

2020 FIA FORMULA 4 HOMOLOGATION REGULATIONS

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ARTICLE 1: Manufacturer registration

Only those manufacturers registered and approved as FIA Formula 4 component manufacturers are eligible to homologate FIA Formula 4 chassis and [Power Units](#) engines.

ARTICLE 2: Chassis Homologation

2.1 Compliance with Technical Regulations:

Only chassis and/or components complying fully with the FIA F4 Technical Regulations (ISC Appendix J, Article 274) may be homologated.

Only parts having successfully passed the required crash tests may be homologated.

2.2 Price/cost requirements:

The price of the rolling chassis (as defined in Article 2.3) may not exceed €33,000.

In case the rolling chassis is sold including the 2018 Safety Update Kit, the price may be increased by maximum €2,200.

Formula 4 cars homologated before 01.01.2019:

	Base price	+1.9% for 2020
Rolling chassis (as defined in Article 2.3)	€33,000	€33,630
2018 Safety Update Kit	€2,200	€2,242
Complete Datalogging (as per Appendix 1.1)	€6,500	€6,624
Total	€41,700	€42,496

Formula 4 cars homologated as from 01.01.2019:

The price of the chassis is fixed as follows:

	Base price	+1.9% for 2020
Rolling chassis (as defined in Article 2.3)	€33,000	€33,630
2018 Safety Update Kit	€2,200	€2,242
Complete Datalogging (as per Appendix 1.1)	€6,500	€6,624
Increase due to Halo and its installation	€13,300	€13,553
Total	€55,000	€56,049

The spare parts prices mentioned in Appendix 1 must be respected. The sum of prices of single parts must not exceed the price of assemblies mentioned in Appendix 1.

The chassis manufacturer must provide a complete list of spare parts prices, including optional parts, which forms part of the homologation.

The prices for options such as springs, gear ratio pairs and anti-roll bars must not exceed those of the originally supplied variants.

The above-mentioned prices are ex factory/ex works without VAT.

Only the following increase for distributor and on-track service is admitted:

- Manufacturer's home continent:
 - o Retail price from distributor: price ex works + shipping costs
 - o Retail price with track support: price ex works + shipping costs + 5%

- Overseas
 - o Retail price from distributor: price ex works + shipping costs + taxes + 5%
 - o Retail price with track support: price ex works + shipping costs + taxes + 10%

The spare parts prices mentioned in Appendix 1 and the homologated spare parts price list may be increased once per year for inflationary adjustment by a rate fixed by the FIA based on the OECD “Key Short-Term Economic Indicator”.

The rate will be published by the FIA at the end of a year for the following year.

For 2019 the increase rate is fixed to 3.9 %.

For 2020 the increase rate is fixed to 1.9 %.

The rate is the maximum increase allowed for each part separately.

~~This increase allowance does not apply for the price of the rolling chassis nor to the price of data logging / paddle shift system package mentioned in Appendix 1.1.~~

No increase is allowed in 2019 for the Halo update kit and the spare parts (Appendix 1.2) related to the Halo update kit.

2.3 Chassis homologation perimeter:

2.3.1 The survival cell, headrest, roll hoop, front and rear impact-absorbing structures, front wing support, rear wing support, collapsible steering column, steering rack assembly, fuel system, gearbox and fire extinguishing system must be homologated by the rolling chassis manufacturer before 31 March of the year during which they are intended for use (or the first competitive use if earlier).

The rolling chassis manufacturer may homologate the above-mentioned parts only once between 1 January 2014 and 31 December 2023.

2.3.2 The complete rolling chassis comprising the following parts

- Complete car ready to run without parts mentioned in Articles 2.3.1 and 3.6

Especially:

- Bodywork and wings (front wing material at the choice of the customer)
- Complete suspension (with adjustable or non-adjustable damper) including brakes and driveshafts
- One set of rims without tyres
- Steering wheel, basic display, lap trigger
- Mechanical gearshift
- Basic chassis loom
- Radiators
- Power Unit ~~Engine~~ installation kit (such as exhaust, silencer, bellhouse, clutch shaft, etc.)
- Basic parts for the options 2.4.4. to 2.4.8

must be homologated by the rolling chassis manufacturer before 31 March of the year during which they are intended for use (or the first competitive use if earlier).

