

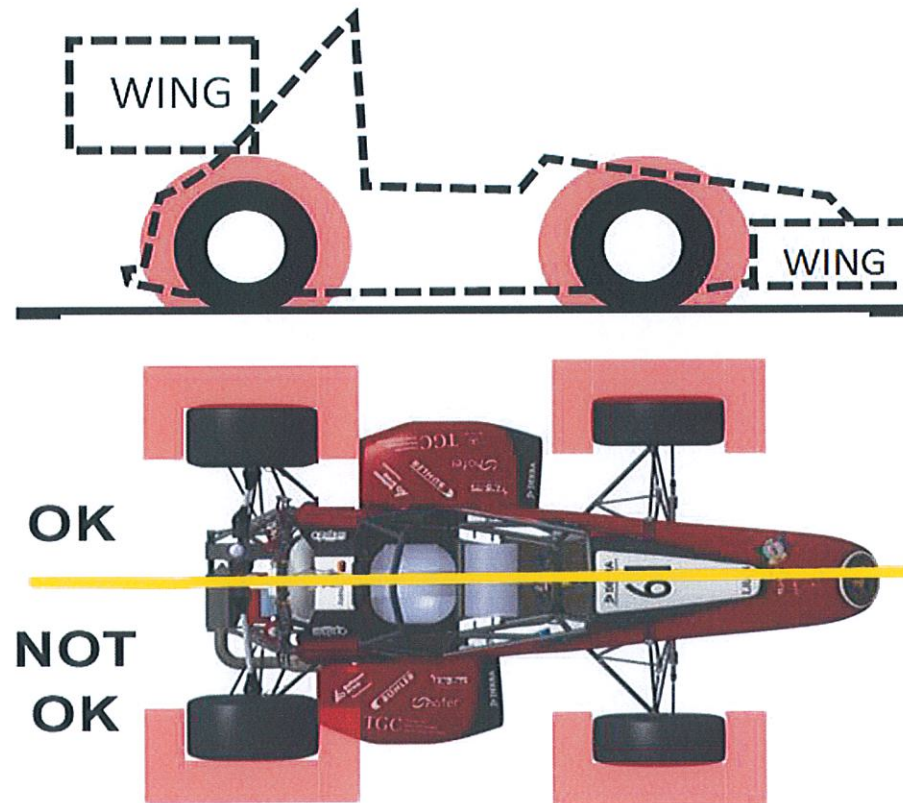
T2.1.2 Vehicle Configuration

Definition of "Open Wheel" – Open Wheel vehicles must satisfy all of the following criteria:

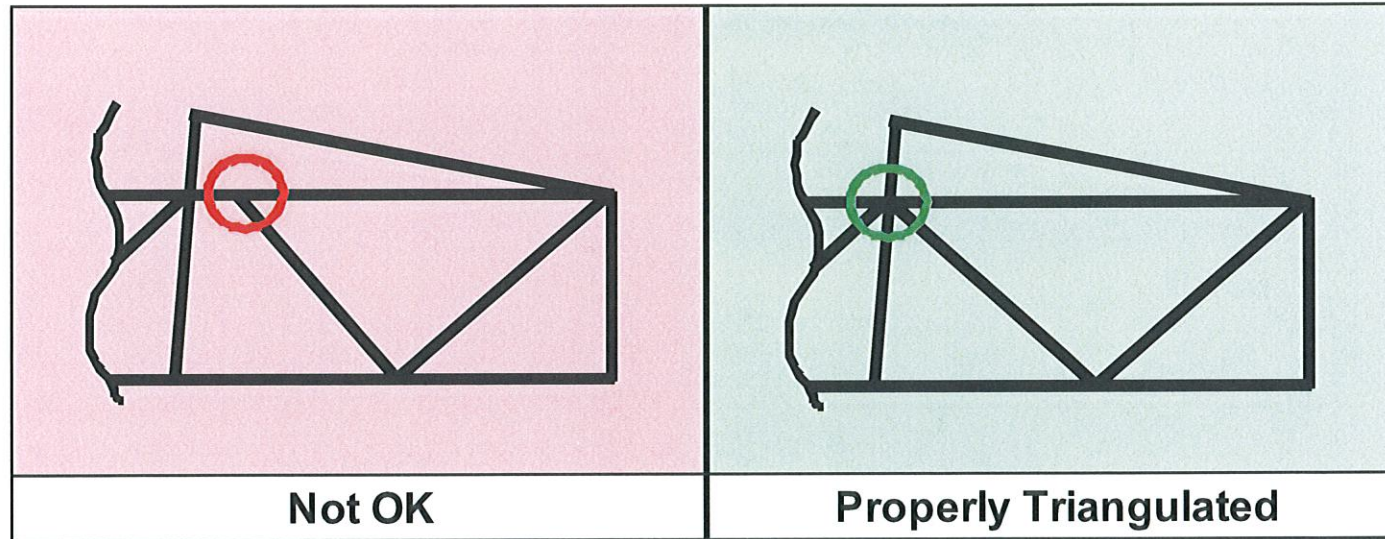
- 1) The top 180 degrees of the wheels/tires must be unobstructed when viewed 68.6mm (2.7 inches) above the plane formed by the tops of the front and rear tires.
- 2) The wheels/tires must be unobstructed when viewed from the side.
- 3) No part of the vehicle may enter a keep-out-zone defined as a circle 68.6mm (2.7 inches) larger radially than the outside diameter of the tire with the tires steered straight ahead with a 77kg (170 pound) driver seated in the normal driving position. The inner sidewall of the tire (vehicle side) is not included in this assessment. See the figure below.

