

The intention of this document is to clarify certain aspects in the rules. If applicable, this document supersedes the FSG 2020 rules for FSN 2020.

If any question arises through this document, do not hesitate to contact FSN for clarification.

T1.1.10 & T 3.10.6 Node to node triangulations.

The attachments of the rear wing to the Mainhoop Bracing is NOT allowed without additional support. Node to node triangulation must be applied to provide adequate load path and avoid implementing loads to the Main Hoop bracing tubes. The already existing nodes of the Mainhoop Bracing – Main Hoop connection and the Main hoop bracing – Chassis connection should be used. If these nodes are not used a proper triangulating tube must support the Main Hoop Bracing.

Head restraint attachments do not need to be triangulated, but they must still comply with the specified rule loads.

T 3.10.6 includes items which load path extends outside the primary structure directly or through other components.

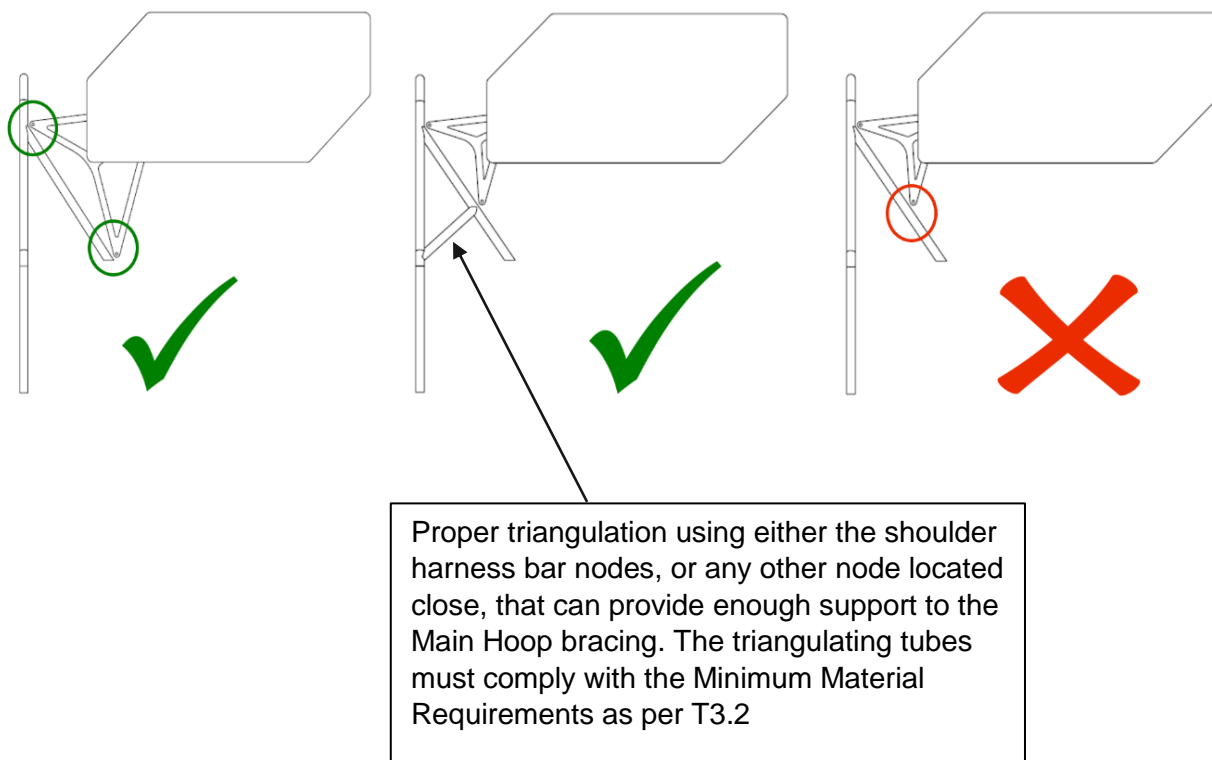


Figure 1 Rear Wing Mount triangulation

SES - General

If any tab of the SES shows as passed due to all cells being “green”, additional equivalency can still be requested if the used method of equivalency is not sufficient.

T3.5 Laminate Testing

Harness Experiments.

