

## **Proposals from F1 Commission for changes to the 2016 F1 Sporting Regulations**

### **27.2 Accident data recording :**

- a) Each car must be fitted with an FIA accident data recorder during each Event and during all tests which are attended by more than one team. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The only purpose of these units is to monitor, record or control one or more of the following :
  - i) Data relevant to an accident or incident.
  - ii) A deceleration warning light on board the car.
  - iii) A lap trigger.
  - iv) The driver input signal used to initiate the propulsion of the car at the start of a race.
- b) For the purpose of accident analysis, each car must be fitted with a high speed camera which has been manufactured by the FIA designated supplier to a specification determined by the FIA. This should be fitted to the car during each Event and all tests which are attended by more than one team, teams must use their best endeavours to ensure that it is in working order at all times.  
The camera must be fitted in accordance with the instructions of the FIA.
- c) For the purpose of accident analysis, each driver must wear in-ear accelerometers which have been manufactured by the FIA designated supplier to a specification determined by the FIA. These should be worn by the driver during each Event and all tests which are attended by more than one team, teams must use their best endeavours to ensure that they are in working order at all times.
- d) At any time following an accident or incident competitors must make the data recorder available and accessible to the FIA. A representative of the team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the team.
- e) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the team concerned and the FIA.

- 28.5** Only power units which are identical to the power unit that has ~~have~~ been homologated by the FIA in accordance with Appendix 4 of these regulations may be used at an Event during the ~~2014~~2016-2020 Championship seasons.

## APPENDIX 4

### 2016-2020 POWER UNIT HOMOLOGATION

- 1) An homologated power unit must include all the parts described as “INC” in the “App. 4 Sporting regs.” column of Appendix 2 of the F1 Technical Regulations.

Other than any parts solely associated with power unit installation in different types of car (which have no performance benefit and which may be changed from time to time during the homologation period with the consent of the FIA), any such power unit is one which is identical in every respect to either :

- a) A power unit delivered to the FIA no later than 28 February 2014.
- b) A power unit delivered to the FIA after 28 February 2014 which has been modified in accordance with the Annual F1 Power Unit Homologation table in Appendix 4 to the F1 Technical Regulations.

Once homologated in accordance with a) or b) above, and except as permitted by (c) below, no changes may be made to the design or construction of the homologated parts for the duration of the homologation period laid out in Article 28.5 of the F1 Sporting Regulations.

- c) A power unit delivered to the FIA after 28 February 2014, or modified and re-delivered to the FIA after that date, which the FIA is satisfied, in its absolute discretion and after full consultation with all other suppliers of power units for the Championship, could fairly and equitably be allowed to compete with other homologated power units.

Such changes will normally only be accepted if they are being proposed for reliability, safety or cost saving reasons. Any manufacturer wishing to make a change for any of the above reasons must apply in writing to the FIA Technical Department and provide all necessary information including where appropriate, clear evidence of failures. The FIA will study such requests and, if they agree that the changes should be permitted, will circulate the correspondence to all manufacturers for comment. If the FIA receive no comments which cast doubt on their original decision about the proposed modification(s) they will confirm to the manufacturer concerned that they may be carried out.

All such power units should be delivered in such a condition that the seals required under Article 28.4 can be fitted. Power units will be held by the FIA throughout the homologation period.

2. A manufacturer may homologate no more than one specification of power unit.
3. The supplier of an homologated power unit and/or the team using the homologated power unit must take and/or facilitate such steps as the FIA may at any time and in its absolute discretion determine in order to satisfy the FIA that a power unit used at an Event is indeed identical to the corresponding power unit delivered to and held by the FIA.
4. The FIA, in consultation with the TWG and the power unit suppliers, will from time to time issue indicative information as to the tests and inspection procedures to be applied.

- 2) Any manufacturer who homologated a power unit during the 2014-2020 period may re-homologate this power unit prior to the 28 February of each subsequent year in accordance with the table in Appendix 4 of the F1 Technical Regulations.

Details of all modifications must be included in a dossier supplied to the FIA 14 days prior to re-homologation. The manufacturer must hold a complete power unit to this specification in a container sealed by the FIA prior to the 28 February of the year of re-homologation.

- 3) Any manufacturer intending to homologate a new power unit during the 2016-2020 period must provide the FIA with full details of the power unit on or before 28 February of the year of homologation. The FIA must be satisfied, at its absolute discretion, that such a power unit could fairly and equitably be allowed to compete with other homologated power units.

Details of the above power unit must be included in a dossier supplied to the FIA 14 days prior to the date of homologation. The manufacturer must hold a complete power unit to this specification in a container sealed by the FIA prior to the 28 February of the year of homologation.

- 4) Other than any parts agreed by the FIA at their absolute discretion to be solely associated with power unit installation with different teams, each manufacturer may supply only one specification of homologated power unit during any given calendar year, subject to any changes permitted by the FIA in accordance with the procedure set out in 5) below.
- 5) A manufacturer may apply to the FIA during the course of the homologation period-to carry out modifications to their homologated power unit for the sole purposes of reliability, safety, cost-saving.

Applications must be made in writing to the FIA Technical Department and must provide all necessary supporting information including, where appropriate, clear evidence of failures. The FIA will circulate the correspondence to all manufacturers for comment. If the FIA is satisfied, in its absolute discretion, that these changes are acceptable, they will confirm to the manufacturer concerned that they may be carried out.

- 6) All power units must be delivered such that the seals required under Article 28.4 can be fitted. Both The manufacturer and users of a homologated power unit must take whatever steps are required at any time by the FIA, in its absolute discretion, to demonstrate that a power unit used at an Event is identical to the corresponding power unit held as required by either paragraph 2 or 3 above.