

F4 Technical Advisory Memo

No: TAMF4-2020-001
Date: January 14, 2020
Subject: 2020 Technical Rules

Here are confirmed and possible 2020 technical rule changes, including their status. If FIA approval of the 2020 Sporting Regs is not complete in time to give teams sufficient advance notice, rules will be released through TRBs. Rules issued by TRB in 2019 will expire, unless rolled over into 2020 rules.

New Rules

Spec engine and transmission oils (very likely)

If implemented, there will be spec oils for engines and transmissions. It is possible that two engine oil viscosities will be allowed. These oils must be used unaltered. No other substances will be allowed.

Cooling system flow restrictions (firm)

Restrictions to fluid or air flow in any part of cooling systems will be prohibited. The only exceptions will be Ligier or HPD parts which have advance approval by SCCA. For low ambient temperature, SCCA and HPD will jointly issue a temporary exemption to protect engines.

Minimum engine oil pressure (under review)

If implemented, engine oil pressure must exceed a minimum at all times, except for certain conditions like low RPM or light throttle. A data channel to showing areas of non-compliance will be provided.

Maximum engine oil temperature (under review)

If implemented, engine oil temperature must stay below a maximum at all times. A data channel showing areas of non-compliance will be provided.

Engine oil pump certification (less likely, but still under review)

If implemented, HPD will certify and reseal oil pumps. Cars without certified pumps would not pass annual inspection. This process would be similar to that done with shocks before the 2019 season. Note – The inspection and sealing at COTA in 2018 covered only pressure relief valves.

Tape on bodywork (firm)

Use of tape on external and internal surfaces of bodywork will be limited to securing the roll hoop shroud and front shock cover and for protecting forward facing surfaces. Tape will also be permitted if applied temporarily on pit lane under the supervision of a pit lane official to secure damaged bodywork.

Video cameras (firm)

The only approved location for the video camera is the OEM Ligier bracket on the left side of the roll hoop. Cameras are not permitted on the interior or exterior of the driver's helmet. The only information that the camera may log or overwrite on the video is a date and time stamp. The camera must record in MOV or MP4 file format.

Minimum weight (under review)

Adjust minimum weights of car and car plus driver to reflect weights of chassis in use.

New Rules, continued

Minimum brake rotor thickness (very likely)

Brake rotors will be limited to a minimum thickness allowing for normal wear, but not for machining. No modifications permitted. This rule will override the minimum weight listed in FIA Tech Reg 11.2.4.

Engine changes during the season (complete except penalty)

Once a car has left pit lane for its first official practice of the season, engine changes for any reason other than crash damage incurred at a series event will incur a mandatory penalty.

Chassis changes during the season (complete except penalty)

Once a car has left pit lane for its first official practice of the season, chassis changes for any reason other than crash damage incurred at a series event will incur a mandatory penalty.

2019 TRBs rolled over into 2020 Sporting Regs

Dynamic wheels

The only wheels allowed at series events will be the “new style” wheels made by Dynamic and sold exclusively by Ligier. Unlike in 2019, these wheels will be required on both front and rear. These wheels are required for all sessions at events, including promoter test, practice, qualify, and race. This rule was issued in 2019 as TRBF4-2019-004 and will be included unchanged in the 2020 Sporting Regs.

Practice tires by driver instead of car

This rule was issued as TRBF4-2019-005 and is included unchanged in the 2020 Sporting Regs.

Written notice of engine change

This rule was issued 12/16/2019 as TRBF4-2019-006 and is included in the 2020 Sporting Regs.

Enforcement of existing rules

Confiscation (firm)

Failure to surrender parts or samples at the time specified by the stewards or scrutineers will result in disqualification and a fine. See section 23.6 of the Sporting Regs.

Heat and mechanical protection (firm)

FIA Tech Reg 2.7.3 will be interpreted to only allow adding heat protection to the immediate vicinity of the exhaust and mechanical protection to clearly threatened areas. Other locations of heat and mechanical protection will be interpreted as having additional function, violating 2.7.3. Heat protections listed in 26.3e and 26.3f of the Sporting Regs remain allowed.

No change

Transmission rules and service (no change)

Transmissions will continue to be governed by 26.1 of the Sporting Regs and 2.7.1 of the FIA Tech Regs. Enforcement will remain consistent with TAMF4-2018-003. Sadev USA will continue to be the exclusive service provider for the series, with no other parties allowed to service transmissions.

Shock rules and service (no change)

Shocks will continue to be governed by 26.1 of the Sporting Regs and 2.7.1 of the FIA Tech Regs. Enforcement will remain consistent with TAMF4-2019-002. JRi will continue to be the exclusive service provider for the series, with no other parties allowed to service shocks.



HONDA