



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

F1 Driveshaft Torque Sensor Call for Expression of Interest

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Table of contents

1	Introduction	3
1.1	Overview	3
1.2	FIA 2026 Formula 1 Technical Regulations	3
1.2.a	Driveshaft Torque Sensor Background / SSC Definition.....	3
2	Invitation to Tender / Call for Expression of Interest	4
3	Evaluation Criteria.....	5
4	Costs.....	5
5	Supply Timing and Capacity	5
6	Legal Notice.....	6

1 Introduction

1.1 Overview

By the end of 2023, the FIA intends to launch an Invitation to Tender for the sole supply of the **Driveshaft Torque Sensor** in the **2026, 2027, 2028, 2029 and 2030 seasons of the FIA Formula One World Championship** (hereafter referred to as "the Championship"). The **Driveshaft Torque Sensor** is expected to be classified as a **Standard Supply Component (SSC)** for the Championship in the aforementioned seasons.

This **Call for Expression of Interest** is intended to raise awareness of the FIA 2026 Formula 1 Technical Regulations and to invite interested suppliers to register their initial interest in supplying the **Driveshaft Torque Sensor** for this time period, with the objective of establishing potential testing opportunities of sample products. **Please note that participating in this Call for Expression of Interest is not a prerequisite for participating in the upcoming Invitation to Tender, but testing opportunities opened in the context of this Call for Expression of Interest may no longer be open once the offers for the upcoming Invitation to Tender have been submitted.**

1.2 FIA 2026 Formula 1 Technical Regulations

This article aims to clarify the background of the **Driveshaft Torque Sensor**, the definition of an **SSC** and the classification of the **Driveshaft Torque Sensor** as an **SSC**.

1.2.a Driveshaft Torque Sensor Background / SSC Definition

The **Driveshaft Torque Sensor** is expected to be defined as a regulatory sensor and categorised as an **SSC** within the FIA 2026 Formula 1 Technical Regulations.

For reference, please find below the current definition of an **SSC**.

17.4 Standard Supply Components (SSC)

17.4.1 "Standard Supply Components" (SSC) are components whose design and manufacture will be carried out by a supplier appointed by the FIA, to be supplied on an identical technical and commercial basis to each Competitor (including, without limitation, the components identified as such in Appendix 5).

17.4.2 Should a selection process fail to lead to appointment of a supplier of a component classified as a SSC, or should the arrangement with such supplier be terminated for whatever reason, the FIA reserves the right to re-classify the SSC as an LTC, TRC, or OSC and to introduce appropriate technical rules in the relevant Article of these Technical Regulations in order to control the technical specification and cost of this component.

17.4.3 Components supplied as SSC must not be modified, and they must be installed and operated exactly as specified by the supplier, except for minor changes explicitly permitted in the Appendix to the Technical and Sporting Regulations. However, each Competitor is responsible for communicating directly to the relevant SSC supplier, while keeping the FIA

informed at all times, regarding any issues of compatibility, reliability or safety in respect of a SSC. This may include submitting proposals for modifications to the SSC that a Competitor considers should be made to ensure the necessary levels of safety, compatibility and reliability while at all times having due regard to cost and performance implications. In consultation with the relevant SSC supplier, the FIA will consider in good faith all issues raised (and modifications proposed) during the consultation process, and shall determine in its sole discretion whether or not to take any action. In exceptional circumstances, where a Competitor establishes that a SSC is critically incompatible, unreliable or unsafe, the FIA may, at its sole discretion, authorise such Competitor to carry out modifications to the SSC in question or use an alternative component in order to resolve the compatibility, reliability or safety issue. Permission for such a modification or usage of an alternative component will be communicated to all Competitors, and will continue to be applied until the relevant supplier introduces a new specification that resolves the reliability, compatibility or safety concern. In accordance with the severity of the reliability, compatibility or safety concern, the FIA may authorise a phased introduction of the modified SSC. In such cases, after consultation with Competitors and with the Supplier, the FIA will define the period of the phase-in, and any measures that need to be taken to ensure that no performance advantage (e.g., mass) is obtained by using either the old or the new specification of the SSC.

- 17.4.4** The use of an SSC is mandatory and the particular function of that SSC must not be by-passed, replaced, duplicated or complemented by another component. This provision also applies to any TCC as defined in the Sporting Regulations. In exceptional circumstances, the FIA, at its sole discretion may authorise the use of alternative components.
- 17.4.5** No Competitor may, either directly or via a third party pass any information (including but not limited to data, know how, operating procedures, properties and calibrations) or methodology (including but not limited to simulation software, analysis tools, etc.) which can be used to enhance the performance of a SSC to another Competitor, or receive any such methodology from another Competitor.

2 Invitation to Tender / Call for Expression of Interest

It is the FIA's intention to launch an Invitation to Tender for the **Driveshaft Torque Sensor** by the end of 2023, with the target of appointing a sole supplier by the end of March 2024. Details regarding the Invitation to Tender process can be found at the FIA's website: <https://www.fia.com/invitation-tender>.

