

2026 FIA FORMULA REGIONAL HOMOLOGATION REGULATIONS

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1 GENERAL PRINCIPLES

1.1 Regulatory Framework

The Homologation Regulations are applicable primarily to Chassis and PU suppliers for the design and construction of the car.

These Regulations are issued by the FIA and apply to the whole calendar year referred to in the title and to the Championships taking place within that calendar year. Any changes made by the FIA for safety reasons may come into effect without notice or delay.

The definitive text of the Homologation Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not affect the meaning of the Homologation Regulations.

1.2 Compliance with the regulations

A car must comply with the FIA Formula Regional Homologation Regulations in their entirety at all times during each Competition to be eligible for the Formula Regional Championship.

Furthermore, the car must be designed such that it complies with and can be operated according to the FIA Formula Regional Technical Regulations.

1.3 General Principles

The car concept and design must meet the overall objectives of the FIA. These are:

- a) Safety: To meet the current highest levels of standards specified by the FIA for Single Seater racing, and as defined in these regulations.
- b) Performance: to achieve the required performance levels specified in these regulations to ensure that Formula Regional is correctly positioned in the single seater pyramid between F4 and F3.
- c) Aesthetics: To provide a car that has a new image closely aligned with the specification Formula 1 car.
- d) Cost: To retain the correct price as specified by in the Appendix 1 of this document.

1.4 Duty of the Manufacturer

It is the duty of each Formula Regional Manufacturer to satisfy the FIA Technical Delegate that his Formula Regional Car can be operated according to the FIA regulations in their entirety at all times during a Competition.

The design of the car, its components and systems shall, with the exception of safety features, demonstrate their compliance with these regulations by means of physical inspection of hardware or materials. Unless explicitly requested by an Article, no mechanical design may rely upon software inspection as a means of ensuring its compliance.

CAD models will be requested by the FIA in order to check compliance with the Regulations. Such models should be supplied in a format and by a method specified by the FIA.

Due to their nature, the compliance of electronic systems may be assessed by means of inspection of hardware, software and data.

The Formula Regional Manufacturer shall draw up and make available at any time to the FIA a record of the products supplied to each competitor.

Each Formula Regional Manufacturer must ensure that all relevant personnel (whether employee, consultant, contractor, secondee or any other type of permanent or temporary personnel) are appropriately informed with respect to the ways in which their areas of responsibility may impact the manufacturer's compliance with the Regulations.

Each Formula Regional Manufacturer must ensure that the FIA ethics and compliance hotline with respect to the Regulations is clearly communicated to all these individuals.

2 DEFINITIONS

2.1 Formula Regional Car

An automobile (the car) resulting by the combination of any of the FIA Formula Regional Homologated Chassis with any of the FIA Formula Regional Homologated Power Unit and with the FIA Formula Regional Tyres and respecting Art.3.2 and Art.3.3.

The resulting assembled Formula Regional Car must be in running condition with the exception of tyres and liquids (Fuel, Hydraulic, Lubricants, Coolant).

2.1.1 Formula Regional Chassis

The FIA Homologated Formula Regional Chassis, while combined with a Formula Regional Homologated PU and Tyres, must result in a “ready to run” automobile.

The Formula Regional Chassis assembly being formed at least by the non-exhaustive list of components in the Appendix 1.

2.1.2 Formula Regional PU

The FIA Homologated Formula Regional PU, while combined with a Formula Regional Homologated Chassis and Tyres, must result in a “ready to run” automobile.

The Formula Regional PU assembly being formed at least by the non-exhaustive list of components in the Appendix 2.

2.1.3 Formula Regional Tyres

The FIA Homologated Formula Regional Tyres, while combined with a Formula Regional Homologated Chassis and PU, must result in a “ready to run” automobile.

The Formula Regional Tyres being supplied by the FIA appointed Tyre Supplier.

2.2 Formula Regional Manufacturer

A company subject to the relevant License Agreements as FIA Formula Regional Chassis or Power Unit Manufacturer and having homologated a Formula Regional Chassis or Power Unit.

2.3 Component classification

As defined in Article 5.

2.4 Price Cap

The price cap is the upper limit on the price ex-works and tax excluded that can be charged for a part or an assembly.