Note: The dry tires will be used for all inspections. For technical inspection the keep-out-zone may be inspected by use of a tennis ball fastened to the end of a stick. The ball will have the 68.6mm (2.7 inches) diameter and must be able to be freely moved around the outside of the tire without contacting any portion of the car other than the tire

T2.1.2 Vehicle Configuration - Cont'd



T3.3 Definitions



I. Node-to-node triangulation – An arrangement of frame members projected onto a plane, **where a co-planar load applied in any direction, at any node, results in only tensile or compressive forces in the frame members.** This is also what is meant by “properly triangulated”.

T3.4 & T3.6 Material Requirements

T3.4.1 Baseline Steel Material:

- EV Accumulator Protection Structure
 - Round 1.0" x 0.065" wall
 - Round 25.0 mm x 1.75 mm metric
 - Round 25.4 mm x 1.60 mm metric
 - Square 1.0" x 0.049" wall
 - Square 25.0 mm x 1.25 mm metric
 - Square 26.0 mm x 1.2 mm metric
- EV Tractive System Components
 - Round 1.0 " x 0.049" wall
 - Round 25.0 mm x 1.5 mm metric
 - Round 26.0 mm x 1.2 mm metric

T3.6 Minimum Wall Thickness

- Protection of HV Accumulators & and HV Tractive Systems
 - 1.2 mm (0.047")

T3.5.6 Hybrid Chassis

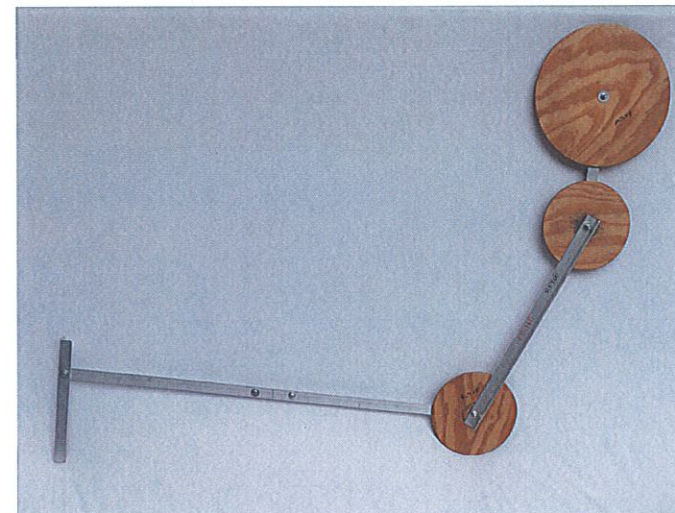
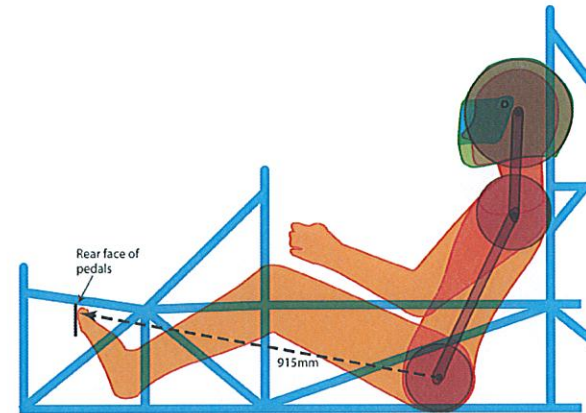
- Any chassis design that is a **hybrid of the baseline and monocoque rules**, must meet all relevant rules requirements, e.g. a sandwich panel side impact structure in a tube frame chassis must meet the requirements of rules T3.28, T3.29, T3.30, T3.31 and T3.34.

