



## COMPONENT HOMOLOGATION POLICY AND PROCEDURE

Policy number	THS001	Version	V2
Responsible person	CEO	Approved by Board	2 December 2014
Status	Public	Fees reviewed	8 November 2016
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### INTRODUCTION

The Board of Australian Karting Association Ltd trading as Karting Australia (KA) is the sole body empowered to make Rules for the conduct of sprint karting Competition in Australia.

The **Homologation process** is the official assessment made by KA that a Component has been built to a requisite technical specification as prescribed by KA and meets the requirements specified by KA.

The Homologation of a Component is only valid in the group and/or Classes for which it is specified, and for the period indicated on the Homologation form.

A key consideration in the Homologation of any Component is that it must be in the best interests of karting in Australia and complementary to the future direction of karting. Such consideration will be directed by, and at the request of KA.

For a Homologation application to be able to be submitted to KA, it must:

- come in a completed form; and
- be on the condition that the Manufacturer and/or Importer has made a statement specifying they will comply with the specifications and requirements of the Rules on the form attached to this Policy and Process.

A completed application can only be submitted to KA by the bona fide Importer or Manufacturer of the Component.

### DEFINITIONS

In addition to the definitions in the KA Manual, the following definitions apply to this Policy and Process:

#### **Approval Process**

Means the process by which a Component and/or Homologated Component becomes Approved.

#### **Approved**

Means that the Component, following evaluation and where considered necessary, Homologation by KA or CIK-FIA is approved for use in KA sanctioned karting Competition in Australia. Approval shall have the same meaning.

#### **CIK Homologated Engine**

Means an Engine that has a current CIK-FIA Homologation number, with the corresponding CIK-FIA homologation technical documentation. These engines do not require a separate KA Homologation, but must be Approved by KA before use in any KA sanctioned activity.

#### **Component**

Means an item that is used on a Kart in Competition. By way of example only, and not limited to the following, a Component may be an engine, chassis, ignition, wheel, brakes (either whole or individual components), clutch, carburettor, tyre.

#### **Importer**

Means an individual or body corporate that is the authorised Australian Importer of the Component that is the subject of the Homologation and/or Approval application.

#### **Manufacturer**

Means the bonafide Manufacturer of the Component to be Homologated and/or Approved.

#### **Model of Component**

Applies to any identical Chassis, engine and tyres from a production series distinguishable by a determined design and general external outline, conforming to the same mechanical design. The characteristic defining a Model of Component is determined by similar objects which may be reproduced.

#### **Production Samples**

Means an identical sample of the Component, which is the subject of the Homologation and/or Approval application that will be retained by KA for examination and reference in the matter of future technical compliance. They shall be provided to KA at no cost and will become the property of KA.



## Applies To

The process applies to proposals for the Homologation of new and evolutionary Components for use in karting in Australia.

This process does not apply to any Homologations and/or registrations which have either been applied for or previously approved by the AKA and which are current.

This process only applies to a Homologation application which is received after the date this Policy and Process was approved by the Board.

Any Component which has been Homologated by KA for use, does not imply the Component is able to be automatically used in KA authorised activities including racing, practice or private practice. It must be Approved by KA for use in practice, private practice and or Competition prior to its first use in any KA sanctioned practice or private practice or Competition. KA at its discretion may determine the implementation for use in Competition date or dates for all Components.

Any Component which has been Homologated by the CIK-FIA for use, does not imply the Component is able to be automatically used in KA authorised activities including racing, practice or private practice. It must be Approved by KA for use in Competition prior to its first use in any KA sanctioned practice, private practice or Competition. KA at its discretion may determine the implementation for use in practice, private practice and Competition date or dates for all Components.

Final Homologation must be approved by the Board and subsequently included within the Rules prior to a Component being permitted for use in any KA karting activity.

## Objectives

To provide a clear framework for the submission of Components that a Manufacturer or Importer wish to have considered for using in karting Competition in Australia at any of the levels of Club, State, and National Competition.

## Homologation and/or Approval Criteria

There are three (3) main types of Homologation and/or Approval which are facilitated by KA, these being Homologation and/or Approval of Components which:

- Are not Homologated by the CIK-FIA but which must be Homologated and Approved by KA; or
- Have been Homologated by the CIK-FIA but which require Approval by KA prior to their use in karting Competition in Australia.
- Do not need to be Homologated, but which require Approval by KA prior to their use in karting Competition in Australia.

The requirements for Homologation and Approval of a Model of Component, regardless of if it has been Homologated by the CIK-FIA is mandatory, and will be in accordance with this Policy and Process.

Each supplier of a Component, be they the Manufacturer and/or an Importer, must execute a written statement which will form part of the Homologation and/or process. It must be signed by the person(s) able to bind the company by Law. E.g: Director, CEO.

In so doing, the Manufacturer and/or Importer undertakes to comply with the prescriptions of the ISC, the Rules and all policies and procedures of KA. Should it be determined, at the absolute discretion of KA, these requirements have not been complied with; KA may deem the Homologation or Approval application null and void. In such circumstances, all fees paid in accordance with KA's Component Homologation Policy and Process will be non-refundable.

**For Homologation and Approval of a Component**, the Manufacturer and/or Importer will be required to supply:

- A fully completed Homologation Application form; and
- A fully completed National Homologation form providing full details of the item for which homologation is being sought; and
- A fully completed Acceptance of Rules form; and



- A fully completed Competition Approval form; and
- Production certificates confirming the minimum identical number of components available for commercial sale; and
- At least two (2) Production Samples of the Component for which Homologation is being sought; and
- At least two (2) samples of all gauges, electronic checking devices and scrutineering equipment specific to the Component so as to allow the Component to be examined and scrutinised for compliance with the specifications detailed on the National Homologation form for the Component.