2.5 Design Specification

In respect of a component, all design (including three-dimensional geometry, tolerances, materials, surface finishes and design standards), manufacturing, installation and operational information related to that component.

3 HOMOLOGATION OF FIA FORMULA REGIONAL COMPONENTS

3.1 Eligible Cars and Components

Only Formula Regional cars and components fully complying with the FIA Formula Regional 2nd Gen Technical Regulations (ISC Appendix J, Article 275/2026) may be homologated.

Only Formula Regional cars having the lightest and heaviest mass (calculated as described below) higher than 650.0 kg and less than 700.0 kg may be homologated. It is the responsibility of the Chassis Manufacturer to respect the above-mentioned weight limit.

The homologation mass of a complete Formula Regional Car will be established with the full car in the following condition:

- a) Lightest Homologated Chassis (as per Art. 3.2.6.a), combined with the lightest Homologated Power Unit (as per Art. 3.3.7.a) and with the nominal mass of the SSC Tyres, and increased by:
 - i. additional 75kg representing the driver and
 - ii. additional 10kg accounting for on-board liquids (Hydraulic, Lubricants, Coolant).
- b) Heaviest Homologated Chassis (as per Art. 3.2.6.b), combined with the heaviest Homologated Power Unit (as per Art. 3.3.7.b) and with the nominal mass of the SSC Tyres, and increased by:
 - iii. additional 75kg representing the driver and
 - iv. additional 10kg accounting for on-board liquids (Hydraulic, Lubricants, Coolant).

Only components fully complying with the FIA Formula Regional Component Classification may be homologated.

Only Formula Regional Cars and components fully complying with the FIA Formula Regional Pricing and Trade Terms may be homologated.

Each component must be homologated by the relevant manufacturer at least three (3) months before the event they are intended for use (or the first competitive use).

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 presented for approval to the FIA by the Manufacturer holding the original homologation.

The Formula Regional Car and its components' homologation will remain valid until 31st December 2031.

3.2 Chassis Homologation

The Chassis Manufacturer may homologate only one Formula Regional Chassis, which is duly presented via the FIA Formula Regional Homologation Dossier detailed in this article.

The Formula Regional Chassis can only be assembled using parts listed in the Car Construction perimeter.

The Chassis Manufacturer must present the following documentation:

3.2.1 Homologation Form

The FIA Formula Regional Homologation Form duly filled.

3.2.2 Information relating to Car Construction

3.2.2.1 Chassis components' Homologation perimeter

The component's list defining the Formula Regional Chassis' homologation perimeter:

- i. Complete components' list forming the Formula Regional Chassis with part numbers;
- ii. Complete components' list forming the Formula Regional Chassis detailing the categorization of parts (Part Classification as described in Art.5) and the permissible modifications to Type 2 parts;
- iii. Design specification of all the LMC Type 1 and Type 2 components.
- iv. Design specification of all the OSC components.

3.2.2.2 Chassis components' Homologation options

The list of optional components:

- i. Formula Regional Chassis optional components' list with part numbers;
- ii. Formula Regional Chassis optional components' list detailing the categorization of parts (Part Classification as described in Art.5) and the permissible modifications to Type 2 parts;
- iii. Design specification of all the LMC Type 1 and Type 2 optional components.
- iv. Design specification of all the OSC components.

Only the following components may be homologated as an option:

- a) Power Unit installation kit: only one installation kit per combination of chassis/PU may be homologated.
- b) Climate adapted cooling configuration may be presented for homologation.
- c) Exhaust systems (silencers, catalytic) may be presented for homologation.
- d) Setup components:
 - i. Suspension Springs: a maximum of eight types including the components listed in Art.3.2.2.1.
 - ii. Anti-roll bars: a maximum of three types front and three types rear including the components listed in Art.3.2.2.1.
 - iii. Steering ratio components (gear, steering arms)
 - iv. Suspension geometry adjusters (shims, brackets)
- e) Driver installation components:
 - i. Seat outsert (alternative size the components listed in Art.3.2.2.1)
 - ii. Extractable seat (alternative size the components listed in Art.3.2.2.1)
 - iii. Steering column spacers
- f) Brake discs
- b) Brake pads: a maximum of three types including the components listed in Art.3.2.2.1.
- c) Gear pairs (including crown wheel pinion)

3.2.3 Information relating the Safety Homologation

The Homologation Dossier must contain the following Information relating the Safety Homologation:

- a) Part numbers and serial numbers that identify the Safety Structures presented for impact test.
- b) CAD geometry that would allow the identification of the Safety Structures, in step format.
- c) Design Specification including construction details, materials and layup manuals of Safety Structures.
- d) FIA Safety Structures Testing Record issued by the FIA reporting the results of test described Art.16, 17 and 18 of the Formula Regional Technical Regulations.

