CHINA GT Championship

2019 年中国超级跑车锦标赛

TECHNICAL REGULATIONS FOR GT3 CLASS

GT3 技术规则

* Adopted from FIA Appendix J Article 257a Technical Regulations for Grand Touring Cars Group GT3.

* The English version shall be used should any dispute arise over their interpretation.

ART. 1 DEFINITION

1.1 Bodywork

All entirely sprung parts of the car in contact with the external airstream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.

Any air intake is considered to be part of the bodywork.

1.2 Original

As fitted to the FIA- homologated car and in compliance with the FIA Homologation Form.

1.3 Competition

A competition consists of official practice and the race.

1.4 Weight

Is the weight of the car without the driver at any time during the competition.

1.5 Racing weight

Is the weight of the car in running order with the driver aboard and the fuel tank full.

1.6 Wheel

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

1.7 Cockpit

The interior volume of the main structure which is reserved for the occupants. Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads.

1.8 Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection offuel under pressure is not considered to be supercharging.

1.9 Semi- automatic gearbox

One which, when the driver calls for a gear change, takes over the control of one or more of the engine, clutch and gear selectors momentarily to enable the gear to be engaged.

1.10 Location

A site defined relative to the original: centreline of the car, axles centre (middle of the wheelbase on the centreline), cockpit, luggage compartment and engine compartment.

Location within the engine compartment is a site defined relative to the crank case and cylinder head(s)

1.11 Position

The site defined by dimensions from the original vehicle data, e.g. axles centre and centreline of the car.

1.12 Orientation

Is the relationship of the component to the longitudinal and transverse axes of the vehicle.

If the component is turned 180°, this is regarded as a change in orientation.

1.13 Telemetry

The transmission of data between a moving car and anyone connected with the entry of that car.

ART. 2 REGLEMENTATION REGULATIONS

2.1 Role of the FIA

The following technical regulations for Cup Grand Touring Cars are issued by the FIA.

2.2 Vehicle type eligibility

Vehicles are eligible in the Cup Grand Touring class (GT3).

For a vehicle to be eligible in the Cup Grand Touring class, it must be a car homologated by the FIA in Group

GT3.

2.3 Eligible cars

The list of homologated cars is published by the FIA.

2.4 Regulation and eligibility amendments

Changes for safety reasons may be made without notice.

2.5 Compliance with the regulations

The car entered by a competitor must conform strictly to its Homologation Form and to the data sheet (FIA G

T3 Data Sheet) approved and registered with the FIA for its homologation, as well as to any additional notification from the FIA GT Committee.

It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the competition that his car complies with these regulations in their entirety at all times during a competition.

A car, the construction of which is deemed to be dangerous, maybe excluded by the Stewards.

2.6 Measurements

All measurements must be taken while the car is stationary on a flat horizontal surface or as stated in the Sporting Regulations of the relevant Championship.

2.7 Material

This restriction does not concern the parts homologated with the standard vehicle.

The use of magnesium alloy sheet less than 3 mm thick is forbidden.

2.8 Data logging

The car must be fitted with a data logging system able to provide at least the following data:

- Speed of the 4 wheels (failing that, of one front wheel and one rear wheel)
- Longitudinal acceleration
- Lateral acceleration
- Accelerator position.

The data thus collected must remain at the disposal of the FIA GT Committee.

2.9 Telemetry

The use of telemetry is forbidden.

2.10 Driving aids

Any electronic stability control system is forbidden.

ART. 3 BODYWORK

3.1 Bodywork

Any non- movable element must be attached with the use of tools.

All bodywork joints in the vicinity of the refuelling connections must be designed in such a way as to prevent any leakage of fuel into the engine compartment and/or cockpit during refuelling.

3.1.1 Bonnet and boot lids

They must have at least two safety fasteners, both of which are clearly indicated by red (or contrasting colour) arrows.

It must be possible to remove or open them without the use of tools.

3.1.2 Doors

For cars homologated as from 01.01.2016

Hinges must be designed as to allow a quick release of the entire door when opened.

3.2 Windscreen and windows

In order to protect the windscreen, the addition of a maximum of 4translucent films on its external face is permitted.