The rolling chassis manufacturer may homologate only one complete car between 1 January 2014 and 31 December 2023.

2.4 Options:

The rolling chassis manufacturer may homologate the following options.
The costs of the options are not included in the cost requirements under Article 2.2 except for those parts mentioned in Article 2.3.2.

The maximum prices given in Appendix 1 must be respected.

2.4.1 Power Unit Engine installation kit

Modifications and different parts (such as exhaust, bellhouse, clutch shaft, etc.) for the sole purpose of installing different Power Units engines may be homologated.

Any exhaust system must comply with the homologated exhaust geometry of a Power Unit engine and with the requirements laid down in Article 3.3.

Only one installation kit per chassis and homologated Power Unit engine is permitted.

With exception to the above, different options may be homologated to suit the requirements of different climatic conditions.

Only one configuration per Championship is allowed. The admitted parts must be defined in the Sporting Regulations of each Championship.

2.4.2 Silencer

In order to incorporate different noise limit requirements, an optional silencer may be homologated.

2.4.3 Rims

Different rims and spacers to adjust track for different rim widths may be homologated.

2.4.4 Springs

Six different springs for the front and six for the rear may be homologated between 1 January 2014 and 31 December 2023.

2.4.5 Anti-roll bars

Two different anti-roll bars for the front and two for the rear per championship may be homologated between 1 January 2014 and 31 December 2023.

2.4.6 L-shaped gurney flap

One L-shaped gurney flap to be attached to the front wing may be homologated between 1 January 2014 and 31 December 2023.

2.4.7 Modifications due to different driver sizes

Modifications and optional parts for the sole purpose of fitting different driver sizes may be homologated.

2.4.8 Gearbox options

15 different pairs of gear ratios may be homologated between 1 January 2014 and 31 December 2023.

2.4.9 Data logging system

One optional data logging system, including sensors and dashboard or steering wheel display, may be homologated.

The homologation includes all necessary parts for the hardware installation as well as the software of the data logger.

The rolling chassis manufacturer may homologate only one optional data logging system between 1 January 2014 and 31 December 2023.

2.4.10 Paddle shift system

One optional paddle shift system may be homologated. The homologation includes all necessary parts for the hardware installation as well as the software of the gearbox control unit.

The rolling chassis manufacturer may homologate only one optional paddle shift system between 1 January 2014 and 31 December 2023.

2.4.11 Damper

Different dampers may be homologated.

The requirements of the FIA F4 Technical Regulations (ISC Appendix J, Article 274) Article 1.22 and 10.7 have to be respected.

2.4.12 Brake pads

Different brake pads may be homologated.

A competitor may choose at maximum between three different types of homologated brake pads.

For one championship, the total number of brake pads may be more than three. The brake pad types will be then split into groups of three each. A competitor has to choose one group for the complete season.

The brake pads available must be defined in the Sporting Regulations of each Championship.

2.4.13 Front wing material

Front wings made from two different materials may be homologated.

Only one type per Championship is allowed. The front wing type must be defined in the Sporting Regulations of each Championship.

2.5 Mandatory selling of parts:

Any rolling chassis manufacturer must make the following homologated parts available on normal commercial terms:

- Survival cell
- Headrest
- Roll hoop
- Fuel system
- Front crash structure
- Front wing support
- Rear crash structure
- Rear wing support
- Collapsible steering column
- Steering rack assembly
- Steering wheel
- Gearbox
- Parts for mechanical [Power Unit](#) engine installation (e.g. brackets, bellhouse, adapter plates, clutch shaft)

These parts must be available for the price indicated in Appendix 1 throughout the homologation period, and a maximum of 3 months will be allowed between the order and the delivery.

Any other manufacturer may homologate a new car using the complete set of the above-listed parts of a car which has already been homologated, without repeating the crash test.

2.6 Single supplier parts

In case of open chassis championships, one type of gearbox including paddle shift system and suspension damper must be determined as a mandatory single supplier part. Only parts which have already been homologated may be chosen.

