

FR Technical Regulations Bulletin

No: FR-TRB-2026-01
Date: June 8, 2026
Subject: Technical Regulation Updates, Clarifications & Corrections

This bulletin contains several updates, clarifications, and corrections to the current regulations. Additionally, this bulletin contains the mandatory updates that were released via Technical Regulation Bulletins since the start of the series. Per these regulations, these updates should have been detailed in the regulations for the season following the issuance of the bulletins. This bulletin will close those procedural gaps and add clarity to the rules for both competitors and officials.

1. **Article 1. REGULATIONS:** Add the following paragraph to the end of the section.

1.3 The majority of the FIA Technical Regulations are intended to define the box that manufacturers must fit their car within. Once the car is homologated, no changes may be made to the car unless permitted within the championship specific regulations. Teams should refer to the 2026 North American FR Americas Sporting Regulations and the manufacturer's manuals to prepare their cars for this Championship. Any information that was given within the FIA Technical Regulations that teams need to refer to will be listed within the FR Americas Championship Regulations.

2. **Article 1.1:** Clarify this section by changing to read as follows.

The final text of these FR Americas Championship Sporting Regulations (the "Sporting Regulations") shall be in English, 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 form a part of these Sporting Regulations. These regulations will be updated periodically throughout the season to include any bulletins from the Series or official partners. Any updated wording will be indicated in red text until the next regulation update, where any red text will be converted to black text before adding any new language.

3. **Article 22.18 Pit Stop Procedures:** Add the following paragraph to the end of the section.

q) If changing weather conditions warrant it, the Race Director may call for a Red Flag stoppage in any session and mandate that all cars change from dry-weather to wet-weather tires. Under those circumstances, and to keep the session stoppage as short as possible, teams will be allowed to have a maximum average of five (5) crew members per car to be over the wall to make the tire change.

No work other than changing the tires may be done on the cars during this mandatory tire change. Teams may not check or adjust tire pressures, wings, shocks, sway bars, or any other aerodynamic or suspension components. Wet-weather tire pressures must be set while the tires are on the cold side of the pit wall.

Once the tires are changed, all crew members must leave pit lane. If a car needs to be push-started, up to 3 crew members may enter pit lane once the 3-minute signal to return to green flag racing is given.

4. **Article 26.1:** Remove section f) of the third paragraph.
5. **Article 26.3 Specific Car Requirements:** Update this section to read as follows.

Starting in 2026, all competitors must be in possession of a Series issued logbook. The logbook will be used to confirm approval to compete at an event. Any technical details requiring correction will be listed in the logbook, as well as any significant crash damage, etc. There are spaces in the logbook for teams to track the results for each car. Teams are

encouraged to complete the results lines after each event to better track the history of their car. The logbook must accompany the car at every event and be presented to Officials upon request.

Teams may repair components defined as bodywork in the next paragraph, except for the survival cell, radiators, wing mounting structures, wing internal structures, wing endplates, front crash box, and rear attenuator. Repairs to all other Type 1 components must be performed by the manufacturer or their designated representative. Team repairs must, at the judgment of the Technical Delegate, be limited to correcting damage or routine wear and tear, and cannot change the function or the performance of the part or car

Bodywork is defined as all entirely sprung parts of the car in contact with the external air stream, except cameras, camera housings, the secondary roll structure, and associated fixings and fairings, and the parts associated with the mechanical functioning of the Power Unit, transmission and running gear. Airboxes and radiators are part of the bodywork.

A) The complete car is divided into three types of parts.

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 range described in the homologation.

Type 3: These parts are unrestricted, if they are used as designed by the manufacturer and do not fulfil any additional function.

The adding of color or thin adhesive film up to a thickness of 0.5 mm is not considered as a modification, provided that the color or film fulfils only an optical function.

The above-mentioned parts classification and the user manual form part of the homologation, both documents will be supplied by the respective manufacturer.

B) Standard mounting parts, such as screws, nuts, bolts, washers and lock washers, are considered as Type 3 parts unless specifically mentioned in the homologation. They may be replaced with equivalent or superior standard parts. The thread type, size, length and pitch must remain the same. In case the connection remains intact, and the standard mounting part doesn't fulfil any additional functionality, the thread type and pitch are free, and the size and length may be increased. The use of locking wire is permitted. Any type of standard mounting part which has an influence on the car set-up is considered as a Type 1 part unless specifically mentioned in the homologation. Only Type 3 washers may be removed. Washers may be added only for facilitating and improving mechanical installation. They may influence the set-up of the car only when specifically mentioned in the homologation.