Additional fastenings may be used for securing the windscreen.

For cars homologated as from 01.01.2016

Door windows must be able to be removed from outside the cockpit by means of quick fasteners operated by a 4 mm Allen key.

3.2.1 Cockpit ventilation

In order to extract air from the cockpit, the rear window may have a maximum of 5 circular holes with a maximum diameter of 50 mm each.

A cut- out of a maximum surface of 25 cm 2 is authorised in each rear view mirror.

A scoop may be fitted to each door window, provided that it complies with the following points:

- It must not exceed the perimeter of the window, must have a maximum height of 150 mm and must not protrude more than 50 mm over the window's surface
- It must be made from the same material as the window or from translucent polycarbonate if the window is made from glass, and must be able to be closed by a shutter made from the same material as the window
- It must not obstruct the driver's rearward view.

Air ducts fed by the scoops are authorised inside the cockpit on condition that they reduce neither the visibility nor the safety of the driver.

Each rear side window may be partly opened to a maximum of 30 mm at its rear extremity, or may have a circular opening with a maximum diameter of 50 mm.

3.2.2 Door nets

Door windows may be replaced with nets having characteristics in accordance with Article 253- 11.

However, the fixing of the nets to the safety cage is not mandatory.

3.3 Rear aerodynamic device

The FIA GT Committee reserves the right to adjust the characteristics of the rear aerodynamic device (wing) of any car in order to maintain the balance of performance between the cars.

ART. 4 WEIGHT

4.1 Minimum weight

The FIA GT Committee reserves the right to adjust the minimum weight of any car in order to maintain the balance of performance between the cars.

4.2 Ballast

Ballast must be secured in the cockpit in the passenger's location and according to the specifications of Article 253- 16 concerning the dimensions and characteristics of the fixations.

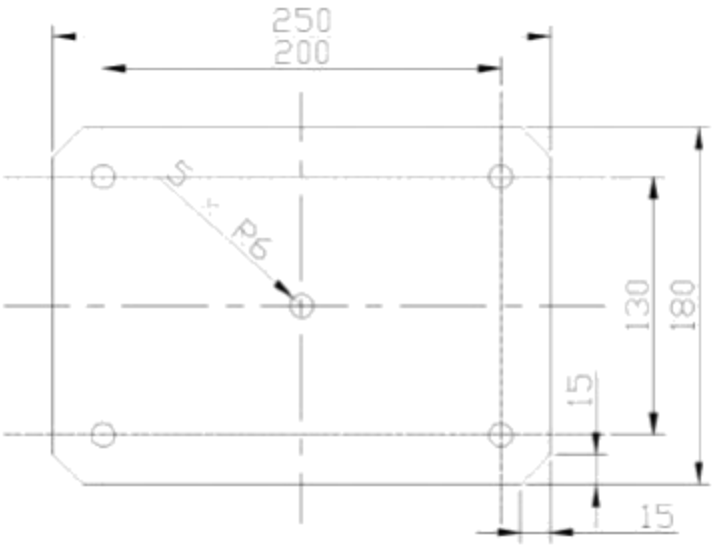
The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

Any movable ballast system when the car is in motion is forbidden.

4.3 Handicap Ballast

The handicap ballast must, in addition to the requirements of Article 4.2, comply with the following points:

- It must be made from stacking metallic plates according to Drawing n° 257A- 1
- The plates must be firmly attached inside a housing by means of5 M12 screws. The housing must have a transparent cover.



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4.4 Adding during the race

The adding to the car during the race of any solid material whatsoever, and the replacement during the race of any part of the car with another which is materially heavier, are forbidden.

4.5 Liquids

The weight may be checked at any time during the competition with the quantity of liquids remaining in the tanks, except after the race when the car may be emptied of all the fuel before weighing.

ART. 5 ENGINE

5.1 Engine control unit (ECU)

The FIA Technical Delegate may at any time oblige the competitor to use the reference unit registered with the FIA by the Manufacturer.

5.2 Intake system

5.2.1 The intake system is defined by the assembly of components situated between the restrictor(s) and the intake ports on the cylinder head(s).

