



**FEDERATION INTERNATIONALE DE L'AUTOMOBILE**

# **F1 Lambda Sensor**

## **Call for Expression of Interest**

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# 1 Introduction

## 1.1 Overview

The FIA's objective is to appoint approved **Defined Specification Power Unit Components (DSPUC)** suppliers whose task will be to ensure the production and delivery of the **Lambda Sensor** in the **2026, 2027, 2028, 2029 and 2030 seasons of the FIA Formula One World Championship** (hereafter referred to as "the Championship").

Components classed as **DSPUC** may be supplied by PU Manufacturers and suppliers.

This **Call for Expression of Interest** is intended to raise awareness of the FIA 2026 Formula 1 Technical Regulations' DSPUC definition and to invite interested PU Manufacturers and suppliers to submit offers for the aforementioned **Lambda Sensor**.

## 1.2 FIA 2026 Formula 1 Technical Regulations PU

This article aims to clarify the proposed position(s) of the **Lambda Sensor**, the definition of **DSPUC** and the classification of the **Lambda Sensor** as a **DSPUC**.

These definitions reference the following document: FIA 2026 Formula 1 Technical Regulations PU, as published on the FIA website ([www.fia.com](http://www.fia.com)) and amended by the FIA from time to time.

### 1.2.a Lambda Sensor Position(s)

The currently published FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 do not define the **Lambda Sensor** position(s) yet.

It is however expected that an Article 5.10.4 will be added shortly to detail the permitted sensor position(s). The update to the Technical Regulations is expected to detail that lambda sensors must be fitted into each exhaust secondary, one per cylinder bank; or a single lambda sensor is fitted into the turbine tailpipe. These lambda sensors must be connected to the FIA Standard ECU in a manner specified by the FIA.

### 1.2.b DSPUC Definition

Article 18 of the FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 defines the **Power Unit Components' Classification**, and as part of this classification the **DSPUC** category of components.

**ARTICLE 18: POWER UNIT COMPONENTS' CLASSIFICATION****18.6 Defined Specification Power Unit Components (DSPUC)**

- 18.6.1 "Defined Specification Power Unit Components"** (DSPUC) are PU components whose overall technical specification is defined by the FIA, which can be either (a) manufactured by the PU Manufacturer; or (b) supplied to the PU Manufacturer by one or more third party suppliers, who own and control the design, manufacture, and Intellectual Property of the PU components they supply (including, without limitation, the PU components identified as such in Appendix 3).
- 18.6.2** A PU Manufacturer may be the supplier of a DSPUC, provided there is compliance by that PU Manufacturer with all of the provisions of this Article 18.6 are respected and the DSPUC in question is made available to all other PU Manufacturers on an equitable basis.
- 18.6.3** The technical specification of a DSPUC (to its required level of detail) will be defined by the FIA and communicated to all PU Manufacturers via relevant documents in the Appendix to the Technical and Sporting Regulations. Changes to the specification for year (N) will be defined by the FIA before 1 January of year (N-2) and will require the consent of the FIA and at least 50% of the PU Manufacturers registered to compete in year (N). Changes to the specification after that date and before 1 January of year (N-1) will need the consent of the FIA and at least 75% of the PU Manufacturers registered to compete in year (N).
- 18.6.4** A third-party supplier that would like to supply a DSPUC for year (N) must provide the FIA with a full dossier containing complete technical description and commercial terms for the DSPUC before 30 June of year (N-2). The commercial terms must include any formulas for the adjustment of the supply price as a function of quantity ordered by a PU Manufacturer, or external parameters, such as inflation, material cost, etc. The supplier of the DSPUC may decide to lower the supply price at any time. The FIA will examine the dossier in consultation with the PU Manufacturers and decide, within 30 days of its receipt, whether to add the DSPUC component in question to the list of approved DSPUCs, which will be set out in the Appendix to the Technical and Sporting Regulations.
- 18.6.5** An approved DSPUC supplier may make only one technical specification and design of a DSPUC. Such technical specification and design must be made available by the supplier to all PU Manufacturers on identical commercial terms. With the exception of changes to the technical specification and design of the DSPUC that are necessary for reliability or cost reasons, the technical specification and design of the DSPUC must remain unchanged for at least three complete calendar years. Any subsequent changes must follow the approval process and timescales described in Article 18.6.4. Changes to the technical specification or design that are necessary for reliability or cost reasons are subject to the prior approval of the FIA and must be communicated to all PU Manufacturers.
- 18.6.6** The DSPUC used by a PU Manufacturer must remain unchanged for at least two complete calendar years. During that period, a change of supplier for that DSPUC will only be permissible in the event of significant reliability issues and is subject to prior approval by the FIA.
- 18.6.7** A PU Manufacturer must not, either directly or indirectly via a third party or otherwise pass to another PU Manufacturer any information (including but not limited to data, know how, operating procedures, properties and calibrations) or methodology (including but not limited to simulation software, analysis tools, etc.) that could be used by another PU Manufacturer to enhance the performance of a DSPUC, or receive any such information or methodology from another PU Manufacturer.