Modifications and optional parts for the sole purpose of facilitating the installation of these parts may be homologated.

ARTICLE 3: **Power Unit** Engine Homologation

3.1 Compliance with Technical Regulations:

Only **Power Units** engines complying fully with the FIA F4 Technical Regulations (ISC Appendix J, Article 274) may be homologated.

3.2 Cost/lifetime requirements:

The following cost requirements are for a **Power Unit** engine perimeter as defined in Article 3.6.

The target lifetime per season is 10,000 km.

3.2.1 Sale concept

Maximum **Power Unit** engine price (including 2020 increase): €10,500 + 1,9% = €10,700

Maximum rebuild cost after minimum 10,000 km (including 2020 increase):
€4000 + 1,9% = €4,076

Maximum costs per kilometre calculated on a 3-year basis: €0.7/km

3.2.2 Leasing concept

Maximum leasing fee (3-year basis): €6000

Maximum rebuild cost after minimum 10,000 km: €1500

Maximum costs per kilometre calculated on a 3-year basis: €0.7/km

After a 3-year leasing contract, the **Power Unit** engine must become the property of the lessee.

3.2.3 Spare parts

The **Power Unit** engine manufacturer must provide the prices of spare parts as listed in Appendix 2 which forms part of the homologation. In case the homologated **Power Unit** engine perimeter contains type 1 or type 2 parts that are not mentioned in Appendix 2, the list must be extended accordingly.

The total sum of prices of all spare parts listed in Appendix 2 may not be more than 155% of the selling price of the complete **Power Unit** engine.

No modifications to the prices of this list are allowed without the prior approval of the FIA.

The above-mentioned prices are ex-factory/ex-works without VAT.

Only the following increase for distributor and on-track service is admitted:

- Manufacturer's home continent:
 - Retail price from distributor: price ex works + shipping costs
 - Retail price with track support: price ex works + shipping costs + 5%
- Overseas
 - Retail price from distributor: price ex works + shipping costs + taxes + 5%
 - Retail price with track support: price ex works + shipping costs + taxes + 10%

The homologated spare parts price list may be increased once per year by a rate fixed by the FIA based on the OECD “Key Short-Term Economic Indicator”.

The rate will be published by the FIA at the end of a year for the following year.

For 2019 the increase rate is fixed to 3.9 %.

For 2020 the increase rate is fixed to 1.9 %.

The maximum total sum of spare parts prices will be increased accordingly.

The rate is the maximum increase allowed for each part separately.

~~This increase allowance does not apply to the selling price of the complete Power Unit engine.~~

3.3 Power output:

The power output of the Power Unit engine should lie between the target power curves shown in Appendix 3. Deviation from this target may be accepted by the FIA during the homologation procedure.

In case a Hybrid Power Unit is used, the upper limit will be increased by 12kW.

The performance criteria between new Power Units must stay within +/- 1.5% on the RPM operating range defined by the FIA, compared to the reference power curve declared by the engine manufacturer during the homologation.

The Power Unit manufacturer must declare the performance tolerance over a lifetime of 10.000km considering ideal conditions (engine dyno). The Power Unit performance has to stay within a band of 2.0% on the RPM operating range defined by the FIA, compared to the reference power curve declared by the Power Unit manufacturer during the homologation.

~~The admitted tolerance for the power output will be defined during the homologation procedure.~~

The exhaust layout modifications to fit a given chassis must be such that Power Unit engine performance stays the same.

3.4 Mechanical Power Unit engine installation

Each Power Unit engine manufacturer must provide a supplier source as well as drawings and CAD models free of IP rights of all parts for the mechanical Power Unit engine installation (e.g. bellhouse, brackets, adapter plates, clutch shaft) which have been previously homologated for any chassis manufacturer using the respective Power Unit engine.

3.5 Power Unit engine space template

Except for the ECU, the Power Unit engine loom and the intercooler, all parts of the Power Unit engine (as listed in Article 3.6) have to be positioned within the Power Unit engine space template as defined by Article 5.3 of the FIA F4 Technical Regulations (ISC Appendix J, Article 274).

