

INTERNATIONAL FEDERATION OF MODEL AUTO RACING



**IFMAR ELECTRIC RACING
BATTERIES and MOTORS**
1/12TH & 1/10TH ISTC and 1/10th OFF ROAD

Version: **OCTOBER 2015**

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BATTERIES

1 APPROVAL PROCEDURE BATTERIES

From 2012, IFMAR only approves Lithium based Batteries.

1.1 Lithium based (LiPo/LiFe) cells and batteries must be submitted for IFMAR Approval.

The original manufacturer or their agents may request approval.

Manufacturers must submit batteries direct to the section chairman, the name and address of which will be supplied, on request, by IFMAR.

Manufacturers will be responsible to pre-pay all fees for the approval.

The deadline date for submitting new batteries (cells) to be approved for the next World Championship is eight (8) months prior to the date of the Opening Ceremony of the World Championship. Previously approved batteries remain on the approved products list for their lifespan, or until IFMAR deem they are no longer applicable.

The applications for approval must be submitted to IFMAR together with:

- The appropriate approval form (available on request as from 10 months before a WC)
- Four (4) samples of the product that will be used as a future comparing reference for the product to be approved.
- **Proof of pre-payment of the approval fee**
- A written technical specification including exact dimensions (mm) and weights (gr.) with associated tolerances from the original cell or battery manufacturer for comparative verification. The specification must also include:
 - Maximum charging parameters (Amps, Voltage, C rating).
 - Case material, case thickness and case sealing process.
- Lithium based batteries must be covered by their safety test certification in accordance with UN Manual of Test and Criteria ST/SG/AC.10/11/Rev.5, Part 3, Sub-Section 38.3, Tests T1 to T8. Copy to be supplied with approval documentation.
- A list of telephone numbers, email-addresses and postal addresses of retail suppliers, shops in each continent from whom the cells can be purchased must be provided. One sample at random can be tested and 3 samples will be kept by the Section Chairman at the disposal for the appropriate IFMAR Electric Section representatives for at least until one month after the first event they were approved for. If the product meets the technical specifications it will be added to the new approved product list which will be published two (2) months before the first concerned event, provided it passes eventual availability checks by the block representatives.

These random checks may be done until seventy (70) days before the start of the first concerned event. To this effect a provisional list of submitted products together with the provided addresses will be sent to the four blocs five (5) months before the event.

2. BATTERIES TECHNICAL SPECIFICATION

Lithium Based (LiPo/LiFe) Batteries:

2.1 Lithium Based (LiPo/LiFe) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed is for the exit of wires or pin type connectors.

2.2 **2S Battery: - Maximum** external case sizes:

- Length: 139.0 mm.
- Width: 47.0 mm. (The max. width includes any side exit. wires).
- Height: 25.1 mm. (Chassis location features additional to this dimension are allowed)

Saddle-Pack cells are allowed, but must comply with the above width and height. Furthermore they must not exceed a combined length of 139.0mm max. when placed end to end.

2.3 **1S Battery: - Maximum** external case sizes:

- Length: 93.0 mm.
- Width: 47.0 mm. (Side exit wires are allowed outside this dimension).
- Height: 18.5 mm. (Chassis location features additional to this dimension are allowed)

Saddle-pack cells are not allowed.

2.4 Individual cells used in the construction of the battery pack shall be rated at:-

LiPo a maximum of 3.7 volts nominal,

LiFe a maximum of 3.3 volts nominal.

Individual cells may be wired in parallel.

- For 2S packs: the maximum "In Series" is two, to give a pack voltage of maximum 7.4v nominal for Lipo packs, or maximum 6.6v nominal for LiFe packs.

- For 1S packs: the maximum "In Series" is one to give a pack voltage of maximum 3.7v nominal for Lipo packs, or maximum 3.3v nominal for LiFe packs

Cells with a nominal voltage of 3.8V may be used as from 2017 provided that a majority of manufacturers has them available). The maximum charging cut-off voltage remains at 4.20V. per cell

2.5 The battery pack shall have leads extending from the case for the positive and negative electrical connections using wire of adequate size to handle discharge rates acceptable to racing applications. Alternatively, 'Female connection tubes' to connect the power wires are allowed but the metal tubes must be well enough below the surface of the molded case so to avoid short circuit if the pack is placed on a conductive surface. The connection points shall be clearly marked positive and negative.