C) Heat protection, mechanical protection (such as abrasion protection or tape) and protection for driver comfort may be added, provided that their sole function is the protection of the relevant element and unless specifically mentioned in the homologation.

- i. Heat protection used anywhere except in the immediate vicinity of the turbo, the exhaust, and the ECU will be interpreted as having additional function, violating the "sole function" wording. Examples include, but are not limited to, use on the inlet system (keeping air cool), the fuel system (keeping fuel cool), or the oil system (retaining oil heat).
- ii. Mechanical protection must be confined to the immediate area where clear potential for mechanical damage exists. Use of mechanical protection materials over a broader area or where damage potential is not clear will be interpreted as having additional function.

iii. Specifically, this interpretation does not allow for the application of reflective foil or heat sleeve to any part of the intake plumbing.

D) 2.7.4 Bodywork The modification of bodywork parts and bodywork supports is allowed only to ensure proper installation despite manufacturing tolerances.

E) The use of quick couplings for brake, clutch and fuel lines is allowed, provided that FIA approved dry couplings are used.

6. **Article 26.3.1 Safety Equipment:** Clarify this section by changing to read as follows.

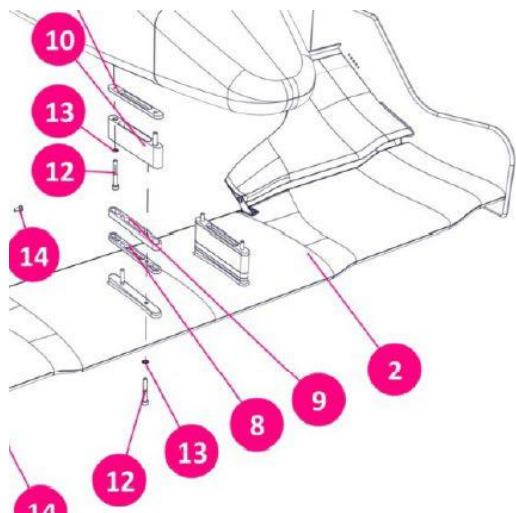
- a) The arming switch for the fire suppression system must be in the "ON" position whenever the driver is in the car during a Championship Event. It may not be switched off while the car is under parc fermé conditions.
- b) The fire suppression bottle must be mounted in such a way that with the seat components removed, the gauge may be seen with the use of a bore scope without removing the access panel.
- c) Teams must display the service details of the fire system inside the cockpit so that Officials may easily verify the service information without having the team remove the fire bottle. See the example below of how information should be displayed.



- d) It is permitted to enlarge the lap belt clearance hole in the extraction seat to allow attachment of the belts to the forward anchor points in the monocoque. It is also permitted to create a shoulder belt clearance hole in the extraction seat to allow attachment of the belts to the lower anchor points in the monocoque. The seat and insert must be able to be removed without using tools.
- e) The mirrors supplied with the car may have the flat mirrored glass replaced with convex mirrored glass, or the mirrors may be replaced with the mirrors supplied with the JS-F4-16 car, which had convex mirrored glass.

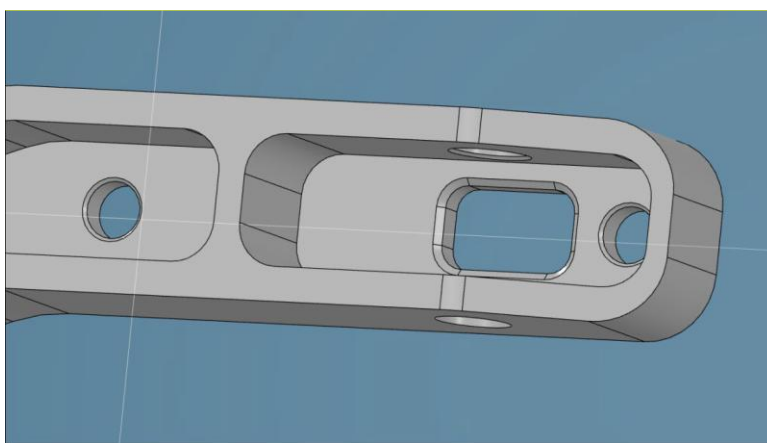
7. **Article 26.3.2 Chassis & Bodywork:** Update & clarify this section by adding the text and diagram from Ligier JS F3 Tech Bulletin #10-2.4.2021 to the end of the section.