The representative test panels including the harness attachments, bracket and eyebolt or tab must be **the same fixture** as the one used in the car. Different fixtures (especially stronger and or stiffer) used in contrast with the actual attachment are not acceptable to prove structural rigidity of the harness attachment.

Experiment Panels

Each team must show ALL the representative panels regarding each area of the Monocoques structure, as defined by the SES.

Test samples

If multiple test samples are used for the same test, pictures, data and samples must not be mixed.

T 7.2.7 Hot liquids circulation components

Catch cans, their mountings and all cooling or engine lubrication system hoses must be made of material that is permanently rated for temperatures of at least 120 °C or the temperatures the respective fluid may reach whichever is higher.

This means that **also the hoses** of the following cooling circuits must be rated for these temperatures

- Engine cooling circuit.
- Electric drive cooling circuit.
- Accumulator cooling circuit.
- All other circuits containing hot liquids.

T 2.3.2 & 8.2 Aerodynamic Devices & ground clearance

T 8.2.4 All restrictions must be fulfilled with the wheels pointing straight and **with any used suspension setup** with and without a driver seated in the vehicle. If a driver is used for an event, the car should be compliant with that driver for that event.

This also applies to the Pre and Post- Inspections during the Dynamic disciplines. Team members have to make sure that the car is compliant in any state that it is going to be checked (especially after driver change in Endurance).

T 10.2 Securing Fasteners – Nylon Locknuts

T 10.2.2: The following **methods are accepted** as positive locking mechanisms:

- Nylon lock nuts (ISO 7040, ISO 10512, EN 1663 or equivalent) **for low temperature locations (80 °C or less)**.

The use of nylon locknuts in the in-wheel assembly is allowed, given that there has to be a minimum of 50 mm distance between brake components and the nylon locknut as well as that the locknut is not used to fasten any brake parts. Locknuts used for wheel fastening is accepted as long as they are in pristine condition. The same applies to nylon locknuts located near the exhaust, engine or any other significant heat source.

T 10.2.3 A minimum of two full threads must project from any lock nut

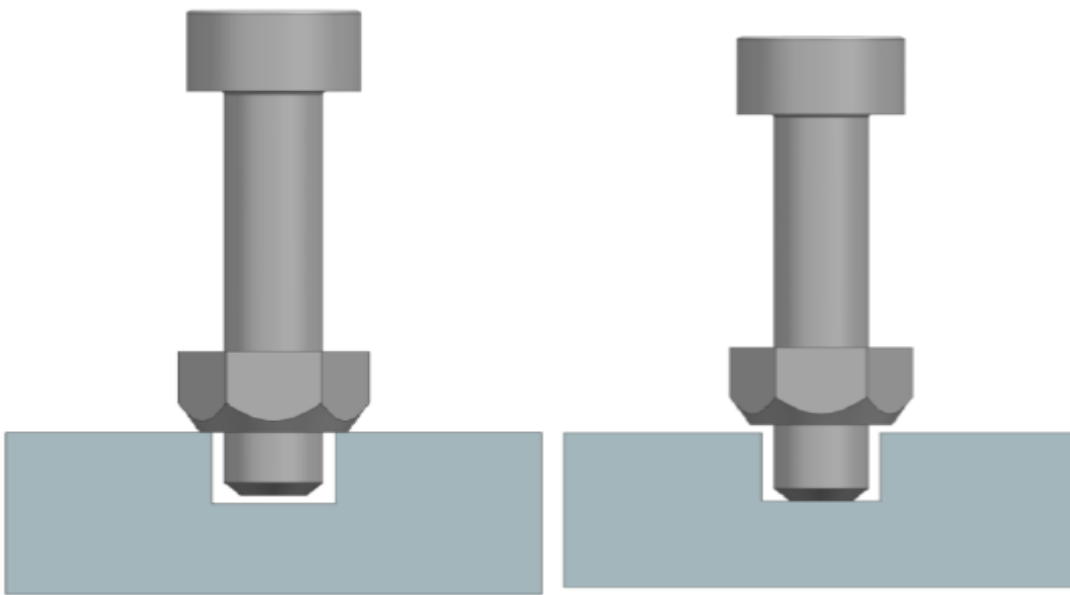


Figure 2 Thread depth example, left side not OK, right side OK

This rule is being checked by a tool with a slot depth of exactly 2 times the pitch of the bolt/screw to be tested. If the nut touches the tool before the thread touches the tool, T10.2.3 is not met.