Note: **It is allowable for the properties of tubes and laminates to be combined to prove equivalence**, e.g. in a side-impact structure consisting of one tube as per T3.4 and a laminate panel, the panel only needs to be equivalent to two side-impact tubes.

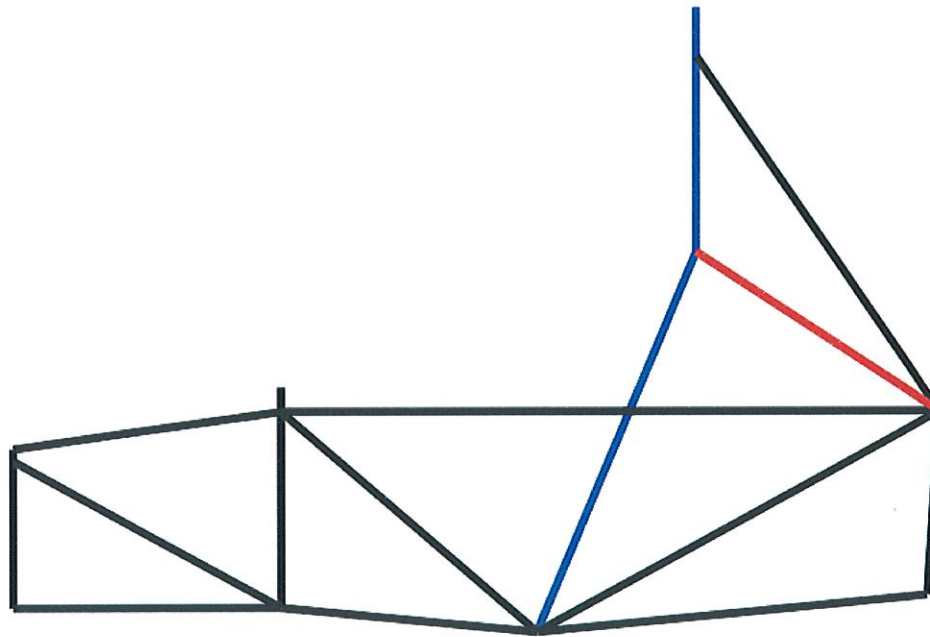
T3.10.4 Percy's Position

The 95th percentile male template will be positioned as follows: (See Figure 2.)

- The seat will be adjusted to the rearmost position,
- The pedals will be placed in the most forward position.
- *The bottom 200 mm circle will be placed on the seat bottom such that the distance between the center of this circle and the rearmost face of the pedals is no less than 915 mm (36 inches).*
- The middle 200 mm circle, representing the shoulders, will be positioned on the seat back.
- The upper 300 mm circle will be positioned no more than 25.4 mm (1 inch) away from the head restraint (i.e. where the driver's helmet would normally be located while driving).



T3.11.5 Main Hoop



- In the side view of the vehicle, any bends in the Main Roll Hoop above its attachment point to the Major Structure of the Frame must be braced to a node of the Main Hoop Bracing Support structure with tubing meeting the requirements of Roll Hoop Bracing as per Rule T3.4.1.