

Information Note N° 01/2019

2019 Engine Policy

Brühl, 13 February 2019

RENAULT Clio Cup Central Europe

Hiermit informiere ich Sie, über

die Motorenpolitik für die Saison 2019, gemäß des Technischen Bulletins 01 von RSR (BT_2019_X98CUP_01_UK / 2019 Engine Policy)

I hereby inform you about

The engine policy of 2019, according the Technical Bulletin 01 issued by RSR (BT_2019_X98CUP_01_UK / 2019 Engine Policy)

All official changes, being sporting, technical or technical rules or in attachments, will be posted on www.renault-sport.de throughout the 2019 season.

Best regards

Vera Herrmann
Renault Deutschland AG

Technical Bulletin 01

REFERENCE	BT_2019_X98CUP_01_UK
DATE	2018-12-07
SUBJECT	2019 Engine Policy
PARTS	Engine

CONCERNED: ALL VEHICLES

The aim of this document is to list the engine policy changes defined for the Clio 4 Cup for all the official championships, from year 2019.

For 2019 season:

- The frequency of dyno checks remains 2 years. Will therefore be allowed to compete in 2019 the engines that were checked from the end of 2017's championship (equipped with **purple seals**), and news engines, equipped with **red seals**. All other engines must be dynoed to compete in a 2019 Official Clio Cup championship.
There will be no seal update without a dyno test.
- **REMINDER:** The lifespan (reliability) of the Clio Cup engine is 10.000km. Beyond this mileage, the mechanical elements, subject to higher stresses than when used on a production car, may degrade quicker.
- ORECA Magny-Cours remains the only engine tuner able to dyno check and seal the engines in order to ensure a perfect reproducibility of the power checking test among all engines.
A grouping of engines can be arranged, depending on your promoter or parts supplier, to reduce the freight costs (especially for customers outside France).
- The price charged for a "standard" dyno test in 2019 is set to **920€ excl.VAT.**
(WARNING: see « PARTICULAR CASES » at the end of the document)
- Every dyno test at ORECA must be planned out with Alain SAUVAGÈRE.
Contact information :