The objective of this Call for Expression of Interest is to allow suppliers to register their interest in supplying the Driveshaft Torque Sensor and, if deemed appropriate, obtain a testing opportunity for their proposed product ahead of their potential submission of an offer to the Invitation to Tender. The aim is to establish confidence in the suitability of the supplied product(s) ahead of the Invitation to Tender. Although it is advisable, it is not a requirement for a supplier to register as part of this Call for Expression of Interest ahead of submitting an offer for the Invitation to Tender.

Please note that testing opportunities are open in the context of this Call for Expression of Interest, and may no longer be open once the offers for the Invitation to Tender have been submitted.

After a supplier has registered their interest with the FIA to be evaluated as a **Driveshaft Torque Sensor** supplier, the FIA will conduct an initial assessment of their solution, verifying the suitability for testing of the proposed product on the basis of the evaluation criteria listed in this document.



If requested by the FIA, the supplier will have to provide the proposed product and all needed materials to the FIA and/or the RACING TEAM(S) (RACING TEAM means a racing team that has been accepted by the FIA to take part in the CHAMPIONSHIP) in order to carry out the assessment.

The FIA reserves the right to carry out a due diligence on the interested suppliers.

3 Evaluation Criteria

Suppliers are invited to provide detailed evidence of the level of compliance of their products with the technical specifications provided in Appendix I, by filling-in the associated editable table (**Driveshaft_Torque_Sensor_TechnicalSpecifications_Appendix1.xlsx**).

The FIA will assess the interested suppliers' products with respect to the compliance of their products to this Call for Expression of Interest, in particular to the above detailed document. The FIA may choose to consult with the RACING TEAMS as part of this evaluation process.

It is understood that at this stage, the proposed products might not yet be fully compliant with the requirements set out in the above detailed document; therefore products that do not fully comply will still be considered for testing. We would however encourage interested suppliers to also state their targets for these where possible.

Based on this assessment, the FIA may decide at its sole discretion not to include the proposed product in the list of products to be tested by RACING TEAMS.

If a product is deemed to sufficiently comply with the criteria set out by the FIA, the FIA will contact the RACING TEAMS to seek options for testing of the product. It is however not guaranteed that testing opportunities can be successfully established with the RACING TEAMS.

4 Costs

The target price per **Driveshaft Torque Sensor** has not been defined at this stage.

Interested suppliers should supply free of charge the sample product(s) for testing and bear any other associated costs, including but not limited to design work or other study at the supplier.

5 Supply Timing and Capacity

As described above, it is the FIA's intention to launch an Invitation to Tender for the **Driveshaft Torque Sensor** by the end of 2023.

To allow for sufficient time to organise potential testing opportunities, allow for sufficient lead time to agree specification details, to design and manufacture the required driveshafts, to test the product and to allow for analysis of the obtained data and subsequent feedback, the FIA invites interested



suppliers to register their interest by **26 July 2023** and be in a position to supply their sample product(s) for testing by **31 August 2023**.

6 Legal Notice

By participating in this **Driveshaft Torque Sensor** Call for Expression of Interest process, interested suppliers: (i) accept to do so at their own risk and cost, (ii) accept that their **product** will be evaluated by the FIA acting at its sole discretion in consultation with the RACING TEAMS, (iii) accept not to contest such evaluation by the FIA as well as the potential decision by the FIA not to include their **product** in the list of products to be tested, (iv) understand that it is not guaranteed that testing opportunities can be successfully established with the RACING TEAMS, and (v) acknowledge and agree that they won't be entitled to seek any kind of damages, indemnification or compensation from the FIA or the RACING TEAMS in connection with this Call for Expression of Interest, including but not limited to the evaluation of their **Driveshaft Torque Sensor** by the FIA, the decision to include (or not to include) their **Driveshaft Torque Sensor** in the list of products to be tested, the testing (or absence of testing) of their **Driveshaft Torque Sensor** by the RACING TEAMS, and the conduct (or absence of conduct) and outcome of a subsequent Invitation to Tender for the sole supply of the **Driveshaft Torque Sensor**.

Interested suppliers further acknowledge that nothing in this Call for Expression of Interest or any communication made by the FIA or its employees, affiliates, subcontractors and/or any other third party it may engage in relation to this document shall: (i) constitute an offer or a contract between the FIA and any interested supplier, or (ii) be construed as placing an obligation on the FIA to grant rights to any interested supplier, or (iii) constitute any appointment of an interested supplier by the FIA, or (iv) not act as a representation that any interested supplier will be granted any right(s) or appointed by the FIA in any capacity.

Dossiers including a technical description of the proposed component and filled in document of the technical specifications (Appendix I) must be submitted to the FIA Administration by e-mail to the following address: tenderingprocedure@fia.com

The FIA reserves the right at any time, without giving reasons therefore and at its sole discretion, to amend, modify or terminate this Call for Expression of Interest (including the evaluation process and evaluation criteria) and/or to issue a new call for expression of interest.

Appendices

I – Technical specifications



APPENDIX I

Technical specifications

Please fill in the table in the attached document:
Driveshaft_Torque_Sensor_TechnicalSpecifications_Appendix1.xlsx