If necessary for the installation of the Power Unit engine, local extensions may be added to the bodywork of the car. The size and shape of the local extensions must be defined during the homologation procedure and form part of the homologation.

3.6 Minimum current provided by alternator

The current provided by the alternator for the electric system of the chassis must be at least 30A.

3.7 **Power Unit** engine homologation perimeter

- Engine ready to run including all specific systems except water radiators
- Air intake system including manifold, throttle body, air filter (and intercooler if required)
- Oil filter, oil heat exchanger and oil pumps
- **ERS system**
- Alternator (May be replaced by the MGU if present)
- Starter (May be replaced by the MGU if present)
- Flywheel
- Clutch
- Space frame
- **Power Unit** engine loom (with common connector)
- **Power Unit** engine sensors
- ECU
- ECU software version
- Channels available via CAN for competitors and **Power Unit** engine support and scrutineering
- **Power Unit** engine power curve
- Spare parts and repairs price list
- Exhaust geometry

ARTICLE 4: Homologation procedure

4.1 General

The complete car (rolling chassis and [Power Unit](#) engine ready to run) must be divided into three types of part.

Type 1: These parts must be supplied by the manufacturer and used exactly as supplied. Repairs may be carried out only by the manufacturer.

Type 2: These parts are Type 1 parts with specific restrictions. Only the modifications indicated in the homologation may be carried out. Repairs are allowed only in the described range.

Type 3: These parts are unrestricted, provided they are used as designed by the manufacturer and do not fulfil any additional function.

Besides the homologation form duly filled in, each manufacturer must provide a complete spare parts list indicating the categorization of parts and the admitted changes (for Type 2 parts).

The parts classification and the user manual form part of the homologation, both documents will be supplied by the respective manufacturer.

The manufacturer must provide the FIA with all necessary details (drawings, pictures, CAD models, etc.) in order to identify the homologated parts.

In particular, the ply book for the main carbon safety elements must be submitted.

The chassis manufacturer has to supply the following aero data:

Downforce (SCz), Drag (SCx) and Balance (%F) as percentage offset from a baseline setup for the following parameter

- Ride height
- Front wing
- Front wing gurney
- Rear wing (upper and lower)

4.2 Halo update

Modifications to homologated F4 chassis and chassis components are allowed only for the sole purpose of installing a Halo.

Modifications to homologated components must be strictly limited to the installation of the Halo, design updates are not allowed.

The perimeter and modifications have to be limited to the absolute necessary minimum for the installation of the Halo.

The Halo update kit perimeter and price will be defined individually for each chassis manufacturer.

Any modification, the Halo update kit perimeter and price have to be approved by the FIA.

ARTICLE 5: Changes to homologated parts

Once homologated, no changes may be made to the design or construction of the homologated parts for the duration of the homologation period. Exceptional changes for the purpose of improving reliability, safety and cost-saving may be approved by the FIA.

Modifications to the homologated survival cell may be carried out by the chassis manufacturer in order to facilitate the installation of new ancillaries, provided this is the sole purpose.

ARTICLE 6: FIA right of veto

The FIA may reject the homologation of any part or construction that is considered not in keeping with the present regulations, not in line with the quality requirements or unreasonable in terms of cost targets.

APPENDIX 1

PRICE LIMITS FOR CONSUMPTION PARTS

Appendix 1.1:

Maximum prices for spare parts	
The sum of prices of single parts must not exceed the price of assemblies.	
Survival cell (including side intrusion panels)	€14,500
Headrest	€1500
Roll hoop	€800
Fuel system	€2800
Collapsible steering column	€650
Steering rack assembly	€1600
Steering wheel (display included, without paddles and quick release)	€1300
Steering wheel (without display, paddles and quick release)	€160
Gearbox (including clutch shaft and output flange)	€8,000
Bellhouse	€1800
Front wing assembly incl. support (aluminium wing)	€750
Front wing assembly incl. support (composite wing)	€ 1000
Front crash structure	€1550
Rear wing assembly incl. support	€950
Rear crash structure	€1850
Complete skid block	€200
Complete set of wooden floor plates	€350
Front suspension comprising (one side): Upper and lower wishbone Track rod Push rod Including uniball joints	€1150
Rear suspension comprising (one side): Upper and lower wishbone Track rod Push rod Including uniball joints	€1000
Upright (bare)	€550
Driveshaft (bare without joints)	€300
Wheel bearing	€130
Brake disc	€100
Rims	€250
Anti-roll bar	€210
Radiator	€300