T 2.4 Wheels

T 2.4.1

The use of safety wiring as positive locking in center wheelnuts is considered insufficient to prevent loosening and is thus not allowed. Proper industrially manufactured cotter pins, center lock wheel springs or mechanisms compliant with T 10.1.2 should be used.

T 2.4.2

Studs

Wheel studs may not be fastened/locked by friction only. i.e. the red stud example shown in Figure 3 is not allowed in FSN2020

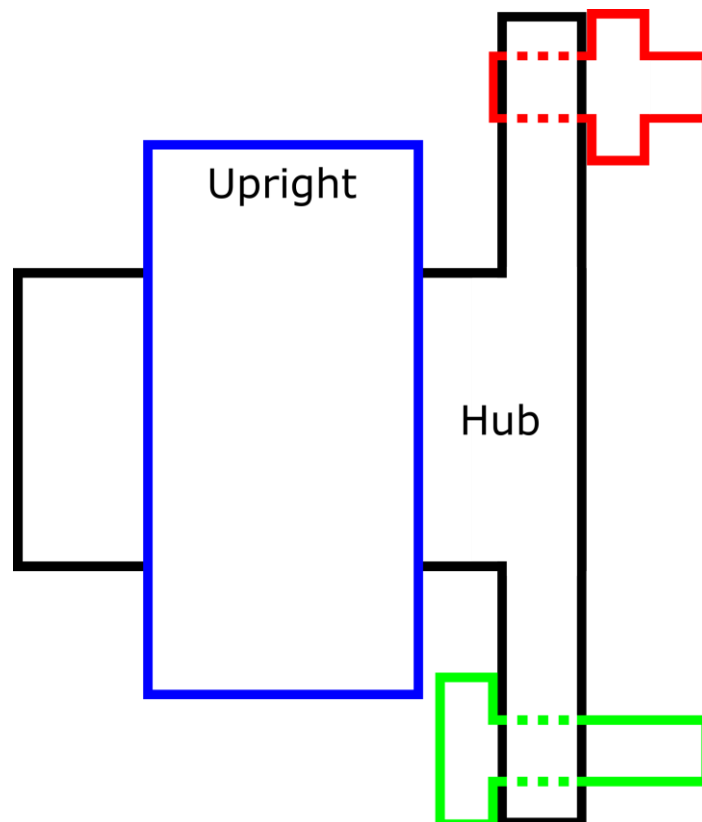


Figure 3 Schematic studs

Locking

Wheel nuts must comply with **T 10.2**. An exception is made for *commercially manufactured fasteners dedicated for wheels*. In this case documentation must be presented together with proof of purchase, datasheets, proof of correct installment and other necessary documentation needed to prove their compliance.

Helmets & shutdown buttons

No part of the drivers Helmets should be able to come in contact with parts (Shutdown Buttons, safety critical electrical components etc.) other than the Head Restraint and the Roll Bar padding. As this can either damage the helmet or loosen a Shutdown Button, this is prohibited.

Fuel filler neck

The fuel filler neck is considered part of the fuel tank

IN 12 Post Event Inspection

IN 12.1.7 Changes in vehicle weight of more than ± 5 kg compared to the official technical inspection weight (see IN 8) results in a 20 point penalty for each kg the tolerance is exceeded by. E.g. a weight difference of ± 6.2 kg results in a 40 point penalty.

Teams are responsible to fill up the necessary fluids **before weighing** at the Mechanical Inspection. In case the fluids are not filled, problems are caused during the Dynamic Post Inspection due to the weight difference.

NOTE: Fuel inside the main Mechanical Tent **IS NOT ALLOWED.**

- The cars must be in a pristine condition when entering the Technical Inspection. Accommodated liquids (brake fluid etc.) anywhere inside the car must be wiped dry. Failure to do so may cause the car to be deemed “not ready to race” and can be sent out of the queue.