Supercharged engines without restrictors: The intake system is defined by the assembly of components situated between the air inlet of the compressor and the intake ports on the cylinder head(s).

5.2.2 All the air feeding the engine must pass through the air restrictors, and no pipe containing air is permitted to enter or to exit from the intake system.

Sealing the restrictors must cause the engine to stop immediately (it must be possible to place directly a plug

inside the restrictors).

This check must be carried out at an engine speed of 2500 rpm, the pressure sensors present inside the intake system being possibly disconnected.

The depression measured in the intake system when the engine stops must be at least equal to the atmospheric pressure in the place where the check is carried out minus 150 mbar, maintained during at least 0.5 seconds.

5.2.3 The air restrictors and the supercharging pressure must be incompliance with the applicable notification from the GT Committee.

The FIA GT Committee reserves the right to adjust the diameter of these air restrictors and/or the supercharging pressure in order to maintain the balance of performance between the cars.

5.3 Exhaust

This measurement is taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust.

All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

ART. 6 FUEL SYSTEM, REFUELLING

6.1 Refuelling during the race

6.1.1 Refuelling the car by any other means than gravity, with a maximum height of 2 metres above the track where the refuelling takes place, is forbidden throughout the competition.

6.1.2 During the race, only one autonomous supply tank complying with the Drawing 252- 7 must be used per car. This tank must have a simple cylindrical internal shape and must not have any additional internal parts. It must not be pressurised.

For safety reasons, this tank must be fixed, through a tower, onto a trolley with the following characteristics:

- All the tower components must be mechanically assembled without any degree of freedom in relation to the trolley
- The base of the trolley must have a surface area of at least 2 m 2 and must be made with a case fitted on 4 self- braking castors, ballasted with a weight greater than that of the tank filled with fuel.

A system for weighing the fuel may be applied through placing a weighing plate underneath the tank, provided that the characteristics set out above are respected.

An arm for supporting the refuelling lines and air hoses may be attached to the trolley:

- It must be independent of both the tank and the tower
- It is recommended that this arm be allowed a degree of freedom in relation to the trolley (rotation

following a vertical axis)

- It must not exceed 4 m in length and must allow a free passage of a height of 2 m over its entire length, including the accessories
- An identification plate bearing the race number (recto/verso) of the competing car must be fixed to its end.

A flow restrictor with the following dimensions:

- Thickness : 2 mm
- Maximum internal diameter : 33 mm

must be placed at the exit of the refuelling tank (see Drawing 257A- 2).

6.1.3 Above the tank there must be an air vent system approved by the FIA.

6.1.4 The refuelling pipe, minimum length 250 cm (flexible part only), must be provided with a leak- proof coupling to fit the filler mounted on the car.

During refuelling the outlet of the air vent must be connected to the supply tank with an appropriate coupling of the same diameter.

6.1.5 Before refuelling commences, the car and all metal parts of the refuelling system, from the coupling to the supply tank and its rack, must be connected electrically to earth by a manual contactor having no other function.

6.1.6 A 90° cut- off valve, situated on the outlet of the supply tank and controlling the fuel flow, must be manned at all times during refuelling.