- e) Layout drawings for each physical test required by Technical Regulations.
- f) Seatbelt pickup points calculation (Art.14.4 of the Formula Regional Technical Regulations).
- g) Principal Roll Structure:
 - i. Calculation reporting the structural analysis as specified in Art.15.2.2 of the Formula Regional Technical Regulations.
 - ii. Calculation reporting the structural analysis as specified in Art.17.2 of the Formula Regional Technical Regulations for the unselected physical test case.
- h) Suspension Legs: reporting the structural analysis as specified in Art.18.6 of the Formula Regional Technical Regulations.
- i) Detailed geometries which clearly show that all of the tethers will independently prevent a wheel from making contact with a driver's head during an accident, with the secondary roll structure fitted, assuming 40% elongation in each tether.
- j) Rear Impact Structure tether (Art.15.6.2 of the Formula Regional Technical Regulations): calculations demonstrating that the inboard attachment point would remain connected if the wing assembly becomes detached.
- k) Area of the headrest and materials used.
- l) Area of the leg padding and materials used.
- m) The minimum structural cross-section of the principal roll structure.
- n) The minimum external cross-section and its position of the Front Impact Structure at planes DD and EE (Art.15.6.5 of the Formula Regional Technical Regulations).
- o) Assembly drawings or images and cross sections of the front wing, rear wing and rear pylon fixations.
- p) Design of the clutch disengagement system, including electrical and hydraulic schematics.
- q) List of the safety homologated equipment with their relevant homologation spec
 - i. Secondary roll structure
 - ii. Fuel tank
 - iii. Fire extinguisher
 - iv. Safety belts
 - v. Rear lights
 - vi. ADR

3.2.4 Information Relating to Car Systems

The information relating the operation of the supplied components (Technical User Manual) including:

- a) Dimension of vehicle and parts for scrutineering purpose.
- b) Mechanical reference setup and relevant adjustments (vertical and rolling stiffness, suspension geometry and kinematic).
- c) Aerodynamic reference setup and aero data (SCz, SCx, Aero balance and sensitivity to ride height, wing adjustment, cooling configuration).
- d) Information relating to Car Systems (Transmission, Electrical, Electronics).
- e) Operating procedures.
- f) Maintenance guidelines.

3.2.5 Information Relating to Price

The component's list defining the Formula Regional Chassis' homologation perimeter must be associated to:

- a) Selling price for the complete Formula Regional Chassis (assembled with the most expensive options available);

- b) Selling price for each component and or assembly (identified by its unique part number) listed in the Car Construction (Art.3.2.2).

3.2.6 Information Relating to Chassis Mass

The homologation masses of a Formula Regional Chassis be established under in the following condition:

- a) Complete Homologated Chassis assembled with the lightest (unused) components and the lightest of each group of options described by Art.3.2.2.
- b) Complete Homologated Chassis assembled with the heaviest (unused) components and the heaviest of each group of options described by Art.3.2.2.

3.3 PU Homologation

The PU Manufacturer may homologate only one Formula Regional PU, which is duly presented via the FIA Formula Regional Homologation Dossier detailed in this article.

The Formula Regional PU can only be assembled using parts listed in the PU Car Construction perimeter (Art.3.3.2).

The PU Manufacturer must present the following documentation:

3.3.1 Homologation Form

The FIA Formula Regional Homologation Form duly filled.

3.3.2 Information relating to PU Construction and installation

3.3.2.1 PU components' Homologation perimeter

The component's list defining the Formula Regional PU's homologation perimeter:

- i. Complete components' list forming the Formula Regional PU with part numbers;
- ii. Complete components' list forming the Formula Regional PU detailing the categorization of parts (Part Classification as described in Art.5) and the permissible modifications to Type 2 parts;
- iii. Design specification of all the LMC Type 1 and Type 2 components.
- iv. Information relating the Installation of the PU:
 - a. CAD files showing pickup design and PU enveloping volume.
 - b. Exhaust information (layout).
- v. Design specification of all the OSC components.