2.6 The case must have the original suppliers label intact, clearly stating: the name of the manufacturer/importer, the part number of the pack, the rated voltage, the chemistry (LiPo/LiFe), the pack capacity in Wh. and the C- rating of the pack. The Brand name/logo label shall be easily readable. Batteries might be tested to verify the integrity claimed on the label.

2.7 Weight of any battery is limited to +/- 4% on manufacturers' specified weight. Batteries to comply with the weights specified on the IFMAR approval list.

3. BATTERIES RACE PROCEDURE

3.1 IFMAR shall produce an Approved Product List which lists all the batteries/cells eligible for that year's IFMAR W.C. events. This Approved Product List shall be distributed to all competitors in the race acknowledgement package no later than two (2) months prior to the WC event.

3.2 All batteries/cells must comply with the published data contained in the current IFMAR Approved Battery List.

3.3 Modification to the original battery case by removal of material or any modification that could be deemed to affect safety is not allowed.

3.4 All batteries must be submitted to Technical Inspection for checking and marking prior to being used during Controlled Practice, Qualifying and Finals. Batteries not compliant with dimensional rules or weights will not be accepted. This may be completed at any time during the event. Cells which do not bear the Organizers mark may not be used for Controlled Practice, Qualifying or Finals.

- 3.5 The Organizer and IFMAR Officials may check the legality of a competitor's batteries/cells at any time during the WC event.
- 3.6 A weight scale will be available at all times during the event for competitors to carry out weight checks on batteries/cells.
- 3.7 Cells may not be charged or changed during the race.
- 3.8 **1/10th. Off-Road cars** will be driven by only 2S LiPo/LiFe batteries with a maximum nominal voltage of 7.4v (LiFe 6,6v)
1/10th. Touring Cars will be driven by only 2S LiPo/LiFe batteries with a maximum nominal voltage of 7.4v (LiFe 6,6v)
1/12th. Cars will be driven by only 1S LiPo/LiFe batteries with a maximum nominal voltage of 3.7v (LiFe 3.3v)
- 3.9 All LiPo/LiFe packs must be charged with a LiPo/LiFe-capable charger using the industry standard CC/CV. (Constant Current/Constant Voltage) charge profile.
- 3.10 Any competitor found to be charging Lithium based cells using a charger that is not specifically designed for LiPo/LiFe cells or using a charge profile other than the industry standard CC/CV, will be disqualified from the event.
- 3.11 LiPo/LiFe drive batteries MUST be charged in a closed 'LiPo sack' at all times. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire. Any competitor found to be contravening this ruling will be disqualified from the event.
- 3.12 **2S LiPo/LiFe batteries** may be charged to a maximum of 8.40v (LiPo) resp. 7.40v (LiFe).
1S LiPo/LiFe batteries may be charged to a maximum of 4.20v (LiPo) resp. 3.70v (LiFe).
Overcharging is a safety hazard and will not be tolerated.
- 3.13 Any competitor found to have charged LiPo/LiFe batteries to above the voltages detailed in rule 3.12 may be disqualified from the event.
- 3.14 The use of any additional heating of any type to heat a LiPo/LiFe Battery is not allowed. The use of any cooling devices or "freeze" sprays of any type to cool a LiPo/LiFe battery is not allowed.
- 3.15 Additional battery packs :
- 1/12th. Cars** are allowed to use an additional pack to power the receiver and/or servo.
- 1/10th. Off-Road Cars** are allowed to use an additional pack to power the receiver and/or servo.
- 1/10th. Touring Cars** are not allowed an additional pack to power the receiver and/or servo.
- Other than any battery in the electronic timing device (transponder), the above are the only additional batteries that are allowed and under no circumstances are they allowed to supply any power to the drive motor.
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MOTORS

4 APPROVAL PROCEDURE MOTORS

From 2012, IFMAR only approve '05' size Brushless Motors. Only IFMAR approved motors may be used. Approved motors and optional rotors must meet the following specifications and be commercially available four (4) months prior to the World Championship. Availability requirements must be met at the time of submittal. The deadline date for submitting new motors to be approved for the next World Championship is four (4) months prior to the date of the Opening Ceremony of the World Championship. Previously approved motors remain on the approved products list for their lifespan, or until IFMAR deem they are no longer applicable.