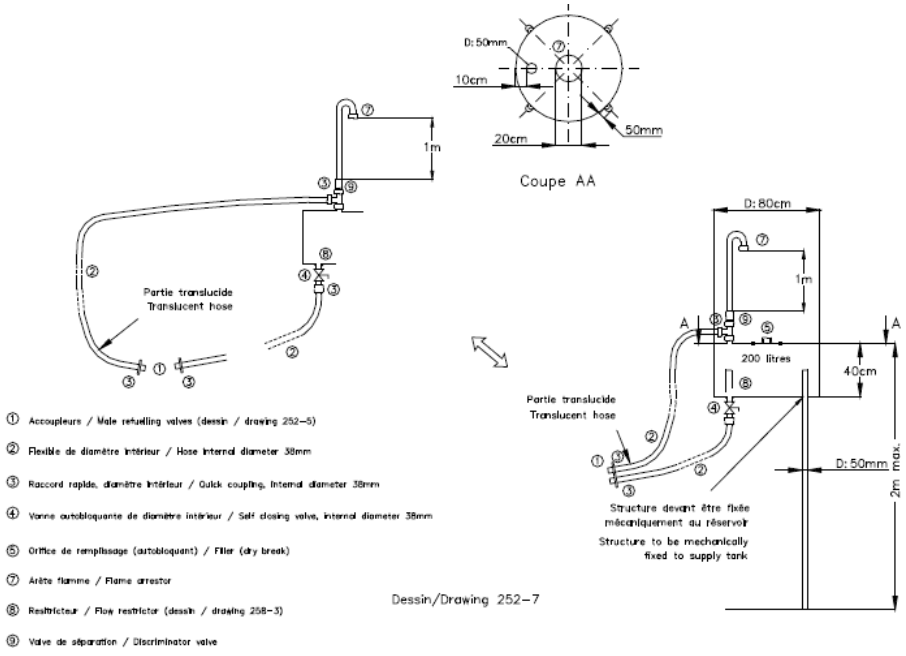
A self- closing valve with an internal diameter of 38 mm must be fixed under the supply tank according to Drawing 252- 7.

6.1.7 All hoses and fittings from the supply tank to the car and back must have a maximum inside diameter in compliance with Drawing 252- 5 (1.5 or 2.0 inches maximum for version A).

6.1.8 A visible level equipped with isolating valves fitted as close as possible to the tank must be mounted to the tank.

6.1.9 The storing of fuel on board the car at a temperature less than 10°C below the ambient temperature is forbidden.

The use of a specific device, whether on board the car or not, to reduce the temperature of the fuel below the ambient temperature is forbidden.



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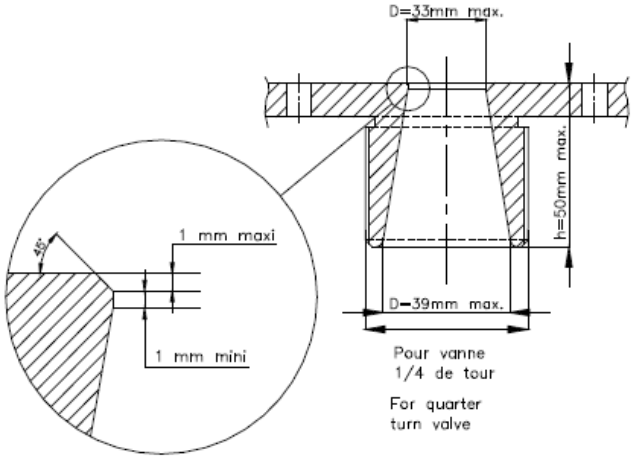

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6.2 Fuel capacity

The FIA GT Committee reserves the right to adjust the capacity of the fuel tank in order to maintain the balance of performance between the cars.

6.3 Fuel tanks

All fuel tanks must be rubber bladders conforming to or exceeding the specifications of FT3- 1999, and must comply with the prescriptions of Article 253- 14.

The fuel cell ventilation system must be that homologated.

<u>For cars homologated as from 01.01.2016</u>

It is recommended that the tank be filled with MIL- B- 83054, SAE-AIR- 4170 (MIL- F87260 recommended in case of quick refuelling) type safety foam.

Any fuel fitting which is part of the tank walls (air vents, inlets, outlets, tank fillers, inter tank connectors and access openings) must be made of metal or composite and bonded into the fuel tank.

The fuel tank must be contained in a flameproof* and liquid- proof housing that has no other mechanical function.

This housing must include a crushable structure** on all surfaces, unless positioned within and protected by the main structure/chassis.

The bottom part of the housing may be made of the flat bottom, provided that it complies with the specifications of the crushable

structure**.

* Flameproof:

The external face of the part must have a V0 level of acceptance respecting the "UL94" US standard (fire-retardance capability).

** Crushable structure :

Sandwich construction with a minimum thickness of 10 mm, made of a core (minimum crushing strength of 18N/cm 2) and of two skins of 1.5 mm minimum thickness (minimum tensile strength of 225N/mm 2).

Composite material authorised.