3.3.2.2 PU components' Homologation options

The list of optional components:

- i. Formula Regional PU optional components' list with part numbers;
- ii. Formula Regional PU optional components' list detailing the categorization of parts (Part Classification as described in Art.5) and the permissible modifications to Type 2 parts;
- iii. Design specification of all the LMC Type 1 and Type 2 optional components.
- iv. Design specification of all the OSC components.

Only the following components may be homologated as an option:

- a) Heatshields

3.3.2.3 Spare PU components

The PU Manufacturer may homologate only one spare PU formed at least by the following components:

- a) Complete engine hardware (Cylinder block, Head, Cam-cover, Oil sump, Pistons, Rods, Shafts, Valvetrain).
- b) Complete ignition system (coils and spark plugs).
- c) Complete injection system (Injector, fuel hoses up to chassis QD).
- d) Complete lubrication system (oil sump, oil pumps, heat exchanger if applicable, fittings to chassis).
- e) PU air system (throttle body, manifold).
- f) Complete cooling system (coolant pump, any heat exchanger, fittings to chassis).
- g) PU sensors (ECU input sensor except pedal position).

3.3.3 Information relating the Power Output

The nominal Power Output of a FIA Formula Regional homologated PU must respect at all times the following equation:

$$\text{Nominal Power (kW)} \leq (\text{Car Mass (kg)})/3.25$$

Where the Car Mass is the lightest configuration described in Art.3.1.a.

The PU manufacturer must include in the Homologation dossier the Nominal Power Output of the PU (one for each Chassis' combination supplied) specifying the following data:

- a) Test Condition:
 - i. Fuel specifications
 - ii. Lubricant specifications
 - iii. Air Pressure [mbar]
 - iv. Ambient Air Temperature [°C]
 - v. Ingested Air Temperature [°C]
 - vi. Air Relative Humidity [%]
- b) The following measurements (defining the Power Reference Curve) recorded at nine (9) evenly spaced data points covering the range 60%-100% of the maximum engine revs:
 - i. RPM
 - ii. Power [kW]
 - iii. Lambda value
 - iv. Oil pressure [bar]
 - v. Fuel pressure [bar]
 - vi. Inlet air pressure [mbar]
 - vii. Inlet air temperature [°C]
 - viii. Coolant Temperature [°C]
 - ix. Oil Temperature [°C]
- c) The engine control software and detailed provision to access the ECU for technical scrutineering.
- d) The list of Reference Power Output for each Chassis' combination supplied. The Reference Power Output calculated as the mathematical average of the nine datapoint described above.

3.3.4 Information relating the PU Lifespan requirements

Every PU supplied to Competitors must have a Power Output (calculated as per Art.3.3.3.d) within a tolerance of +/- 1.0% of the Reference Power Output.

The PU must have a maintenance plan with service interval longer than 10,000 km.

The Power Unit manufacturer must declare performance tolerance over a lifetime of 10.000km when operated in the condition described by the Car System information (as per Art. 3.3.5). The Power Unit performance (calculated as per Art.3.3.3.d) has to stay within a tolerance of +/- 2.0% of the Reference Power Output.

3.3.5 Information Relating to Car Systems

The PU Manufacturer must present the information relating the operation of the supplied components (Technical User Manual) including:

- a) Operating conditions.

- b) Information relating to PU Systems (Transmission, Electrical, Electronics).

The ECU/VCU software will be requested by the FIA in order to check compliance with the Regulations. Such software should be supplied in a format and by a method specified by the FIA.

3.3.6 Information Relating to Price

The component's list defining the Formula Regional PU homologation perimeter must be associated to:

- a) Selling price for the complete Formula Regional PU;
- b) Selling price for the spare Formula Regional PU;
- c) Maximum rebuild cost after 10,000 km;
- d) Selling price for each component and or assembly (identified by its part number) listed in the Car Construction (Art.3.3.2).

