weight. At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight. There is no tolerance on the minimum weight.

If a motorcycle reaches or exceeds the **Motorcycle Hard Weight**, then it is not necessary to meet the **Combined Weight** listed above. In this case, at any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the **Motorcycle Hard Weight** and there is no tolerance on the **Motorcycle Hard Weight**.

If the weight of a motorcycle is between the **Motorcycle Soft Weight** and the **Motorcycle Hard Weight**, the **Combined Weight** listed above is mandatory. In this case, at any time of the event, the weight of the whole motorcycle (including the tank and its contents) plus rider must not be lower than the **Combined Weight** and there is no tolerance on the **Combined Weight**.

During the final inspection at the end of the race, the selected motorcycles and riders will be weighted in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle or rider. This includes all fluids.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

The use of ballast is allowed to stay over the required weight limit and may be necessary due to the handicap system. The use of ballast and weight handicap must be declared to the Chief Technical Steward at the technical checks.

Ballast must be made of solid metal piece(s), firmly and securely connected, either with an adapter or directly to the main frame or engine, with a minimum of 2 steel bolts (min. 8 mm diameter, 8.8 grade or higher). Other equivalent technical solutions must be submitted to the Chief Technical Steward for his approval.

The Chief Technical Steward has the right to refuse not satisfying ballast mounting solutions.

TR 1.9 ELECTRICS AND ELECTRONICS

TR 1.9.1 Ignition / Engine Control System (ECU)

p. The initial rev-limiter setting for each motorcycle is as follows:

- Honda CBR 500R max. **10.000** RPM
- Kawasaki Ninja 300 (EX300A/D/F) max. 13.000 RPM
- Kawasaki Ninja 400 (EX400G/H/J) max. **10.000** RPM
- Yamaha YZF-R3 max. **13.000** RPM
- Yamaha YZF-R3A max. **13.000** RPM
- KTM RC 390 max. **10.000** RPM
- KTM RC 390R max. **10.000** RPM

Vienna, July-10-2018



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Walter Glueck
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