Complete data logging system (including complete sensors perimeter (Article 8.5.2 F4 Technical Regulations) and on-board camera) and complete paddle shift system and any parts necessary for the implementation of a throttle fail safe algorithm	€6500
Damper, adjustable	€700
Damper, non-adjustable	€400
Brake pads (4 pads)	€150
Frontal Anti-Intrusion panel	€1800
2018 Safety Update Kit (compromising 2018 Rear Impact Structure and Frontal Anti-Intrusion Panel)	€3500

Appendix 1.2:

Formula 4 cars homologated as from 01.01.2019:

Survival cell (including side intrusion panels, prepared for the Halo installation)	€25,000
Headrest	€1,650
Roll hoop	€950
Collapsible steering column	€700
Steel Halo (including fixation)	€3,700

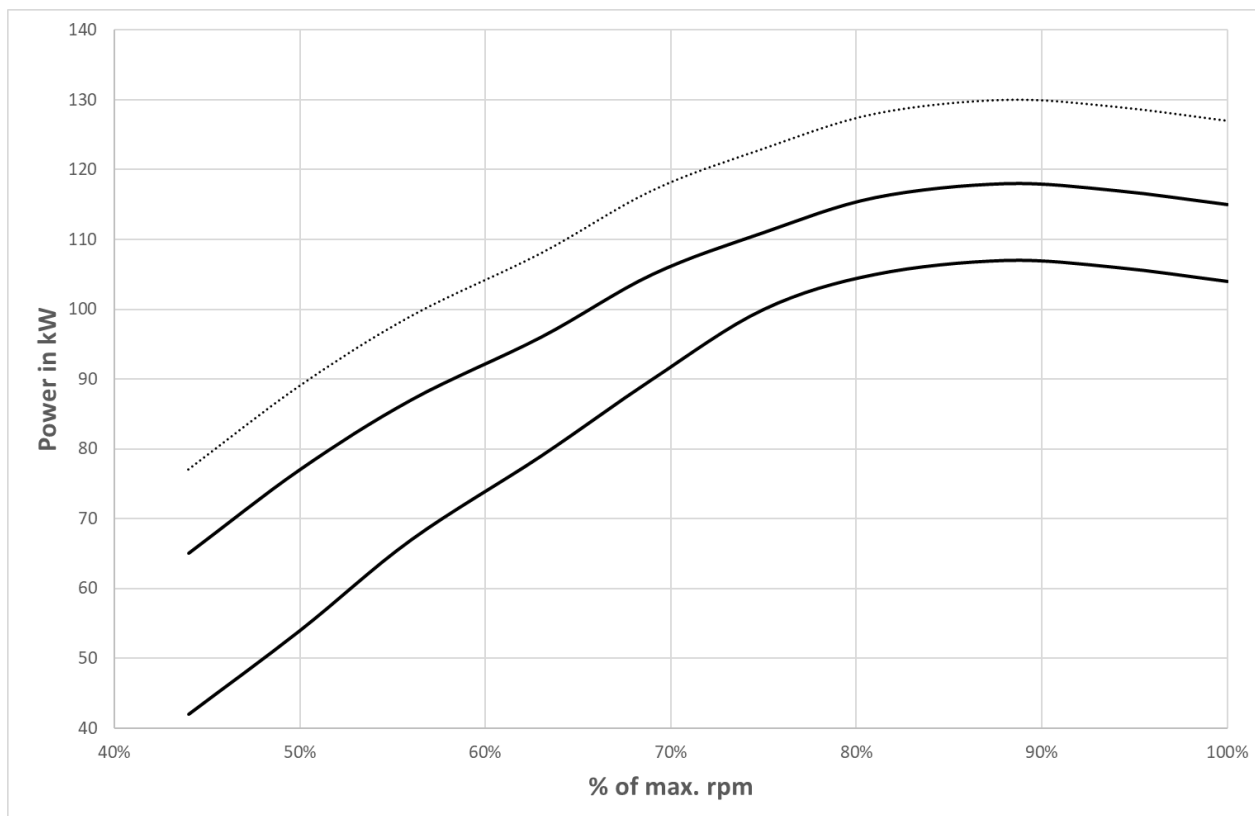
APPENDIX 2

POWER UNIT ~~ENGINE~~ SPARE PARTS

Power Unit Engine spare parts	
Crankcase	Turbocharger
Cylinder Liner	Waste gate
Crankshaft bearing caps	Waste gate actuator
Crankshaft	Dump valve
Crankshaft shell bearings	Air injection system
Sump / Bedplate	Air injection system actuator
Piston	Exhaust Manifold (for TC engines only)
Rings	
Piston pin (including clips)	Flywheel
Connecting rod	Flywheel mounting screws
Connecting rod screws	Clutch
Connecting rod shell bearings	
Water pump	Intake manifold
Water pump associated pipes	Intake trumpets
Oil pressure pump	Throttle body
Oil pressure pump associated pipes	Air filter
Oil scavenge pump	
Oil scavenge pump associated pipes	Starter
Oil air separator	
Oil filter	Power Unit Engine loom
Oil heat exchanger	Power Unit Engine sensors (Price of each)
	ECU
Cylinder head	
Cylinder head gasket	Spark plug
Camshaft bearing caps	Ignition coils
Inlet camshaft	Alternator
Exhaust camshaft	
Inlet valve	ES
Exhaust valve	ERS Loom
Finger followers / Tappets	MGU
Valve springs	MGU Drive
Cam cover	DC-DC Converter
Camshaft drive cover	
Camshaft drive elements from crankshaft to camshafts	
Injectors	
Injector rail	
Fuel pipes	
High pressure fuel pump	

APPENDIX 3

POWER UNIT ~~ENGINE~~ POWER OUTPUT