6.4 Filling & venting devices

For cars homologated as from 01.01.2016

They may be either combined or single units fitted on both sides of the car.

They must be equipped with leak proof dry break couplings complying with the dead man principle (without retaining device when in an open position).

Couplings dimensions:

Appendix J - Diagrams 252.5 .A with internal diameter D $\leqslant$ 2" or Diagrams 252.5.B.

Locations:

Above the complete wheels, within the track of the nearest axle, where they are not vulnerable in the event of an accident.

They must not protrude beyond the bodywork surface.

Filling devices may be installed in the side rear windows provided they are separated from the cockpit and the

engine compartment by a firewall.

The vent and filler spouts may pass through the cockpit as close to the walls as possible.

Their pipes must be made from metal or flame resistant / flame retarding material, and their connectors from material identical to that used for the walls of the tank.

They must be isolated from the cockpit by means of a leak- proof protection.

ART. 7 LUBRICATION SYSTEM

7.1 Catch tank

When a car's lubrication system includes an open type sump breather, it must vent into a catch tank of at least 3 litres capacity fitted with a visible level gauge.

ART. 8 ELECTRICAL EQUIPMENT

8.1 Windscreen wiper

The system is free but one windscreen wiper in working order is mandatory.

The capacity of the windscreen washer tank may be modified.

8.2 Starting

A starter must be fitted and be in working order at all times during a competition.

The driver must also be able to operate the starter when seated normally.

8.3 Lighting equipment

8.3.1 All lighting equipment must be in working order throughout the competition.

8.3.2 The exterior lighting equipment must at least ensure the following functions:

Headlights, direction indicators, stop lights, rain light (see 8.3.4) and rear sidelights.

For safety reasons, it is obligatory for headlights to produce a white beam.

For races run in the daytime, cars from the GT3 Group must be equipped with white headlight covers.

For races run at night, the front bumper may be modified to accommodate a maximum of 4 supplementary headlights.

These modifications must not create any aerodynamic down force.

8.3.3 Reversing lights

The bulbs of the reversing lights must be removed.

8.3.4 Rain lights

One rain light approved according to the ECE R38 road standard (or an equivalent or stricter standard from another country), or approved by the FIA (Technical List n°19) is compulsory at the back of the car and it must be in working order throughout the competition.

It must be:

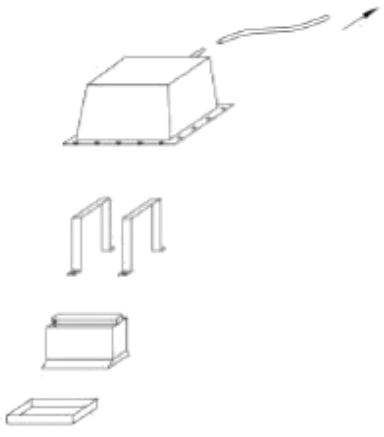
- Directed to the rear at 90° to the car centreline
- Clearly visible from the rear
- Mounted no more than 10cm from the car centreline
- At least 35 cm above the reference plane
- At least 45 cm behind the rear wheel centreline, measured to the face of the lens and parallel to the reference plane
- Able to be switched on by the driver when seated normally in the car.
- The three measurements are taken to the centre of area of the lens.

8.4 Batteries

They must be securely fixed to the bodyshell and completely protected by a box made of insulating material.

The attachment to the bodyshell must be homologated as Option Variant or must consist of a metal seat and two metal clamps, with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counterplate at least 3 mm thick and with a surface of at least 20 cm 2 beneath the metal of the bodywork (see Drawings 255- 10 and 255- 11).



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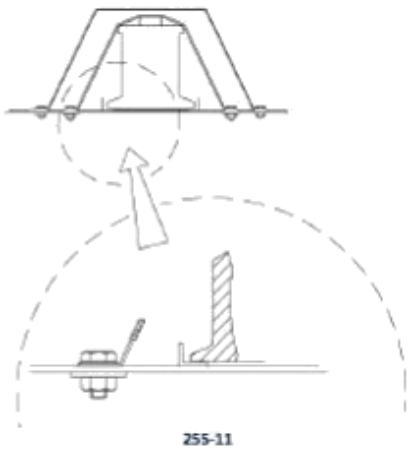

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ART. 9 TRANSMISSION

9.1 Transmission system

For cars fitted with a semi- automatic or automatic gearbox, and/or a power- driven clutch with electronic or pneumatic control, the FIA Technical Delegate may at any time oblige the competitor to use the reference unit(s) registered with the FIA by the manufacturer.