3.3.7 Information Relating to PU Mass

The homologation masses of a Formula Regional PU will be established under the following conditions:

- a) Complete Homologated PU assembled with the lightest unused components and the lightest of each group of options described by Art.3.3.2.
- b) Complete Homologated PU assembled with the heaviest unused components and the heaviest of each group of options described by Art.3.3.2.

3.4 Tyre Homologation

The Tyre Manufacturer will homologate only one Formula Regional Tyre specification, which is duly presented via the FIA Formula Regional Homologation Dossier detailed in this article.

The Tyre Manufacturer must present the following documentation:

3.4.1 Information relating to Tyre Fitting and geometry

The Tyre Manufacturer must present the information relating the fitting prescriptions and the geometrical information of the product.

3.4.2 Information relating to Tyre Mass

The homologation masses of the Formula Regional Tyre will be established under the following conditions:

- a) new complete set of dry tyres
- b) new complete set of rain tyres

3.4.3 Information relating to Tyre Operations

The Tyre Manufacturer must present the information relating the operation of the supplied components (Technical User Manual).

3.5 FIA right of veto

The FIA may reject or remove the homologation of any part or construction that does not comply with FIA Formula Regional Regulations, fails to meet quality standards, or is deemed unreasonable in terms of cost.

4 COMPONENT CLASSIFICATION

4.1 General Principles

All components used in Formula Regional cars shall be classified as a Listed Manufacturer Component (LMC), a Standard Supply Component (SSC), or an Open Source Component (OSC), each as defined in Article 4.3, 4.4 and 4.5.

For the purposes of the remaining provisions of this Article, any reference to any Chassis or PU Manufacturer shall include

- a) any Associate of such Manufacturer; and
- b) any external entity
 - i. working on behalf of a Manufacturer or
 - ii. working for its own purposes and subsequently providing the results of its work to a Manufacturer.

For the purposes of the remaining provisions of this Article, any reference to a “component” may also refer to complete assemblies. Components which are part of an assembly will assume the classification status of that assembly unless otherwise specified.

The FIA may request that a Manufacturer shares certain information in connection with this Article with the FIA

- a) so that the FIA may share with the other competitors for safety reasons only, or
- b) to assist the FIA in considering future amendments to the Technical Regulations, subject in each case to receiving the appropriate undertaking of confidentiality from the FIA.

Where a Manufacturer is made responsible under these Regulations for raising any issues of safety, incompatibility and/or reliability of a component that it uses on its car, it shall not make any claim against any other party that is inconsistent with that responsibility.

4.2 Listed Manufacturer Components (LMC)

“Listed Manufacturer Components” (LMC) are components whose

- a. design, manufacture and Intellectual Property is owned and/or controlled by a single Manufacturer, or
- b. design and manufacture are carried out by a supplier of the relevant Manufacturer, or
- c. design, manufacture and Intellectual Property reside within a Manufacturer, or third party, but can be supplied to another Manufacturer.

All the LMC components homologated as part of a Formula Regional Car shall be classified as:

- a) Type 1: components strictly supplied by the Chassis or PU Supplier and used exactly as per design specification. Repairs may be carried out and certified only by the Car or PU Supplier. Type 1 components must be identifiable via an appropriate marking/sealing provided by the relevant Manufacturer.
- b) Type 2: components strictly supplied by the Chassis or PU Supplier with specific exceptions. Only the modifications specified by the Car or PU Supplier in the relevant homologation note may be carried out by the competitor. Type 2 components must be identifiable via an appropriate marking/sealing provided by the relevant Manufacturer.
- c) Type 3: These components are unrestricted, provided they are used as per design specification by the Car or PU Supplier and do not fulfil any additional function.

4.3 Standard Supply Components (SSC)

Standard Supply Components (SSC)

“Standard Supply Components” (SSC) are components whose design and manufacture will be carried out by a supplier appointed by the FIA, to be supplied on an identical technical and commercial basis to each Manufacturer.

Should a selection process fail to lead to appointment of a supplier of a component classified as a SSC, or should the arrangement with such supplier be terminated for whatever reason, the FIA reserves the right to re-classify the SSC as an LTC, or OSC and to introduce appropriate technical rules in the relevant Article of the Technical Regulations in order to control the technical specification and cost of this component.