- 4.1 Manufacturers must submit motors direct to a testing laboratory, the name and address of which will be supplied, on request, by the IFMAR Electric Section Chairman. Manufacturers will be responsible to pre-pay all fees for examination. Upon receipt of laboratory confirmation to the IFMAR Electric Section Chairman that the product meets all specifications and the Chairman is satisfied that all IFMAR availability requirements have been met, the motor will be included on the approved products list for use at W.C. events.
- 4.2 An approved products list of motors approved for use at the World Championships must be posted on the IFMAR website and Organizer's website (if available) four (4) months prior to the event and the list shall be included in the race acknowledgement package sent to each competitor no later than two (2) months prior to the event.
- 4.3 A minimum of two hundred (200) brushless motors must be available at the time of submittal. A minimum of three hundred (300) brushless motors must have been sold to at least three (3) distributors or hobby shops or OEM's on different continents at the time of approval. The manufacturer has to provide addresses of hobby shops or the like, that any driver who wishes to obtain these motors at the time of the approval can do so. IFMAR retains the right to check availability.

5. BRUSHLESS MOTORS TECHNICAL SPECIFICATIONS.

5.1 General definition of a Brushless Motor:

- a) Sensored or sensorless motors are allowed.
- b) The motor has to be rebuildable. Ball bearings are allowed.
- c) If the motor is sensored:

It must use a six position JST ZH connector model number ZHR-6 or equivalent connector with 6 JST part number SZH-002T-P0.5 26-28 awg contacts or equivalent.

Wire sequence must be as follows:

- Pin #1 - Black wire ground potential
- Pin #2 - Orange wire phase C
- Pin #3 - White wire phase B
- Pin #4 - Green wire phase A
- Pin #5 - Blue wire temp control, 10 k Thermistor referenced to ground potential
- Pin #6 - Red wire + 5.0 volts d.c. +/- 10%.

Compatible speed control must use the 6 position JST header part number X-6B-ZR- SMX-TF (where the X denotes the style of the header), or equivalent. The power connector has to be clearly marked A, B, C.

- A for phase A
- B for phase B
- C for phase C

`05` Size Brushless Motor specifications and dimensions:

- 5.2 Can Assembly (not including rotor shaft):
- a) Overall maximum/minimum diameter is 36.02mm./34.00mm., measured at whatever point yields the maximum/minimum dimension, excluding solder tabs or lead wires.
 - b) Overall maximum/minimum length is 53.00mm/50.00mm., measured from the mounting face of the motor to the furthest most point of the end bell/plate, not including solder tabs, lead wires or original manufacturer's logo or name.
 - c) Motor mounting holes must be on 25.00/25.40mm centers.
 - d) If the stator cannot be easily removed from the assembled motor for technical verification of sizes or construction, then the Can/Sleeve must have:
 - Slots or holes that will allow measurement of the stator length.
 - Slots or holes to allow visual appraisal of the laminates used in the stator.
- 5.3 Stack/Stator:
- a) The Stack or Back Iron must be continuous. The laminations have to be one after the other without anything in between.
 - b) Stack/Back Iron length minimum is 19.30mm, maximum is 21.00mm.
 - c) The thickness of the Stack/Back iron laminations is 0.35+/-0.05mm.
 - d) All laminations must be of the same material.
 - e) Inside diameter of Stack or Windings equals the central space between the laminations or assembly of windings and must accept 'plug' gauges of 12.5 mm minimum, 16.0 mm maximum. These dimensions to be measured with the center of the 'plug' gauge in-line with the center of the motor Can. (ie. Concentric to can).
- 5.4 Winding:
- a) Delta and Y wound stators are permitted.
 - b) Only circular (round) pure copper wire permitted. No turn limit.
- 5.5 Rotor:
- a) Output shaft diameter must be 3.175mm.
 - b) Only one piece, two pole Neodymium or Ferrite magnetic rotors are permitted.
 - c) Magnet minimum length 23.00mm, maximum 27.00mm.
 - d) Magnet minimum diameter 12.00mm, maximum 15.50mm.
 - e) The rotor will be identified with the manufacturers name or logo and the unique part number
- 5.6 All motors must have the original manufacturer's logo or name molded or etched into the end bell/plate.
- 5.7 No hybrid (mixing of parts from approved brushless motors) allowed.

FINISH

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As per IFMAR meeting in Yatabe, Japan, Oct 4th 2015