

## Rule change proposal for section M by Germany

1. If the limiter becomes mandatory for the Mini classes, we propose to have a minimum weight of 140g for the battery.
2. If the limiter becomes mandatory for the Mini classes, we suggest to have smaller connectors as the currently used 5.5mm and 6mm connectors. We think that two pole connectors like the XT60 (or similar) would be a good choice, because they
  - can easily handle the current of the mini classes,
  - are reverse polarity protected,
  - the boats can be run without limiter and special adapter between ESC and batterie for testing purpose,
  - are fitted as standard connectors on many brands of batteries which have suitable sizes for the Mini classes.
3. Reduction of the permitted amount of energy limit of about 10%. We propose the following values for the different classes:
  - 18Wh for Mini classes (Eco / Mono / Hydro),
  - 54Wh for Eco Expert, Mono 1 and Hydro 1,
  - 108Wh for Mono 2 and Hydro 2,
  - 162Wh for FSR-E,
  - 36Wh for Mini FSR-E (if it becomes an official class).

### Reasons:

- the race courses didn't grow over the time as the available energy did, in some classes (especially Eco Expert, Mono 2 and Hydro2) the actual possible velocities with the available energy can hardly be achieve on the existing courses,
- reduction for all classes so that the compatibility of the batteries between the class stays the same,
- efficient boat setup becomes more important,
- by maintaining the actual minimum battery, there will be the opportunity to use common batteries on the market of the 5000-5500mAh size (1800-2200mAh for Mini classes) which
  - can easily handle the proposed energy values,
  - are easier to obtain,
  - last longer in comparison to the "special" batteries as e.g. the one from Redzone.