**1.2.c Lambda Sensor – Classification as DSPUC**

Appendix 3 of the FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 lists the components with regards to their classification.

The currently published FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 do not define the **Lambda Sensor** classification yet; however it is expected that **Lambda Sensor(s)** will be classed as **DSPUC** and the Technical Regulations PU to be updated to that effect.

**APPENDIX 3: POWER UNIT SYSTEMS, FUNCTIONS, COMPONENTS AND SUPPLY PERIMETER**

|  | Item No | List of PU functions/ systems/ components | PU ELEMENT | SEALED PERIMETER | SUPPLY PERIMETER | REFERENCE VOLUME | PU MASS GROUP | UPGRADE SCHEDULE (HOMOLOGATION STATUS) |      |      |      |      |      | COMPONENT CLASSIFICATION |
|--|---------|---|------------|------------------|------------------|------------------|---------------|--|------|------|------|------|------|--------------------------|
|  |         |   |            |                  |                  |                  |               | 2026                                   | 2027 | 2028 | 2029 | 2030 | ADUO |                          |
|  | 66      | Lambda sensor(s) [5.10.4]                 | EXC        | EXC              | INC              | EXC              | EXC           | ✓                                      | ✓    | ✗    | ✓    | ✗    | ✓    | DSPUC                    |

## 2 Evaluation Process

After a supplier has registered their interest with the FIA to be evaluated as an F1 **Lambda Sensor** supplier, the FIA will conduct an evaluation of their solution, assessing the proposed component on the basis of the evaluation criteria listed in this document.

If requested by the FIA, the supplier will have to provide (at its own cost) the proposed component and all needed materials to the FIA in order to carry out the assessment.

The FIA will examine the dossier in consultation with the PU Manufacturers and decide, within 30 days of its receipt, whether to add the DSPUC component in question to the list of approved DSPUCs, which will be set out in the Appendix to the Technical and Sporting Regulations.

As part of this process, interested suppliers are also invited to fill in:

- their commitments to sustainability as per Appendix II;
- the “Questionnaire Compliance – Due Diligence” as per Appendix III.

The FIA reserves the right to carry out further due diligence on the interested suppliers.

Final approval may be subject to the suppliers entering into a contract with the FIA that will establish the contractual framework under which they will supply the product directly to the PU Manufacturers (not to the FIA).

Offers will be evaluated on the basis of the criteria and information mentioned below under “Evaluation Criteria”.

### 3 Evaluation Criteria

Suppliers are invited to provide detailed evidence of the level of compliance of their offers with the technical specifications provided in Appendix I, including by filling-in the associated editable table (**Lambda\_Sensor\_TechnicalSpecifications\_Appendix1.xlsx**).

The FIA will evaluate the received offers in consultation with the PU Manufacturers with respect to their compliance to this Call for Expression of Interest, in particular to the above detailed document.

If approved, the component will be added to the list of approved DSPUCs, which will be set out in the Appendix to the Technical and Sporting Regulations.

The component can then be selected by a PU Manufacturer for use in the **Championship** within the boundaries set out in Article 18 of the FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25.

### 4 Pricing

The price per **Lambda Sensor** should be below 250 € (before VAT). However, if the supplier is unable to meet this target, he can still submit his solution to the FIA for evaluation.

Article 18.6.4. of the FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 shown above in section 1.2.b further details the applicable commercial aspects.

### 5 Supply Timing and Capacity

The FIA aims to create an initial list of approved DSPUCs by the end of March 2024, and therefore encourages the submission of dossiers **by the end of February 2024**.

While further additions to this list are possible at any time, the timelines set out in article 18.6.4 of the FIA 2026 Formula 1 Technical Regulations PU – Issue 04 – 2023-10-25 detailed above apply with regards to the required timing of addition to the list ahead of being able to supply PU Manufacturers. In this respect, it should be noted that the deadline for PU Manufacturers to select their DSPUCs for use in the 2026 season is 30 June 2024.

The supply lead time after receipt of order from a PU Manufacturer should not exceed 4 weeks.