% of max. rpm	Min. Power in kW	Max. Power in kW	Max. Power Hybrid PU in kW
44%	42.0	65.0	77.0
50%	54.0	77.0	89.0
56%	67.0	87.0	99.0
63%	79.0	96.0	108.0
69%	90.0	105.0	117.0
75%	100.0	111.0	123.0
81%	105.0	116.0	128.0
88%	107.0	118.0	130.0
94%	106.0	117.0	129.0
100%	104.0	115.0	127.0

Measured at ambient conditions:

Pressure: 1013 mbar;

Temperature: 20°C;

Humidity: 50%

APPENDIX 4

APPROVAL OF SAFETY STRUCTURES

Approval of Safety Structures for Formula 4 cars

1) Safety structures

The following safety structures must be approved by the FIA:

- a) Survival cell.
- b) Front and rear rollover structures.
- c) Frontal impact-absorbing structure.
- d) Rear impact-absorbing structure.

To approve any of the above structures, the presence of an FIA technical delegate is required. The static load tests must be carried out with measuring equipment verified by the FIA; the dynamic impact tests must be carried out at an FIA-approved institute.

2) Request for approval

In order for one of the above-mentioned safety structures to be approved, the FIA must receive a request from the rolling chassis manufacturer beforehand at the following address:

FIA Technical Department
2 Chemin de Blandonnet
CH 1215 Geneva 15
Switzerland
Tel.: +41 22 544 44 00
Fax: +41 22 544 44 50

3) Approval procedure

Upon receipt of a request for any of the above-mentioned tests, the FIA will arrange a date and venue with the rolling chassis manufacturer and will appoint a technical delegate to supervise these scheduled tests.

For each trip made by an FIA technical delegate to supervise any scheduled tests, the manufacturer will be charged a fee, which is levied annually by the FIA ([€2730 for 2020](#)).

Once all the safety structure tests have been successfully carried out and the manufacturer has settled the FIA fee, he will receive the FIA chassis test report for his car.

The rolling chassis manufacturer is obliged to supply all his customers with a copy of the FIA chassis test report together with the survival cell.