Components supplied as SSC must not be modified, and they must be installed and operated exactly as specified by the supplier, except for minor changes explicitly permitted in the relevant Appendix to the Technical and Sporting Regulations. However, each Manufacturer is responsible for communicating directly to the relevant SSC supplier, while keeping the FIA informed at all times, regarding any issues of compatibility, reliability or safety in respect of a SSC.

The use of an SSC is mandatory and the particular function of that SSC must not be by-passed, replaced, duplicated or complemented by another component. In exceptional circumstances, the FIA, at its sole discretion may authorise the use of alternative components.

4.4 Open Source Components (OSC)

“Open Source Components” (OSC) are components whose Design Specification and Intellectual Property is made available to the FIA registered Formula Regional Manufacturers.

Any Manufacturer who designs a new OSC or modifies the Design Specification of a previous OSC must submit it to the Homologation process.

All Manufacturers are obliged to declare to the FIA the version of each OSC that gets used on their car or power unit.

Any Manufacturer wishing to access the OSC data may only do so if it has agreed to be bound by the terms of the terms and conditions applicable to the FIA's designated server, by accepting the FIA Open Source Component Licence (“FOSCL”), as provided by the FIA from time to time.

In the event the OSC or the Design Specification of any OSC contains proprietary information and/or Intellectual Property of a third party supplier, this must be made clear by the Competitor when uploading the Design Specification of the OSC, and use of the uploaded Design Specification (and any OSC manufactured to that Design Specification) by any other Competitor exercising its rights in accordance with these Technical Regulations must be approved in writing by the third party supplier, with a copy of such approval to be available to the FIA on request. Should it become necessary to remove any sensitive information, then the uploaded Design Specification must:

- a. Contain a clear reference to the supplier in question.
- b. Contain sufficient information for another Competitor to be able to order an identical component from the supplier.
- c. Contain all the necessary information to permit another Competitor to install the OSC in their own car.

The complete responsibility for the installation and operation of an OSC (including any matters related to its function, performance, reliability, compatibility or safety) resides with the Manufacturer who uses this version of the OSC. Notwithstanding this provision, any Manufacturer who encounters a functionality, reliability, compatibility or safety issue with a particular version of an OSC is obliged to provide such information to the FIA via the designated server.

OSC's may be provided from one Manufacturer to another, provided that the specification supplied from the Supplying Manufacturer to the Customer Manufacturer is of the same specification utilized by the Supplying Manufacturer.

4.5 List of LMC and OSC

A complete list of the parts' classification, as well as a definition of the perimeter of each assembly can be found in Appendix 1.

Components which are part of an assembly will assume the classification status of that assembly unless otherwise specified by Article 2.7 of the Formula Regional Technical Regulations.

5 PRICING AND TRADE TERMS

Each Formula Regional Manufacturer must:

- a) demonstrate its ongoing compliance with the Price Cap by submitting before the 31 of March of each homologation year, the Documentation specified in Art.3.2.5 or Art.3.3.6 by the reporting deadline and by providing any further information requested from time to time by the FIA;
- b) cooperate fully and in a timely manner with the FIA in the exercise of its regulatory function.

5.1 Price indexation

The retail prices may be increased once per year by a rate fixed by the FIA based on the OECD Consumer price indices (CPIs, HICPs), COICOP 1999 - Reference area: G7.

The FIA will publish the indexation at the end of each year for the following year. The indexation is the maximum increase allowed for each part separately.

5.2 Exchange rate

Each manufacturer may choose to list and sell the components prices (Art.3.2.5 or Art.3.3.6):

- a) In Euro;
- b) own currency, in this case the prices in foreign currency will be converted in Euro:
 - i. at exchange rate (forex sell rate) of the day preceding the first homologation date.
 - ii. at exchange rate (forex sell rate) of the 1st of January of the homologation year.

The prices converted in Euro must be lower than the price cap listed in Appendix 1.

5.3 Retail Price

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

- a) Manufacturer's home continent:
 - i. Retail price from distributor: price ex works;
 - ii. Retail price on-track: price ex works + 5%
- b) Overseas
 - i. Retail price from distributor: price ex works + import taxes + 5%
 - ii. Retail price on-track: price ex works + import taxes + 10%

5.4 Mandatory selling of parts

Any Manufacturer must make the LMC and OSC assemblies and components available on commercial terms.