For safety reasons, the transmission must be designed in such a way that if the car is stopped and the engine is stalled, it is possible to push or tow it.

9.2 Reverse gear

All cars must have a reverse gear which, at any time during the competition, can be selected while the engine is running and be used by the driver when seated normally.

ART. 10 AXLES, SUSPENSION AND STEERING

10.1 Ride height

For the checking of the ride height, the pressure of the tyres must not be less than 1.5 bars.

The FIA GT Committee reserves the right to adjust the ride height in order to maintain the balance of performance between the cars.

10.2 Shock absorbers

Inertial dampers (shock absorbers) are forbidden.

10.3 Steering

The steering lock must be dismounted and the column adjusting system must be locked.

The steering wheel must be fitted with a quick release system.

10.4 Power steering

For cars fitted with an automatically variable power steering, the FIA Technical Delegate may at any time oblige the competitor to use the reference unit registered with the FIA by the manufacturer.

ART. 11 BRAKES

11.1 Hydraulic circuits and tanks

The brake and clutch fluid tanks may be fixed inside the cockpit, on condition that they are securely fastened and protected.

11.2 Anti-lock braking and power braking

For cars fitted with anti- lock and/or automatically variable power braking systems, the control module (ABS unit) must not have morethan 8 active electro valves.

The FIA Technical Delegate may at any time oblige the competitor to use the reference unit registered with the FIA by the manufacturer.

11.3 Cooling

No device other than a simple duct is permitted.

Ducts are free downstream of the air inlets on the homologated bodywork, in compliance with the present regulations.

Installation of ducts must be made without modifying the homologated components.

ART. 12 WHEELS AND TYRES

12.1 Dimensions

The FIA GT Committee reserves the right to adjust the width of the complete wheels in order to maintain the balance of performance between the cars.

Measurements are taken horizontally at axle centreline height.

12.2 Wheel visibility

The complete wheel above the hub centreline must not be visible in plan view and when viewed from the front, with the wheels aligned for the car to proceed straight ahead.

12.3 Wheel attachment

If a single wheel nut is used, a safety pin fitted with a spring must be in place on the nut or the stub axle whenever the car is running and must be replaced after each wheel change.

These pins must be painted "dayglo" red or orange.

12.4 Pressure control valves

Pressure control valves on the wheels are forbidden.

12.5 Sensors

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are strongly recommended.

If these sensors are used, there must be at least one warning light to notify the driver of a probable failure.

ART. 13 COCKPIT

13.1 Equipment permitted in the cockpit

13.1.1 The only components which can be added in the cockpit are:

- Safety equipment and structures
- Tool kit
- Seat, instruments and any other controls necessary for driving including the brake balance adjuster
- Electronic and electrical equipment
- It is permitted to channel air towards the electronic equipment on condition that the ventilation devices comply with the present regulations
- Driver cooling system
- Ballast
- Pneumatic jacks and their pipes
- Battery
- Driver ventilation equipment
- Braking and clutch system hydraulic lines with properly secured connectors
- Electronic control unit and hydraulic unit of the ABS system
- Pneumatic unit of the gearbox control system.

13.1.2 None of the above items may hinder cockpit exit or the driver's visibility.

13.1.3 The above components must be covered where necessary by a rigid protective material to minimise injury, and their mountings must be able to withstand 25 g deceleration.

13.2 Cockpit exit time

The driver, seated in his normal driving position, must be able to get out from the cockpit in 7 seconds through the driver's door and in 9 seconds through the passenger's door.

For the purposes of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place in the most inconvenient position, and the doors must be closed.