ORECA MAGNY-COURS

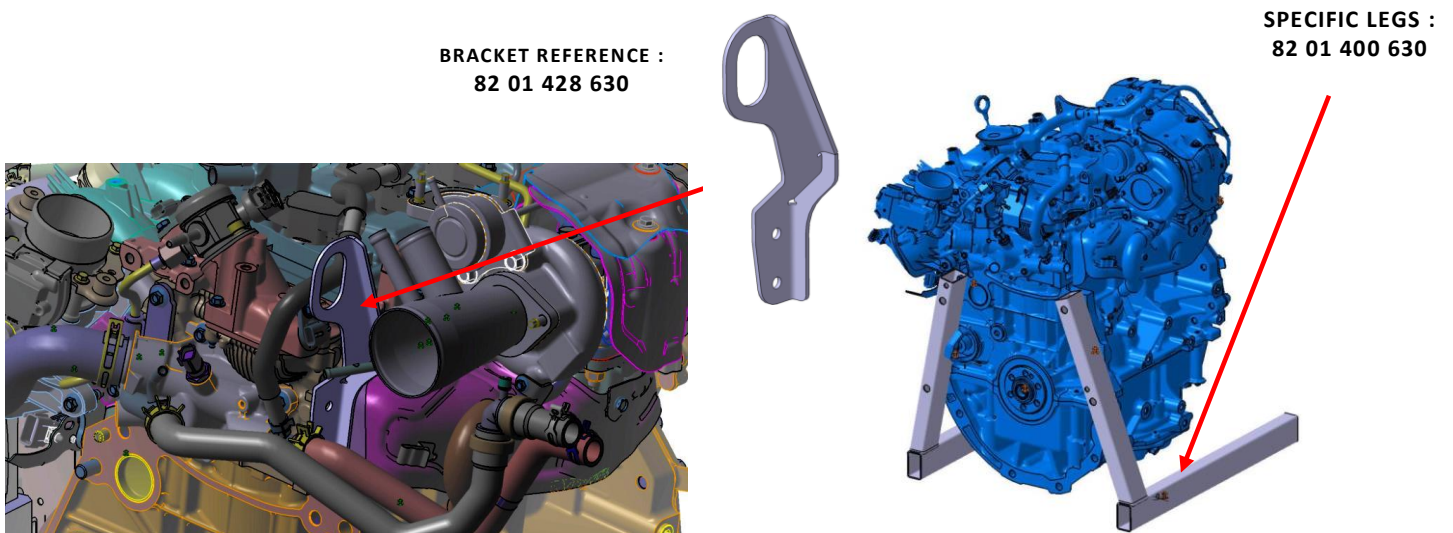


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- You have to use specific transportation legs, reference **82 01 400 630** (price: **262,64€ excl VAT**), and to mount the bracket reference **82 01 428 630** (price: **69,71€ excl VAT**) to send your engine. If you return the legs to Renault Sport Spare Parts dpt. after the dyno operation with the original invoice and the return form (available on the Extranet in the area "09. Appendices / Forms"), a credit note will be issued to you.



- Your engine **must be** delivered to ORECA in the following conditions:
 - o With OIL (If carrier doesn't allow it, thank you to place a "no oil" board on the engine)
 - o With engine loom and ALL sensors connected
 - o With turbocharged outlet pipe and with the genuine lambda sensor
 - o Without the clutch / **with the flywheel**
 - o Coolant pipes must be disconnected on the engine side. Put plastic plugs for shipment
 - o With ECU from the car
 - o **Cleaned**

Many engines previously dynoed presented maintenance problems, including failed spark plugs or lambda sensors, leading to non-compliant tests. ORECA reserves the right to replace items if they fail to perform the test in good conditions. **In this case, the part(s) replaced will be charged to the customer**, and the defective parts will be returned with the engine.

The engine will not be refilled to the maximum oil level before being returned to the customer: if it comes to ORECA without oil, it will leave without oil as well (carrier constraints). If the engine comes back to the customer without the « NO OIL » board, the oil level must be checked / adjusted.

SPECIFIC OPERATIONS:

Following the experience gained on engines evolution during the previous seasons of operation on the Clio 4 Cup, we propose you to use the mandatory dyno check to make some additional mechanical operations.

- Spark plugs replacement (mounting of the new « Racing » spark plugs):
Reference → **7711168144** (4 parts-kit) / Price → **380,36€ excl. VAT**
- Injectors replacement by new ones (same model):
Reference → **166001KCOA** / Price → **156,80€ excl. VAT** (ie **627,20€** for 4).
- Turbocharger replacement by a new one (same model):
Reference → **98CUP00134** / Price → **1.395,38€ excl. VAT**
- Exhaust manifold replacement by a new one (in case of problem while removing the turbocharger):
Reference → **7711168167** / Price → **267,45€ excl. VAT**

The retail price for the complete engine is **7.990,76€ excl. VAT**

As far as possible, **these operations must be planned in advance**, with the contact mentioned above (Alain SAUVAGERE).

PARTICULAR CASES:

When an engine is not approved following a standard dyno test, 2 options are now available:

- Additional controls carried out by RSR and ORECA which may lead to the replacement of the parts pointed out as the cause for the loss of performance and in order to come back within the validation tolerances. These operations will be carried out at the expense of the customer.

Complementary information on “Cylinder head cleaning”:

- o This operation will prevent from a potential engine performance degradation due to fouling of the air intake ducts
 - o The cost of this operation (**2.150,00 € excl. VAT**), includes the replacement of all the wear parts related to the disassembly of the cylinder head (gaskets, screws, aso...), exhaust face gaskets, and validation dyno test.
 - o The delay to perform all these operations on the engine is **around 1 week** (dismantling / reassembly / dyno test). This period may also vary depending on the engine state on its arrival. In case of a non-advised deposit of an engine (= not planned), the support time will depend on ORECA's current workload.
 - o This operation is not recommended on engines with more than 3 years old, or with mileage higher than 10.000km. An engine declared “out of limits” in those two cases will have to be replaced or kept with the status “Out of Tolerance” (see below).
- Possibility is given to continue using the car in the official championships with an engine declared “Out of Tolerances” (= power level too low compared to RSR tolerances). This allows customers with a tight budget or who are not competing for a high ranking in the championship to plan their engine replacement over 2 years, benefiting from seals of the current year following the dyno check. Those engines will be identified in a specific way, and the engine certificate will need to be signed by the customer, who will recognize that he is aware of the situation of his engine and that he agrees to use it in that state.

Renault Sport Racing
Vehicle Design Department / Customers Racing

SYNOPTIC « 2019 ENGINE CHECK »