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.

6 APPENDIX 1: FORMULA REGIONAL CHASSIS CLASSIFICATION AND PRICE CAPS

Area	Group	Item/Assy	Price Cap 2026	Part Class.
		Complete Formula Regional Chassis	€ 111,500.00	
Safety items	Structures	Safety Structures	€ 62,055.00	LMC
		Survival cell (including hatches and bonded body)	€ 47,330.00	LMC
		Main roll hoop	€ 1,315.00	LMC
		Halo (with brackets and fasteners)	€ 5,785.00	LMC
		Front crash structure (including studs and nose tip)	€ 4,735.00	LMC
		Front nose tip	€ 370.00	LMC
		Rear crash structure	€ 2,890.00	LMC
		RIS Tether		LMC
	Front anti-intrusion panel	€ 525.00	LMC	
	Cockpit	Cockpit furniture	€ 7,360.00	LMC
		Extractable Seat	€ 1,580.00	LMC
		Seat Outsert (any)	€ 2,630.00	LMC
		Headrest	€ 1,840.00	LMC
	Safety equipment	Leg padding	€ 1,315.00	LMC
		Safety equipment	€ 4,205.00	LMC
		Fire Extinguisher (complete system)	€ 1,260.00	LMC
		Mirror (1x)	€ 265.00	LMC
		Seatbelts	€ 420.00	LMC
		3x Rear light assy (central, EP, brackets)	€ 1,315.00	LMC
		Central Rear Light	€ 525.00	LMC
EP Rear Light (1x, with cable and adapters)		€ 420.00	LMC	
Tow device		LMC		
Bodywork / Wings	Upper bodyworks	Upper bodyworks assy (bodies not included in lower bodies, any stays holding bodies to main structure)	€ 8,940.00	LMC
		Front cover	€ 525.00	LMC
		Engine cover	€ 2,105.00	LMC
		Right sidepod	€ 1,580.00	LMC
		Left sidepod	€ 1,580.00	LMC
		Right cooling duct(s)	€ 1,050.00	LMC
		Left cooling duct(s)	€ 1,050.00	LMC
		Roll hoop fairing	€ 525.00	LMC
	Stoneguards		LMC	
	Lower bodywork	Lower bodyworks assy (bodies not included in upper bodies, any stays holding bodies to main structure)	€ 11,045.00	LMC
		Chassis bib	€ 1,050.00	LMC
		Front underfloor assy (including fins)	€ 5,260.00	LMC
		Diffusor assy (including only top fins)	€ 3,155.00	LMC
		Bottom Fins (all)	€ 790.00	LMC
		Wooden floor	€ 315.00	LMC
	Wheel furniture	Skid block	€ 370.00	LMC
		Wheel furniture	€ 3,155.00	LMC
	Front wing	Front inboard cover/duct	€ 735.00	LMC
		Rear inboard cover/duct	€ 735.00	LMC
	Front wing	Front wing assembly (everything down the nosebox fixations)	€ 5,785.00	LMC
		Main plane	€ 2,630.00	LMC
		Flaps (all)	€ 1,580.00	LMC
		Endplates (all)	€ 1,580.00	LMC
	Rear wing	Hangers (including cover)	€ 420.00	LMC
		Rear wing assembly (everything up to- beam wing pillars)	€ 6,835.00	LMC
		Top main wing	€ 1,260.00	LMC
		Top flap	€ 790.00	LMC
		Beam wing	€ 1,580.00	LMC
		Endplates (all)	€ 2,105.00	LMC
	EP wing (all)	€ 1,050.00	LMC	

