

B10 HOMOLOGATION PROCEDURES

Scheduled Reviewed Triennially or as required

Date of Board Approval

2 December 2014

Updated: 11 November 2019

DEFINITIONS

In addition to the definitions in the KA National Competition Rules, the following definitions apply to this Policy:

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 any KA Authorised Activities. 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 Authorised Activities.

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.

Evolutionary Component

Means a Component that is an evolution of a Component used in either a KA Homologated Engine, CIK-FIA Homologated Engine or Chassis that is used in any KA Authorised Activities.

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.

HOMOLOGATION PROCESS

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 Document comprehensively details the technical specifications of the Component.

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 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.



Other than at the absolute discretion of KA or on the grounds of safety, the commencement of use of a newly homologated component and/or an Evolutionary Component in KA authorised activities including Competition, racing, practice, private practice or social karting activities (the “KA Authorised Activities”) will not generally be in the same year in which the Homologation of such Component/s took place.

APPLIES TO

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

This process (other than for and evolution of a Component) 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 and an evolutionary upgrade which is received after the date this Policy and Process was first approved by the Board.

Homologation of a Component by KA does not imply that the Component will automatically be approved for used in KA Authorised Activities. The Component must be specifically Approved by KA for use in KA Authorised Activities prior to its first use in any KA Authorised Activities. KA at its sole discretion may determine the implementation date/s for use in KA Authorised Activities for all Components which will not generally be in the same year in which the approval for use has been sought.

Homologation of a Component by the CIK-FIA for use, does not imply that the Component is able to be automatically used in KA Authorised Activities. Any such Component must be Approved by KA for use prior to its first use in any KA Authorised Activities. KA at its sole discretion may determine the implementation date/s for use in KA Authorised Activities for all Components.

Final Homologation must be approved by the CEO on behalf of the Board and be promulgated prior to a Component being permitted for use in any KA Authorised Activity.

OBJECTIVES

To provide a clear framework for the submission of Components that a Manufacturer or Importer wish to have considered for use 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 the 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, that 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 this Component Homologation Policy and Procedure will be non-refundable.

Homologation and Approval of a Component

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

1. A fully completed Homologation Application form; and
2. A fully completed National Homologation form providing full details of the item for which Homologation is being sought; and
3. A fully completed Acceptance of Rules form; and
4. A fully completed Competition Approval form; and
5. Production certificates confirming the minimum identical number of components available for commercial sale; and
6. At least two (2) Production Samples of the Component for which Homologation is being sought; and
7. At least nine (9) sets 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).

Approval of a Component

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, nine (9) sets of all gauges, electronic checking devices and scrutineering equipment specific to the Component 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 National Homologation form in hard copy and electronic forms
3. The CEO gives preliminary consideration as to whether it is desirable to accept and consider the component for Homologation
4. The Manufacturer of the Component is to provide the two (2) Homologation samples of the Component to KA.
5. The National Technical Commissioner is to inspect sample against Homologation Document that is submitted with the Application. They are entitled to seek additional advice from any source, including the KA Technical Committee that in conjunction with the CEO is deemed appropriate.
6. The National Technical Commissioner, following all investigations and reviews that they consider necessary will make a recommendation to the CEO that the Component:
 - a) Should be Homologated; or
 - b) that the Homologation Application should be modified; or
 - c) that the Homologation Application should be rejected.
7. The CEO will advise the Board accordingly and unless the Board has delegated the Homologation responsibility to the CEO, the Board will be required to approve or reject the Homologation. The CEO will advise the Manufacturer and/or Importer of the 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 no more frequently, than every two (2) years, or in exceptional circumstances, as determined by the CEO, less than 2 years.
- Other than on the grounds of safety as determined by KA, Evolutions of a Homologation must be completed by no later than 1 October of any year for implementation no sooner than the following year.
- Amendments may be made to a Homologation of 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 electronic form
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 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 References

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