Per Ligier JS F3 Tech Bulletin #10-2.4.2021 - FRONT WING SPACER 08-13-2013 - The front wing spacer 08-13-2013 (#8 Shown Below) may be removed. The acceptable inspection height of the stack of wing spacers is a total of either 35mm or 40mm.



7B	08-13-2006 B	L/H FRONT FLAP FIXING PLATE
8	08-13-2013	5 MM FRONT WING SPACER
9	08-13-2028	10 MM FRONT WING SPACER
10	08-13-2029	FRONT WING MOUNT
11	08-13-2030	5 MM FRONT WING LIGHT SPACER
12	SHCS M6-1.0x45	
13	RSWHM6	SCHNORR WASHER M6
14	BHCS M5-0.8x12	
15	RSWHM5	SCHNORR WASHER M5
16	NILNM5x0.8	NYLOCK NUT M5x0.8
17	BHCS M6-1.0x30	
18	FHCS M5-0.8x20	
19	FHCS M5-0.8x16	

8. **Article 26.3.4 Suspension, Wheels, and Brakes:** Update & clarify this section by adding the text and/or diagrams from previous Ligier Tech Bulletins to the end of this section.
- g) Per Ligier JS F3 Tech Bulletin #7-7.28.2020 – springs are type 1 parts. Rear springs must be 5” in length. Front springs may be 4” or 5” in length.
 - h) Per Ligier JS F3 Tech Bulletin #9-07.28.2020 – Pushrod adjusters (P/N: Front: 08-02-041 A / Rear: 08-02-2044 C) are required.
 - i) Ligier JS F3 Tech Memo #5-3.23.2021 – Front track rod (P/N: 08-02-9009) upgrade required.
 - j) Per Ligier JS F3 Tech Bulletin #14-1.5.2023 – The steering arm with the beveled slot must be used. (see pic below)



9. **Article 26.8:** Clarify this section by adding the following paragraph to the end of the section.

Any team that has not been converted to use a GPS lap trigger must ensure that the timing beacon receiver is mounted on the same side of the car as the pit lane, and that it is securely mounted to the chassis so that it stays properly aligned to receive the beacon signal so the data is divided into individual laps.

10. **Article 28. ENGINE MODIFICATIONS AND USAGE:** Update & clarify this section by adding the text and/or diagrams from previous HPD & Ligier Tech Bulletins to the end of this section.

28.9 Per Ligier JS F3 Tech Bulletin #3-8.15.2019 - ECU COOLING DUCT 08-14-059 A – Mandatory Update - Ligier Automotive North America together with HPD have completed a study to combat increased ECU area temperatures negatively effecting the ECU. The design office has created a NACA-style duct to best compromise between aero performance and maximum ECU cooling.