Area	Group	Item/Assy	Price Cap 2026	Part Class.
Suspensions	Steering assembly (inboard)	Steering assembly (inboard)	€ 9,465.00	LMC
		Steering column assy including brackets	€ 2,105.00	LMC
		Steering rack	€ 3,155.00	LMC
		Steering wheel (everything up to the quick release)	€ 4,205.00	LMC
	Front inboard Suspension	Front inboard Suspension assy	€ 6,310.00	LMC
		F Rocker assembly (2x, including pivots and stops)	€ 1,580.00	LMC
		F Dampers (2x)	€ 2,630.00	LMC
		F 3rd element (incl. links to the rocker)	€ 1,050.00	LMC
		F Spring (any)	€ 160.00	LMC
		FARB (incl. links to the rocker)	€ 1,050.00	LMC
	Front outboard Suspension (corner)	Front wishbone assy (suspension members, tethers and all attachments to main structure)	€ 4,205.00	LMC
		Upper wishbone (incl. joints)	€ 580.00	LMC
		Lower wishbone (incl. joints)	€ 790.00	LMC
		Push/Pull rod (incl. joints)	€ 525.00	LMC
		Track rod (incl. joints)	€ 420.00	LMC
		Wheel tethers (corner)	€ 840.00	LMC
		Tether fairings (corner)	€ 210.00	LMC
		Front upright assy (everything between wishbone assy and the tyre)	€ 3,155.00	LMC
		Bare Upright	€ 1,580.00	LMC
		Wheel bearing	€ 160.00	LMC
		Hub(s)	€ 630.00	LMC
		Wheel nut	€ 105.00	LMC
		Wheel retention	€ 125.00	LMC
F Wheel	€ 525.00	LMC		
Suspensions	Rear inboard Suspension	Rear inboard Suspension assy	€ 4,735.00	LMC
		R Rocker assembly (2x, including pivots and stops)	€ 1,050.00	LMC
		R Dampers (2x)	€ 2,630.00	LMC
		R Spring (any)	€ 160.00	LMC
		RARB (incl. links to the rocker)	€ 1,050.00	LMC
	Rear outboard Suspension (corner)	Rear wishbone assy (suspension members and attachments to main structure)	€ 4,205.00	LMC
		Upper wishbone (incl. joints)	€ 630.00	LMC
		Lower wishbone (incl. joints)	€ 790.00	LMC
		Push/Pull rod (incl. joints)	€ 525.00	LMC
		Track rod (incl. joints)	€ 420.00	LMC
		Wheel tethers (corner)	€ 840.00	LMC
		Tether fairings (corner)	€ 210.00	LMC
		Rear upright assy (everything but driveshaft between wishbone assy and the tyre)	€ 3,680.00	LMC
		Bare Upright	€ 1,580.00	LMC
		Wheel bearing	€ 160.00	LMC
		Hub(s)	€ 790.00	LMC
		Wheel nut	€ 105.00	LMC
		Wheel retention	€ 125.00	LMC
		R Wheel	€ 525.00	LMC
		Pedals	Pedal box	Pedal assy (except MC and sensors)

7 APPENDIX 2: FORMULA REGIONAL PU CLASSIFICATION AND PRICE CAPS

Group	Item/Assy	Price Cap 2026	Part Class.
Complete Formula Regional PU		€ 33,500.00	
Formula Regional Spare PU		TBD	
Formula Regional PU 10,000 km rebuild		€ 13,150.00	
Structure	Complete structurals (cam covers, dry sump, frames)	€ 5,780.00	OSC
Ignition (unit)	Ignition coil	€ 210.00	LMC
	Spark plug	€ 110.00	LMC
Fuel	Injector (unit)	€ 290.00	LMC
Lubrication	Scavenge Pump	€ 2,100.00	OSC
	Oil Filter	€ 50.00	LMC
Air Intake	Air intake (snorkel+plenum)	€ 2,630.00	OSC
	Air Filter	€ 210.00	OSC
	Turbocharger	€ 2,630.00	OSC
	Throttle body	€ 790.00	OSC
Output	Flywheel	€ 1,260.00	OSC
	Clutch	€ 1,580.00	LMC
	Starter	€ 1,050.00	OSC
	Alternator	€ 1,050.00	OSC
Electronics	ECU	€ 4,210.00	LMC
	Wiring loom(s)	€ 4,730.00	OSC
	Sensors (all)	€ 2,100.00	LMC
	RPM	€ -	-
	CAM	€ -	-
	Fuel HPP	€ -	-
	Fuel LPP	€ -	-
	Knock	€ -	-
	Pair (abs)	€ -	-
	Pair	€ -	-
	Tair	€ -	-
	Pbaro	€ -	-
	MAP	€ -	-
	Twat	€ -	-
Lambda	€ -	-	