As part of the offer the supplier shall detail the available production capacity, in order for the FIA to be able to assess suitability as a supplier.

## 6 Legal Notice

By participating in this **Lambda Sensor** selection process, interested suppliers: (i) accept to do so at their own risk and cost, (ii) accept that their **Lambda Sensor** offer will be evaluated by the FIA acting at its sole discretion in consultation with the PU Manufacturers, (iii) accept not to contest such evaluation by the FIA as well as the potential decision by the FIA not to include their **Lambda Sensor** in the Technical List, and (iv) acknowledge and agree that they won't be entitled to seek any kind of damages, indemnification or compensation from the FIA in connection with this Call for Expression of Interest, the evaluation of their **Lambda Sensor** by the FIA, the decision to include (or not to include) their **Lambda Sensor** in the Technical List, and the selection/use (or absence of selection/use) of their **Lambda Sensor** by the PU Manufacturers.

Interested suppliers further acknowledge that nothing in this Call for Expression of Interest or any communication made by the FIA or its employees, affiliates, subcontractors and/or any other third party it may engage in relation to this document shall: (i) constitute an offer or a contract between the FIA and any interested supplier, or (ii) be construed as placing an obligation on the FIA to grant rights to any interested supplier, or (iii) constitute any appointment of an interested supplier by the FIA, or (iv) not act as a representation that any interested supplier will be granted any right(s) or appointed by the FIA in any capacity.

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**Full dossiers – including a complete technical description of the proposed component, filled in document of the technical specifications (Appendix I), filled in document of their commitment to sustainability (Appendix II), filled in compliance questionnaire (Appendix III), an overview of supply capacity and details regarding the commercial terms (including any formulas for the adjustment of the supply price as a function of quantity ordered by a PU Manufacturer, or external parameters, such as inflation, material cost, etc.) – must be submitted to the FIA Administration by e-mail to the following address: [tenderingprocedure@fia.com](mailto:tenderingprocedure@fia.com)**

The FIA reserves the right at any time, without giving reasons therefore and at its sole discretion, to amend, modify or terminate this Call for Expression of Interest (including the evaluation process and evaluation criteria) and/or to issue a new call for expression of interest.

### **Appendices**

I – Technical specifications

II – Commitment to sustainability

III – Questionnaire Compliance – Due Diligence



**APPENDIX I**

**Technical specifications**

Please fill in the table in the attached document:  
Lambda\_Sensor\_TechnicalSpecifications\_Appendix1.xlsx

**APPENDIX II**

**Commitment to Sustainability**

As part of its commitment to sustainability, the FIA encourages responsible practices with respect to effective environmental management.

As a minimum requirement, the supplier must comply with any legal laws and requirements related to environmental and social responsibility in force in countries where the organisation operates and be able to provide evidence of compliance, if requested.

We focus our requirements for suppliers in four priority areas. Some of these apply directly to products and services, others to production methods and overall organisation's policy and operations. The supplier's offer and organisation will be assessed according to the following criteria:

| PRIORITY AREA   | CLARIFICATION   | EVIDENCE OF COMPLIANCE | COMMENTS |
|---|---|------------------------|----------|
| <b>CRITERIA APPLICABLE TO THE ORGANISATION</b>  |   |                        |          |
| <b>a) Sustainability in the organisation</b>  |   |                        |          |
|   | Sustainable development is integrated into the supplier organisation's system: certified environmental management e.g. ISO 14001 (efficient use of resources, reduction of waste, transport and travel policy, etc.), environmental/ESG policy, sustainable procurement policy, carbon footprint calculation, carbon neutrality commitment, reduction targets, etc. |                        |          |
| <b>b) Social responsibility.</b>  |   |                        |          |
| The supplier ensures that its products/services are delivered ethically. Notably, the supplier guarantees the respect of: | Working conditions and social protection  |                        |          |
|   | Health and safety of employees, consumers, and users  |                        |          |
|   | Ethics and anticorruption   |                        |          |
|   | Equal opportunities and diversity   |                        |          |
|   | Social due diligence in the supply chain: human rights, prevention of discrimination, etc.  |                        |          |