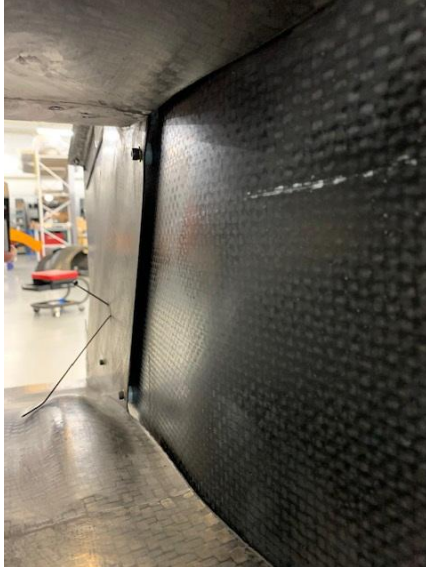


28.10 HPD Technical Bulletin #FRA-2020-EN004-00: Safety wiring of cam cover breather is required (see picture below)

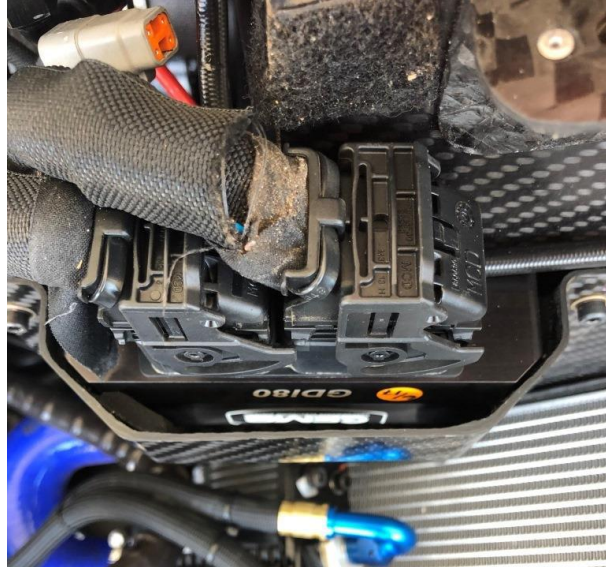


28.11 Per Ligier Tech Bulletin #11-3.8.2021 – This is a mandatory modification – Rad Duct Spacer 08-14-061 – Ligier has provided spacers which, when installed between the tub and the inlet duct in the right sidepod, have been shown to decrease ECU temperatures and reduce the risk of the ECU shutting down the engine during pace laps or on pit lane. Spacers must be added in the below locations between the RH Radiator duct and the monocoque to promote airflow to the ECU. Removing the foam surrounding the ECU has also been shown to decrease ECU temperatures.

Spacers in place in right side pod.



Foam around ECU removed.



28.12 Per Ligier JS F3 Tech Bulletin #12-5.10.2022 - FUEL LINE UPDATE SP4208-010, HOSE CLAMP 3225T5 – The low pressure side fuel line has been updated to increase longevity and combat any clearance issues with the airbox. Additionally, a hose clamp is added to guide the hose. This is a mandatory update, Type 1 part.

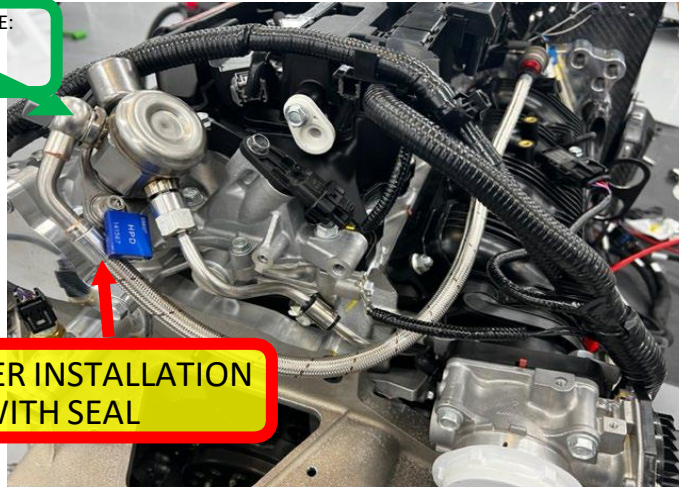
Each line comes with 2 new OE sealing washers (PN 90428-RPY-G01) to be replaced at the time of installation. It is required to use the Honda banjo “nut” that is on the High-Pressure Pump. Banjo Nut Torque: 24 lb-ft.



The angle of the line should be such that it does not rub against another component, pay special attention to ensure the engine seal is not in contact with the line. (see picture below)

BANJO NUT TORQUE:
24 LB FT

IMPROPER INSTALLATION
WITH SEAL



The Staubli Quick Disconnect is unchanged so it may continue to be used.

!!CAUTION! - ONLY THE HOSE CLAMP SPECIFIED MAY BE USED. THE HOSE CLAMP IS USED AS A GUIDE SO IT MUST BE A 'LOOSE' FIT ON THE FUEL LINE, NOT CLAMPED TO THE LINE. (see picture below)



11. **Article 28.1:** Clarify this section by adding the following paragraph to the end of the section.

The official engine supplier/builder of engines for the FR Americas Championship is Mountune. Only engines built/rebuilt and sealed by Mountune may be used in any official session in this Championship.

12. **Article 30.13:** Clarify this section by changing it to read as follows.

During **any on-track session**, the engine may only be started with the onboard starter **when outside of the paddock area**, except in the following situations:

- a) On the pre-grid.
- b) In the team's designated pit box.
- c) **At** the direction of the Race Director.

The approved alternate methods for starting a car is to use a jump battery, or to push-start the car. When push starting the car the maximum distance that car may be pushed from the designated grid position or pit box is four (4) pit boxes, or apx. 100'. If the car has not started within this distance, then the team must return the car to its designated pit box, or to the paddock after receiving permission, to diagnose what is wrong with the car.

13. Article 42.2: Clarify this section by adding the following paragraph to the end of the section.

Any cars that fail to report directly to technical inspection or the parc fermé area following qualifying or a race will be reported to the SoM for disqualification. Any cars leaving technical inspection or parc fermé before being given permission to do so by an Official will also be reported to the SoM for disqualification.

Best Regards,

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