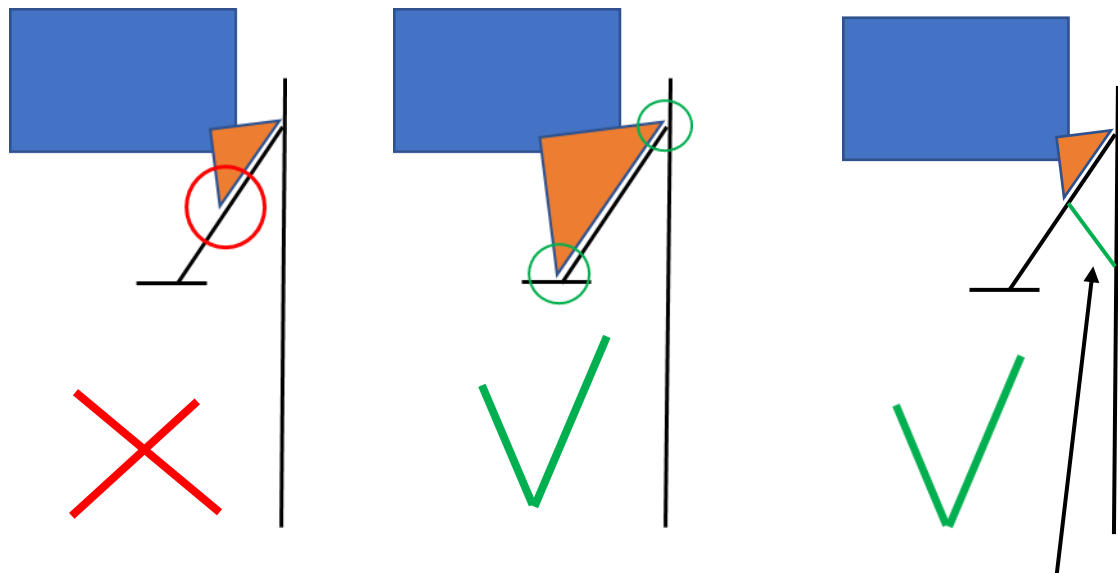


T1.1.10 Node to node triangulations.

Rear wing attachment

The attachments of the rear wing to the Main hoop Bracing is NOT allowed. Node to node triangulation must be applied to provide adequate load path and avoid implementing loads to the Main hoop bracing tubes. The already existing nodes of the Mainhoop Bracing – Main Hoop connection and the Main hoop bracing – Monocoque connection should be used. If these nodes are not used a proper triangulating tube must support the Main Hoop Bracing



Proper triangulation using either the shoulder harness bar or any other node located close, that can provide sufficient support to the Main Hoop bracing. The Tube must be the same dimensions (Diameter and Thickness) with the Main Hoop Bracing Tubes

T3.5 Laminate Testing

Harness Experiments.

The representative test panels including the harness attachments, bracket, eyebolt or tab must be **the same fixture** used in the car. Stronger or weaker fixtures used in contrast with the actual attachment are not acceptable to prove structural rigidity of the harness attachment.

Experiment Panels

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

T7.3.4

Catch cans, mountings and hoses must be made of material that is permanently rated for temperatures of at least 125°C.

This means that also the hoses of the following cooling circuits must be rated for temperatures of at least 125°C.

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

T5.7.2 head restraint

Teams should use head restraint foam according to **SFI 45.2** or listed in the **FIA technical list no 17**.

T 8.3.4

All restrictions must be fulfilled with the wheels pointing straight and with any suspension setup with or without a driver seated in the vehicle.

This means that with or without a seated driver the restrictions given in paragraph T8.3 must be met.

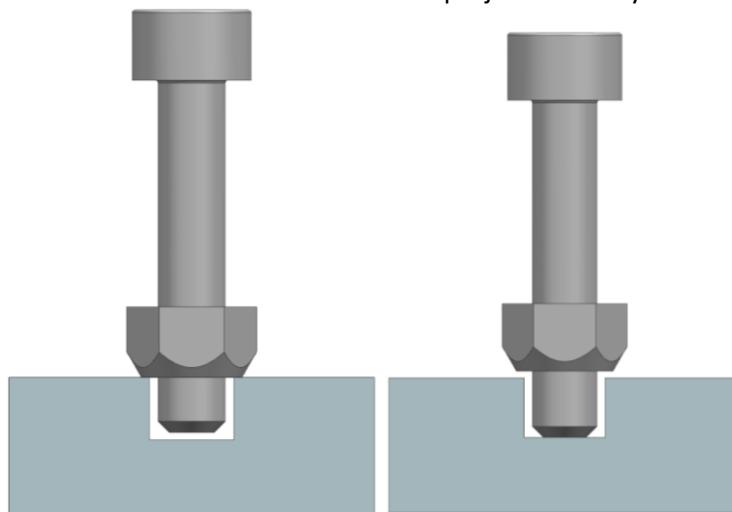
T10.2

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

“The use of nylon locknuts in the in-wheel assembly is allowed, given that there has to be a minimum of 50 mm distance between brake components and the nylon locknut as well as that the locknut is not used to fasten any brake parts. “ Locknuts used for wheel fastening is accepted as long as they are in pristine condition

T 10.2.3

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



This rule will be enforced by a tool with a slot depth of exactly 2 times the pitch of the bolt/screw to be tested. If the nut touches the tool before the thread touches the tool, T10.2.3 is failed.