

Req-ID(AI Generated)	Requirement	Trace Back ID (from the document)
0000001	All bodywork must be nominally symmetrical with respect to Y=0.	3.2.3
0000002	Any regulation in Article 3 concerning one side of the car will be assumed to be valid for the other.	3.2.3
0000003	References to maximum permissible numbers of components in Article 3 will also refer to the number of components.	3.2.3
0000004	Minimal exceptions to the requirement of symmetry of this Article will be accepted for the inboard suspension.	3.2.3
0000005	Minimal exceptions to the requirement of symmetry of this Article will be accepted for asymmetric bodywork.	3.2.3
0000006	Minimal exceptions to the requirement of symmetry of this Article will be accepted for asymmetric bodywork.	3.2.3
0000007	Bodywork on the unsprung mass must respect this Article when the suspension position is at the top of its travel.	3.2.3
0000008	Components may only be designed to the edge of a Reference Volume or with a precise geometric shape.	3.2.4
0000009	Components which must follow a precise shape or surface or plane must be designed without any chamfers or fillets.	3.2.4
0000010	Unless otherwise specified, a tolerance of ± 0.5 mm will be accepted for manufacturing purposes.	3.2.5
0000011	Where measured surfaces lie outside of this tolerance but remain within the Reference Volume, they will be accepted.	3.2.5
0000012	Any discrepancies contrived to create a special aerodynamic effect or surface finish will not be accepted.	3.2.5
0000013	Irrespective of a), geometrical discrepancies at the limits of the Reference Volumes must be accepted.	3.2.5
0000014	A positional tolerance of ± 2 mm will be accepted for the Front Wing Bodywork, Rear Wing Bodywork and Rear Wing Endplate.	3.2.5
0000015	This will be assessed by realigning each of the groups of Reference Volumes and Reference Surfaces to the datum.	3.2.5
0000016	Irrespective of b), a tolerance of $Z = \pm 2$ mm will be accepted for parts of the car lying on the ground.	3.2.5
0000017	Minimal discrepancies from the CAD surfaces will also be accepted in the following cases:	3.2.5
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0000020	Minimal discrepancies from the CAD surfaces will also be accepted in the following cases:	3.2.5
0000021	All cars must be equipped with mountings for optical targets that enable the car's datum to be determined.	3.2.6
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0000027	In all cases, a file with required datum points must be supplied for each survival cell.	3.2.6
0000028	For deflection testing, all cars must be provided with a means of mounting a reference artefact.	3.2.6
0000029	This mounting may be temporary, but must be rigid with respect to the underlying car structure.	3.2.6
0000030	Static pressure tapings are permitted in surface areas, provided that they have an internal diameter of ≥ 1 mm.	3.2.8
0000031	Static pressure tapings are permitted in surface areas, provided that they are flush with the underlying surface.	3.2.8
0000032	Static pressure tapings are permitted in surface areas, provided that they are only connected to the car's internal pressure measurement system.	3.2.8
0000033	An important objective of the Regulations in Article 3 is to enable cars to race closely, by ensuring that the cars are as similar as possible.	3.2.1
0000034	Competitors may be required on request to supply the FIA with any relevant information.	3.2.1

0000035 The Intellectual Property of this information, will remain the property of the Competitor, with the exception of the driver adjustable bodywork described in Article 3.10.10 (in addition to Article 3.1.2).

0000036 With the exception of the driver adjustable bodywork described in Article 3.10.10 (in addition to Article 3.1.2).

0000037 Furthermore, these components must produce a uniform, solid, hard, continuous, impervious surface.

0000038 Any device or construction that is designed to bridge the gap between the sprung part of the chassis and the bodywork is prohibited.

0000039 With the exception of the parts necessary for the adjustment described in Article 3.10.10, of the bodywork.

0000040 The Aerodynamic influence of any component of the car not considered to be bodywork must be such as to produce a minimum drag coefficient of 0.22.

0000041 Any design which aims to maximise such an aerodynamic influence is prohibited.

0000042 All parts of the car in contact with the external air stream.

0000043 The following components are considered to be bodywork: all components described in Article 3.1.1.

0000044 The following components are considered to be bodywork: inlet or outlet ducts for the purpose of the power unit.

0000045 The following components are considered to be bodywork: inlet ducts for the power unit (as defined in Article 3.1.1).

0000046 The following components are considered to be bodywork: primary heat exchangers, as defined in Article 3.1.1.

0000047 The following components are not considered to be bodywork: cameras and camera housings.

0000048 The following components are not considered to be bodywork: rear view mirrors as defined in Article 3.1.1.

0000049 The following components are not considered to be bodywork: the ERS status light.

0000050 The following components are not considered to be bodywork: parts definitely associated with the power unit.

0000051 The following components are not considered to be bodywork: the wheel rims and tyres.

0000052 The following components are not considered to be bodywork: the brake disc assemblies, as defined in Article 3.1.1.

0000053 The geometry, component or group of components with respect to which certain bodywork is defined.

0000054 The flow of air around the car which has a primary impact on its aerodynamic performance.

0000055 References made in this Article on curvature of aerodynamic surfaces refer to the part of the surface which has a primary impact on its aerodynamic performance.

0000056 When references are made to the curvature of a surface, without specifying an intersection, the reference is to the curvature of the surface at that point.

0000057 The concave radius of curvature of the surface at that point will be defined as the minimum radius of curvature of the surface at that point.

0000058 The convex radius of curvature of that surface at that point will be defined as the minimum radius of curvature of the surface at that point.

0000059 As an example, and for the sake of clarity, the aerodynamic surface of a solid sphere would be considered to be concave.

0000060 The normal applied to an aerodynamic surface at a given point is a vector which is perpendicular to the surface at that point.

0000061 The normal to a curve at a given point will be considered to be the normal to the surface of the curve at that point.

0000062 Tangency Continuity at a given point of a curve or at a given point of a surface, is satisfied if the normal to the curve or surface at that point is the same as the normal to the surface of the curve or surface at that point.

0000063 Tangency Continuity at intersections between two curves or two surfaces, is satisfied if the normal to the curve or surface at that point is the same as the normal to the surface of the curve or surface at that point.

0000064 Where two adjacent surfaces are not tangent to each other, they may be made so by applying a fillet radius.

0000065 Curvature Continuity between two curves, at a given point of a curve, between two surfaces, at a given point of a surface, is satisfied if the curvature of the curve or surface at that point is the same as the curvature of the surface of the curve or surface at that point.

0000066 Within the prescribed limitations of the relevant regulation, a section through the bodywork must be formed by arcs with radius of curvature respectively greater than 10mm and less than 10mm.

0000067 A fillet radius is formed by rounding an internal corner (included angle less than 180 degrees) with arcs with radius of curvature respectively greater than 10mm and less than 10mm.

0000068 In both cases the resultant surface must be formed by arcs with radius of curvature respectively greater than 10mm and less than 10mm.

0000069 Unless otherwise specified, both fillet and edge radii may change in magnitude around the

0000070	If there exists a discontinuity in tangency at the trailing edge of the intersection between the
0000071	This fairing must be no larger in cross section than the preceding fillet radius and any trailing
0000072	The function by which the flow between two regions of different pressure is kept to the minimum
0000073	A component fitted to the trailing edge of a profile in order to adjust its aerodynamic performance
0000074	In any plane normal to the trailing edge of the profile, the Gurney must contain a flat section
0000075	No part of the Gurney may protrude behind a line that is normal to the surface on which the
0000076	Section titles and Article titles within this article have no regulatory value.