

Requirements Table from Specifications

Req-ID	Requirement	Trace-ID
1	All bodywork must be nominally symmetrical with respect to $Y=0$.	

3.2.3	
2	Minimal exceptions to the requirement of symmetry will be accepted for the installation of non-symmetrical mechanical components of the car, for asymmetrical cooling requirements or for asymmetrical angle adjustment of the front flap defined in Article 3.9.7.

3.2.3	
3	Bodywork on the unsprung mass must respect this Article when the suspension position of each wheel is virtually re-orientated so that its wheel coordinate system axes (described in Article 2.11.3) are parallel to their respective axis of the car coordinate system (described in Article 2.11.1).

3.2.3	
4	The assessment of the car's compliance with the Aerodynamic Regulations will be carried out digitally using CAD models provided by the teams.

3.2.4	
5	Components may only be designed to the edge of a Reference Volume or with a precise geometrical feature, or to the limit of a geometrical criterion (save for the normal round-off discrepancies of the CAD system), when the regulations specifically require an aspect

of the bodywork to be designed to this limit, or it can be demonstrated that the design does not rely on lying exactly on this limit to conform to the regulations, such that it is possible for the physical bodywork to comply.

3.2.4.a

6 Components which must follow a precise shape, surface or plane must be designed without any tolerance, save for the normal round-off discrepancies of the CAD system.

3.2.4.b

7 The cars may be measured during a Competition in order to check their conformance to the CAD models discussed in Article 3.2.4 and to ensure they remain inside the Reference Volumes.

3.2.5

8 Unless otherwise specified, a tolerance of $\pm 3\text{mm}$ will be accepted for manufacturing purposes only with respect to the CAD surfaces.

3.2.5.a

9 Where measured surfaces lie outside of this tolerance but remain within the Reference Volumes, a Competitor may be required to provide additional information (e.g. revised CAD geometry) to demonstrate compliance with the regulations.

3.2.5.a

10 Any discrepancies contrived to create a special aerodynamic effect

or surface finish will not be permitted.

3.2.5.a

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| 11 | Irrespective of a), geometrical discrepancies at the limits of the Reference Volumes must be such that the measured component remains inside the Reference Volume. |
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3.2.5.b

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| 12 | A positional tolerance of $\pm 2\text{mm}$ will be accepted for the Front Wing Bodywork, Rear Wing Bodywork, Exhaust Tailpipe, Floor Bodywork behind $X_R = 0$, and Tail. |
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3.2.5.c

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| 13 | This will be assessed by realigning each of the groups of Reference Volumes and Reference Surfaces that define the assemblies, by up to 2mm from their original position, to best fit the measured geometry. |
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3.2.5.c

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| 14 | Irrespective of b), a tolerance of $Z = \pm 2\text{mm}$ will be accepted for parts of the car lying on the $Z = 0$ plane, with $-375 \leq Y \leq 375$ and ahead of $X_R = 0$. |
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3.2.5.d

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| 15 | Minimal discrepancies from the CAD surfaces will also be accepted in the following cases: Minimal repairs carried out on aerodynamic components and approved by the FIA |
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3.2.5.e.i	
16	Minimal discrepancies from the CAD surfaces will also be accepted in the following cases: Tape, provided it does not achieve an aerodynamic effect otherwise not permitted by Article 3

3.2.5.e.ii	
17	Minimal discrepancies from the CAD surfaces will also be accepted in the following cases: Junctions between bodywork panels

3.2.5.e.iii	
18	Minimal discrepancies from the CAD surfaces will also be accepted in the following cases: Local bodywork fixing details

3.2.5.e.iv	
19	All cars must be equipped with mountings for optical targets that enable the car's datum to be determined for scrutineering in the following locations: One on the forward part of the top of the survival cell.

3.2.6.i	
20	All cars must be equipped with mountings for optical targets that enable the car's datum to be determined for scrutineering in the following locations: Two positioned symmetrically about $Y=0$ on the top of the survival cell close to $X_B = 0$.

3.2.6.ii	
21	All cars must be equipped with mountings for optical targets that

enable the car's datum to be determined for scrutineering in the following locations: Two positioned symmetrically about $Y=0$ on the side of the survival cell close to $X B =0$.

3.2.6.iii

22 All cars must be equipped with mountings for optical targets that enable the car's datum to be determined for scrutineering in the following locations: Two positioned symmetrically about $Y=0$ on the side of the survival cell close to the rear mounts of the secondary roll structure.

3.2.6.iv

23 All cars must be equipped with mountings for optical targets that enable the car's datum to be determined for scrutineering in the following locations: Two positioned symmetrically about $Y=0$ within an axis-aligned cuboid with an interior diagonal defined by points $[X C =0, 175, 970]$ and $[X C =150, -175, 870]$.

3.2.6.v

24 All cars must be equipped with mountings for optical targets that enable the car's datum to be determined for scrutineering in the following locations: One probed point on the RIS or gearbox case.

3.2.6.vi

25 In all cases, a file with required datum points must be supplied for each survival cell.

3.2.6	
26	For deflection testing, all cars must be provided with a means of mounting a reference artefact to the RIS.

3.2.6	
27	This mounting may be temporary, but must be rigid with respect to the underlying car structure.

3.2.6	
28	Static pressure tappings are permitted in surfaces, provided that they; Have an internal diameter of no more than 2mm.

3.2.8.i	
29	Static pressure tappings are permitted in surfaces, provided that they; They are flush with the underlying geometry.

3.2.8.ii	
30	Static pressure tappings are permitted in surfaces, provided that they; Are only connected to pressure sensors, or are blanked, without leakage.

3.2.8.iii