13.3 With the driver seated in his normal driving position in the car with which he is entered, wearing a cervical collar appropriate to his size and with the seat harness tightened, a member of the medical service must demonstrate that the helmet which the driver will wear in the race can be removed from his head without bending his neck or spinal column.

ART. 14 SAFETY EQUIPMENT

14.1 Fire extinguishers

The use of the following products is prohibited: BCF, NAF

All cars must be equipped with an extinguishing system homologated by the FIA in accordance with Article 253- 7.2, except as regards the means of triggering.

A means of triggering from the outside, possibly combined with the circuit breaker and operated by a single lever, must be present at the bottom of the windscreen on the left side.

It must be marked with a letter "E" in red inside a red- edged white circle at least 100 mm in diameter.

14.2 Safety belts

The harness must be used in accordance with Article 253- 6 of Appendix J.

The original seatbelts must be replaced by a valid safety harness homologated according to FIA 8853/98 standard.

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory.

It must have a minimum of five (5) anchorage points.

The harness must be used in accordance with Article 253- 6 of Appendix J.

Elastic cords attached to the shoulder straps are forbidden.

It is prohibited for the seat belts to be anchored to the seats or their supports.

14.3 Rear view mirrors

The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear.

Each mirror must have a minimum area of 100 cm 2.

The Scrutineers must be assured through a practical demonstration that the driver, seated normally, can clearly see the vehicles following him.

To this end, the driver must identify letters or figures, 15 cm high and 10 cm wide, displayed at random on boards placed behind the car according to the following instructions:

- Height: Between 40 cm and 100 cm from the ground.
- Width : 2 m one side or the other of thelongitudinal centreline of the car.
- Position : 10 metres behind the centreline ofthe rear axle of the car.

14.4 Seats and headrest

14.4.1 For cars homologated before 01.01.2016

The driver's seat must be homologated by the FIA and not modified.

Energy- absorbing and non- flammable material must be situated around the driver's head.

If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm.

If the original attachments or supports of the seat are changed, they must comply with the provisions of Article 253- 16.

For seats homologated according to FIA 8862- 2009 standard :

With the driver seated in his normal driving position, the eye line must be below the top edge of the side head support and above the bottom edge of the side head support.

The lateral distance between the helmet and the side head support (measured at 150 mm from the forward face of the side head support) must not be greater than 50 mm (40 mm as from 2017) and may be adjusted by means of additional foam.

The material of the foam extension must be the same as the one in the head support of the given seat.

The fixation of the foam extension must be approved by the FIA.

14.4.2 For cars homologated before 01.01.2016

All cars must be equipped with a headrest which cannot deflect more than 50 mm when a rearward force of 85 daN is applied.

The headrest surface must not be less than 400 cm 2 and must be continuous and without protruding parts.

It must be positioned so that it is the first point of contact for the driver's helmet in the event of an impact projecting his head backwards when he is seated normally.

14.4.3 For cars homologated as from 01.01.2016

The original driver’s seat must be replaced by a valid racing seat homologated according to FIA 8862- 2009 standard.

Maximum thickness of any cushion used between the driver and the homologated seat = 50 mm.

With the driver seated in his normal driving position, the eye line must be below the top edge of the side head support and above the bottom edge of the side head support.

The lateral distance between the helmet and the side head support (measured at 150 mm from the forward face of the side head support) must not be greater than 50 mm (40 mm as from 2017) and may be adjusted by means of additional foam.

The material of the foam extension must be the same as the one in the head support of the given seat.

The fixation of the foam extension must be approved by the FIA.

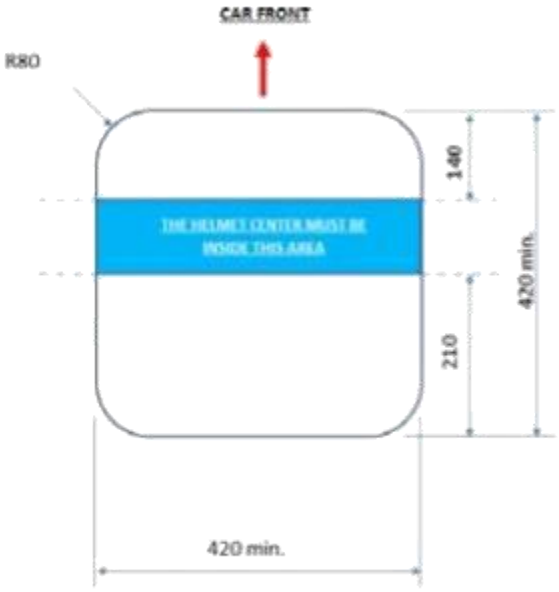
The use of the seat brackets (supports) homologated with the seat is compulsory.