| PRIORITY AREA   | CLARIFICATION   | EVIDENCE OF COMPLIANCE | COMMENTS |
|---|---|------------------------|----------|
| <b>CRITERIA APPLICABLE TO THE PRODUCTS - SUBJECT MATTER OF THE SUPPLIER</b>   |   |                        |          |
| <b>c) Environmental and carbon footprint.</b>   |   |                        |          |
| The supplier is aware of the environmental impact generated by the <b>products</b> and adopts solutions to minimise impact: | Local supply of raw materials and transport by sustainable means  |                        |          |
|   | Carbon emissions calculation and reduction plan, carbon compensation scheme for residual emissions  |                        |          |
|   | Sustainable energy sourcing and reduction of energy consumption   |                        |          |
|   | Measures to reduce negative impact on the natural environment throughout the product/service lifecycle, e.g., prevention of pollution, limitation of use of synthetic materials, waste reduction and recycling, etc.  |                        |          |
|   | Implementation of traceability of materials across the supply chain   |                        |          |
| <b>d) Circular Economy</b>  |   |                        |          |
| The tenderer takes into account the principles of circular economy in every stage of <b>products/goods</b> lifecycle:       |   |                        |          |
| Design and manufacturing:   | Integration of renewable, recycled, or reused materials and provision of certificates/proofs (recycled carbon fibre, linen, etc.)   |                        |          |
|   | Integration of materials that are recyclable / suitable for reuse or other material recovery  |                        |          |
|   | Design for increased lifespan & recycling   |                        |          |
|   | Optimisation of quantities and elimination of surplus materials   |                        |          |
| Use   | Solutions to increase duration of use whilst maintaining the sporting performance   |                        |          |
| Distribution  | Propose initiatives to reduce the CO <sub>2</sub> emissions related to logistics: <ul style="list-style-type: none"> <li>• Reduction in freight mass and/or volume</li> <li>• Prioritising sea-freight over airfreight</li> <li>• Reduction in number of people travelling</li> </ul> |                        |          |



| PRIORITY AREA | CLARIFICATION   | EVIDENCE OF COMPLIANCE | COMMENTS |
|---------------|---|------------------------|----------|
| End of life:  | Propose sustainable end-of-life solutions (take back scheme, recycling/reuse options, return product to the recycling plant by sea freight or viable options for suitable treatment by recovery facilities in the country of product use, to reduce transport; if possible eliminate energy recovery) |                        |          |

The supplier is required to describe and provide evidence of how these criteria are met within its organisation and within the value chain.

Evidence of compliance includes but is not limited to, certificates, accreditations and labels, business policies and related documents, or any other evidence that attests that the supplier's commitments are accurate. The FIA reserves the right to request further information or evidence.



**APPENDIX III**

**Questionnaire Compliance – Due Diligence**



## QUESTIONNAIRE

| Questions   | Answers |
|---|---------|
| <b>1. GENERAL INFORMATION</b>   |         |
| 1.1. Type of partnership  |         |
| 1.2. Name and country of the potential partner or stakeholder   |         |
| 1.3. Name and country of the ultimate beneficial owners   |         |
| 1.4. Name and country of the officers and directors   |         |
| 1.5. Name and country of the bank   |         |
| <b>2. INTERNATIONAL RELATIONSHIPS</b>   |         |
| 2.1. Will the relationship involve at any stage a High-Risk Country as per the list below?                                  | Yes No  |
| 2.2. If yes to Q2.1, will there be any transactions denominated in USD between the FIA and the potential partner?           | Yes No  |
| 2.3. If yes to Q2.1, are there any US citizens involved in the relationship?  | Yes No  |
| 2.4. If yes to any of the questions above, please provide more details  |         |
| <b>3. PUBLIC AUTHORITIES</b>  |         |
| 3.1. Will the potential partner or stakeholder represent the FIA before any public authority?                               | Yes No  |
| 3.2. Will the potential partner or stakeholder be authorized to make payments to any public authority on behalf of the FIA? | Yes No  |
| 3.3. If yes to any of the two questions above, please provide more details  |         |
| <b>4. PAYMENTS</b>  |         |
| 4.1. Will there be any payments through an Offshore Financial Center as per the list below?                                 | Yes No  |
| 4.2. If yes, please provide more details  |         |



Compliance – Due Diligence Policy

| <b>5. CONNECTIONS</b>  |        |
|--|--------|
| 5.1. Do you have any personal or business connections with any FIA Party (FIA members, FIA body members, consultants, officials, employees)? | Yes No |
| 5.2. If yes, which?  |        |
|  |        |
| Stamp and signature  |        |



### High Risk Countries

- Syria
- Cuba
- Sudan
- Iran
- North Korea

### Offshore Financial Centers

The International Monetary Fund has identified the following jurisdictions as Offshore Financial Centers. Any connections with those countries triggers money-laundering flags:

- Andorra
- Anguilla
- Antigua
- Aruba
- Bermuda
- British Virgin Islands
- Cayman Islands
- Gibraltar
- Guernsey
- Isle of Man
- Jersey
- Nauru
- Vanuatu