**The Components indicated in Appendix 1 require Homologation for use in Competition. Other items may be added to the list of Components requiring homologation from time to time.**

For all engines the Model definition applies to the following elements:

- Stroke and Bore;
- Orientation of the reed box (vertical or horizontal);
- Number of transfer ducts;
- Presence of a power valve;
- Complete cylinder (barrel and liner).

**For Approval of a Component**, the Manufacturer and/or Importer will be required to supply:

- A fully completed Approval Application form; and
- A fully completed Acceptance of Rules form; and
- Production certificates confirming the minimum identical number of components available for commercial sale; and
- Two (2) Production Samples of the Component for which Approval is being sought; and
- If considered necessary by KA, two (2) samples of all gauges, electronic checking devices and scrutineering equipment specific to the Component so as to allow the Component to be examined and scrutinised for compliance with the specifications detailed on the Approval Application form for the Component.

#### **Homologation and Approval Steps**

1. Homologation Application and Fee must be received by KA
2. Completed Homologation form in hard copy and electronic forms
3. Board gives preliminary consideration as to whether or not it is desirable to accept and consider the component for homologation
4. KA Inspector to confirm production quantities and randomly choose sample
5. KA to inspect sample against Homologation Document
6. Recommendation to KA Technical Committee
7. Technical Committee Recommendation to Board
8. Board approves or rejects the Recommendation
9. Manufacturer and/or Importer advised of outcome

#### **Homologation and Approval Fees**

KA will determine the fees payable on an annual basis.

- Application Fee
- Payment of Expenses relating to Homologation and/or Approval evaluation
- Approval Fee

#### **Homologation Amendments & Validity**

- The Homologation of a component will be valid for a period of six (6) years.
- Evolutions of a Homologation will be accepted every two (2) years, or in exceptional circumstances, as determined by the Board, less than 2 years.
- Amendments may be made to a Homologation on the basis of safety at any time during the Homologation term, however always with the approval of KA.



### Approval Steps

1. Approval Application and Fee must be received by KA
2. Completed Application form in hard copy & electronic forms
3. KA to inspect sample against Approval Document
4. National Technical Commissioner Recommendation to CEO
5. CEO approves or rejects the Recommendation or refers it to the Board for further consideration.
6. Manufacturer and/or Importer advised of outcome

### Approval Fees

KA will determine the fees payable on an annual basis.

- Application Fee
- Payment of Expenses relating to Approval evaluation
- Approval Fee

### Approval Amendments & Validity

- The Approval of a component will be valid for a period of six (6) years.

Amendments may be made to an Approval of the basis of safety at any time during the Approval term, however always with the approval of KA.

### The Components indicated in Appendix 1 require Approval for use in Competition.

Any other Component which is not indicated in the table above, may be required to complete the Approval process at the absolute discretion of KA.

### Testing / Validation

The National Technical Commissioner under the direction of the CEO and or the Director – Technical shall conduct the evaluation of the Component to determine the specification of the Component against the documents supplied so as to make a recommendation to the Board as to whether or not the Component should be Homologated and/or Approved.

### Compliance Costs

All costs associated with the development and/or procurement of scrutiny equipment to check compliance with the Rules will be at the cost of the Manufacturer and/or Importer. This shall include, but not be limited to one (1) set of equipment per state/ territory plus one (1) set to be retained by KA.

### Related Policies

- Request For Rule Change Policy

### Other Links and References

- Homologation Application
- Approval Application
- Acceptance of Rules Form
- National Homologation Form - Engine
- National Homologation Form - Chassis
- Sample National Homologation Form – Engine

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**Policy Manager:** CEO



## APPENDIX 1: HOMOLOGATION AND APPROVAL FEES – 2016/17

Approved 8 November 2016

The following fees are payable to karting Australia for the Homologation and consideration of Approval for use in Competition for items including: Engines, Evolution Components and Aftermarket Components.

Component	Application Fee + GST	Testing & Evaluation Fee + GST	Approval For Use In Competition Fee + GST
	2017	2017	2017
<b>Engine</b>	\$ 2,600.00	TBA	\$ 1,100.00
A Homologated engine is a complete stand-alone power unit that includes carburettor and ignition system and may also include a cooling system, starting system, clutch system, induction system and exhaust system.			Plus either: An annual fee or a royalty per engine sold
<b>Evolution Component</b>	\$ 1,100.00	TBA	TBA
It is recognised that motorsport is constantly evolving. For reasons of quality improvement, design improvement, safety, production costs and manufacturing considerations, Components 'evolve'. In this policy such developments of Components are referred to as an "Evolution Component".			
Evolution Components must be able to be interchangeably used with the previously used component.			
<b>Aftermarket Component</b>	\$ 1,100.00	TBA	\$ 1,100.00
This is a component that may be approved to replace an Original Equipment Manufacturer (OEM) Component in any KA Homologated engine or component.			Plus either: An annual fee or a royalty per engine sold
Aftermarket Components are not classed as a "Non-Tech components"			
Acceptance of an aftermarket component will generally be based on reasons of cost benefits, availability, safety and any known possible negative issues of an OEM component.			

Wherever an expedited assessment and approval process is requested for any engine or component a fast tracked loading of up to 100% of the standard homologation application, testing and evaluation and base approval for use in competition fees (the amount shown as \$1000 above) will be applied at the discretion of the CEO.