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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.

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:

<table>
<thead>
<tr>
<th></th>
<th>Base price</th>
<th>+1.3% for 2021</th>
<th>+4.7% for 2022</th>
<th>+3% for 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling chassis (as defined in Article 2.3)</td>
<td>€33,000</td>
<td>€34,067</td>
<td>€35,668</td>
<td>€36,738</td>
</tr>
<tr>
<td>2018 Safety Update Kit</td>
<td>€2,200</td>
<td>€2,271</td>
<td>€2,378</td>
<td>€2,449</td>
</tr>
<tr>
<td>Complete Datalogging (as per Appendix 1.1)</td>
<td>€6,500</td>
<td>€6,710</td>
<td>€7,025</td>
<td>€7,236</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>€41,700</strong></td>
<td><strong>€43,048</strong></td>
<td><strong>€45,071</strong></td>
<td><strong>€46,423</strong></td>
</tr>
</tbody>
</table>

Formula 4 cars homologated as from 01.01.2019:
The price of the chassis is fixed as follows:

<table>
<thead>
<tr>
<th></th>
<th>Base price</th>
<th>+1.3% for 2021</th>
<th>+4.7% for 2022</th>
<th>+3% for 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling chassis (as defined in Article 2.3)</td>
<td>€33,000</td>
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<td>€6,500</td>
<td>€6,710</td>
<td>€7,025</td>
<td>€7,236</td>
</tr>
<tr>
<td>Increase due to Halo and its installation</td>
<td>€13,300</td>
<td>€13,729</td>
<td>€14,374</td>
<td>€14,805</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>€55,000</strong></td>
<td><strong>€56,777</strong></td>
<td><strong>€59,445</strong></td>
<td><strong>€61,228</strong></td>
</tr>
</tbody>
</table>

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:**
  - 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 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 %**.
For 2021 the increase rate is fixed to **1.3 %**.
For 2022 the increase rate is fixed to **4.7 %**.

*For 2022 an additional exceptional inflation adjustment is fixed to 3%.*

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

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
  - Auxiliary battery
  - Power Unit 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 installation kit
Modifications and different parts (such as exhaust, bellhouse, clutch shaft, etc.) for the sole purpose of installing different Power Units may be homologated.

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

Only one installation kit per chassis and homologated Power Unit 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) Articles 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 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 Homologation

3.1 Compliance with Technical Regulations:
Only Power Units 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 perimeter as defined in Article 3.6. The target lifetime per season is 10,000 km.

3.2.1 Sale concept
Maximum Power Unit price: €10,500
Maximum Power Unit price including 1.9% increase for 2020: €10,700
Maximum Power Unit price including 1.3% increase for 2021: €10,840
Maximum Power Unit price including 4.7% increase for 2022: €11,349
Maximum Power Unit price including an exceptional mid-season inflation adjustment of 3% for 2022: €11,689.

Maximum rebuild cost after minimum 10,000 km: €4,000
Maximum rebuild cost after minimum 10,000 km including 1.9% increase for 2020: €4,076
Maximum rebuild cost after minimum 10,000 km including 1.3% increase for 2021: €4,130
Maximum rebuild cost after minimum 10,000 km including 4.7% increase for 2022: €4,324
Maximum rebuild cost after minimum 10,000 km including an exceptional mid-season inflation adjustment of 3% for 2022: €4,454.

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 must become the property of the lessee.

3.2.3 Spare parts
The Power Unit 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 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.

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%. For 2021 the increase rate is fixed to 1.3%. For 2022 the increase rate is fixed to 4.7%. For 2022 an additional exceptional inflation adjustment is fixed to 3%.

The maximum total sum of spare parts prices will be increased accordingly. The rate is the maximum increase allowed for each part separately.

3.3 Power output:
The power output of the Power Unit 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 exhaust layout modifications to fit a given chassis must be such that Power Unit performance stays the same.

3.4 Mechanical Power Unit installation
Each Power Unit 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 installation (e.g. bellhouse, brackets, adapter plates, clutch shaft) which have been previously homologated for any chassis manufacturer using the respective Power Unit.

3.5 Power Unit space template
Except for the ECU, the Power Unit loom and the intercooler, all parts of the Power Unit (as listed in Article 3.6) have to be positioned within the Power Unit 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, 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 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 (including ES and power circuit wiring)
- Alternator (May be replaced by the MGU if present)
- Starter (May be replaced by the MGU if present)
- Flywheel
- Clutch
- Space frame
- Power Unit loom (with common connector)
- Power Unit sensors
- ECU
- ECU software version
- Channels available via CAN for competitors and Power Unit support and scrutineering
- Power Unit power curve
- Spare parts and repairs price list
- Exhaust geometry

A detailed list of parts inside the power unit perimeter, optional and outside the perimeter can be found in Appendix 4.