The seat mountings must be homologated by the car manufacturer.

The seat must be mounted to these mounting points by means of at least 4 M8 bolts of at least 10.9 quality.

The seat longitudinal centreline must not be less than 270 mm from the car's longitudinal centreline (measured transversally).

The position of the helmet centre must remain within the area specified on drawing 257A- 3.



R80 is a maximum

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14.5 Master switch

14.5.1 The driver, when seated normally at the wheel with the safety belts fastened, must be able to cut off all the electrical circuits and switch off the engine by means of a spark- proof breaker switch.

14.5.2 The switch must be:

a. Positioned on the dashboard or in any other place easily accessible and must be able to be handled from inside the car by the driverseated and secured by his safety belts, or from outside by the officials;

b. Clearly identified by a symbol showing a red spark in a white- edged blue triangle.

14.5.3 There must be also an exterior switch, with a handle that can be operated from a distance by a hook.

This switch must be located at the lower part of the windscreen pillar on the left- hand side.

14.6 Towing eyes

Front and rear towing eyes are compulsory.

They must be securely fixed to the structure of the chassis.

They must be easily identifiable (coloured yellow, red or orange), and accessible, and must allow the towing of a car stuck in a gravel bed.

They must be within the perimeter of the bodywork as viewed from above.

14.7 Lifting device

For cars homologated as from 01.01.2016

The device must be that homologated.

The access to the bushes must be easy and location marked as follows :

- The 2 bushes must be marked with a circle of 5mm thick (signal and self‑reflecting colour) around the opening.
  In case the openings are not visible from the side, arrows (signal and self‑reflecting colour) must be used to make them visible from the side (one per side).
- The opening area must be covered to avoid risk of possible track debris to contravene insertion of lifting pin in case of need.
  The covering sticker needs to allow correct and complete insertion of the pin without effort or needs to be easily pealable by a marshal wearing gloves.

Any kind of rigid cover is forbidden.

14.8 Roof hatch for access to the cockpit

For cars homologated as from 01.01.2016

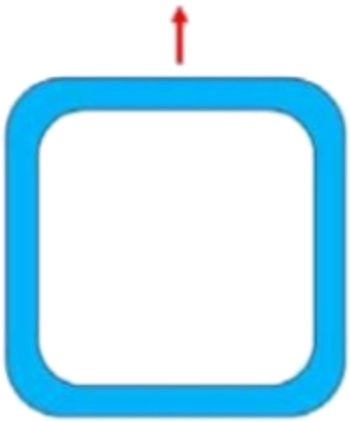
The hatch and quick fasteners must be those homologated.

The quick fasteners must be the sole mean used for securing the hatch to the roof panel.

Each fastener must be identified by a marking.

The helmet centre must remain within the area specified on Drawing 257A- 3.

When the hatch is removed, nothing may protrude inside the area shown on drawing 257A- 4.



All radii 80 mm max. - Constant 60 mm width strip
257A-4

14.9 Racing nets

They are compulsory and must be homologated according to FIA 8863- 2013 standard (Technical List n°48).

They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA.

ART. 15 SAFETY STRUCTURES

15.1 Safety cage

The safety cage must be homologated or certified by an ASN, or homologated by the FIA.

The tubes close to the driver must be padded with non- flammable foam approved by the FIA.

ART. 16 FUEL

16.1 Fuel specification

The fuel must comply with Article 252- 9.1.

16.2 Air

Only air may be mixed with the fuel as an oxidant.

ART. 17 FINAL TEXT

The final text of these regulations is the English version, which shall be used should any dispute arise over their interpretation.