Should the definition of the chassis and engine perimeter be unclear for any part, it will be clarified by the FIA Technical Department on a case by case basis.
ARTICLE 4: Homologation procedure

4.1 General

The complete car (rolling chassis and Power Unit 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:

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survival cell (including side intrusion panels, prepared for the Halo installation)</td>
<td>€25,000</td>
</tr>
<tr>
<td>Headrest</td>
<td>€1,650</td>
</tr>
<tr>
<td>Roll hoop</td>
<td>€950</td>
</tr>
<tr>
<td>Collapsible steering column</td>
<td>€700</td>
</tr>
<tr>
<td>Steel Halo (including fixation)</td>
<td>€3,700</td>
</tr>
</tbody>
</table>
APPENDIX 2

POWER UNIT SPARE PARTS
<table>
<thead>
<tr>
<th>Power Unit spare parts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankcase</td>
</tr>
<tr>
<td>Cylinder Liner</td>
</tr>
<tr>
<td>Crankshaft bearing caps</td>
</tr>
<tr>
<td>Crankshaft</td>
</tr>
<tr>
<td>Crankshaft shell bearings</td>
</tr>
<tr>
<td>Sump / Bedplate</td>
</tr>
<tr>
<td>Piston</td>
</tr>
<tr>
<td>Rings</td>
</tr>
<tr>
<td>Piston pin (including clips)</td>
</tr>
<tr>
<td>Connecting rod</td>
</tr>
<tr>
<td>Connecting rod screws</td>
</tr>
<tr>
<td>Connecting rod shell bearings</td>
</tr>
<tr>
<td>Water pump</td>
</tr>
<tr>
<td>Water pump associated pipes</td>
</tr>
<tr>
<td>Oil pressure pump</td>
</tr>
<tr>
<td>Oil pressure pump associated pipes</td>
</tr>
<tr>
<td>Oil scavenge pump</td>
</tr>
<tr>
<td>Oil scavenge pump associated pipes</td>
</tr>
<tr>
<td>Oil air separator</td>
</tr>
<tr>
<td>Oil filter</td>
</tr>
<tr>
<td>Oil heat exchanger</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Cylinder head</td>
</tr>
<tr>
<td>Cylinder head gasket</td>
</tr>
<tr>
<td>Camshaft bearing caps</td>
</tr>
<tr>
<td>Inlet camshaft</td>
</tr>
<tr>
<td>Exhaust camshaft</td>
</tr>
<tr>
<td>Inlet valve</td>
</tr>
<tr>
<td>Exhaust valve</td>
</tr>
<tr>
<td>Finger followers / Tappets</td>
</tr>
<tr>
<td>Valve springs</td>
</tr>
<tr>
<td>Cam cover</td>
</tr>
<tr>
<td>Camshaft drive cover</td>
</tr>
<tr>
<td>Camshaft drive elements from crankshaft to camshafts</td>
</tr>
<tr>
<td>Injectors</td>
</tr>
<tr>
<td>Injector rail</td>
</tr>
<tr>
<td>Fuel pipes</td>
</tr>
<tr>
<td>High pressure fuel pump</td>
</tr>
</tbody>
</table>
APPENDIX 3

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

Measured at ambient conditions:
Pressure: 1013 mbar;
Temperature: 20°C;
Humidity: 50%
APPENDIX 4

MANDATORY IN POWER UNIT PERIMETER
<table>
<thead>
<tr>
<th>MANDATORY IN PERIMETER</th>
<th>OPTION (Eligible to extra charges)</th>
<th>OUTSIDE PERIMETER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Engine with its ancillaries, actuators and sensors</td>
<td>Timing belt protection</td>
<td>Exhaust and silencer (if required)</td>
</tr>
<tr>
<td>Air intake system including airbox, manifold, throttle body, air filter</td>
<td>Removable Heatshields</td>
<td>Bellhouse</td>
</tr>
<tr>
<td>Oil filter, oil pumps and engine mounted oil-water heat exchanger</td>
<td>Clutch reconditioning</td>
<td>Power Unit / Engine mounting studs</td>
</tr>
<tr>
<td>Water and oil lines up to first connection</td>
<td>Fluids replacement</td>
<td>Clutch shaft</td>
</tr>
<tr>
<td>ERS system</td>
<td>Oil filter replacement</td>
<td>Power Unit / Engine frame (if required)</td>
</tr>
<tr>
<td>Alternator (May be replaced by the MGU if present)</td>
<td>Air filter cleaning/replacement</td>
<td>Intercooler including piping (if required)</td>
</tr>
<tr>
<td>Starter (May be replaced by the MGU if present)</td>
<td></td>
<td>Oil cooler / heat exchanger (if chassis mounted)</td>
</tr>
<tr>
<td>Flywheel including spigot bearing</td>
<td></td>
<td>Water radiator</td>
</tr>
<tr>
<td>Clutch</td>
<td></td>
<td>Oil tank</td>
</tr>
<tr>
<td>Power Unit loom (with common connector)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Power Unit sensors including Lambda sensor (if required)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ECU including Datalogger</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lap Beacon</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All parts included in the “mandatory in perimeter” column must be included in the selling price and in the price per km (reconditioning price) mentioned in Article 3.2 with the exception of the parts/work listed in the “Option” column.
APPENDIX 5

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 (€2900 for 2022).

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.