

TROFEO LANCIA - Italy

TECHNICAL REGULATIONS 2026

Pending approval from ACI Sport

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These regulations are drafted in terms of authorization. Therefore, it must be kept in mind throughout that any modification is prohibited unless expressly authorized in the documents listed below:

- 2026 Trofeo Lancia Technical Regulations
- Appendices and additions to these technical regulations
- Assembly instructions and technical bulletins for homologated vehicles
- Parts catalogue (standard or optional) for permitted vehicles
- Homologation form A-5789 (applicable to Rally4)
- Homologation form [Number] (applicable to Rally6)
- Appendix J of the International Sporting Code

The technical regulations and appendices will be published on the following website:
www.trofeolancia.it

These Regulations cover both Rally 4 and Rally 6 cars. Unless specified otherwise, all rules apply to both vehicle categories.

Notices, catalogues, and technical bulletins will be published in the multimedia archive dedicated to each model: <https://docs.stellantis-motorsport.com/fr>

Any replacement of a worn or damaged part must be carried out:

- Using Lancia Genuine Parts (for original and standard spare parts)
- With Stellantis Motorsport parts or Stellantis Motorsport options (for specific parts)

As defined and indicated by Stellantis Motorsport in the nomenclatures and spare parts catalogues that constitute the kits for the permitted vehicles.

All work on the vehicle must be performed according to the repair procedures defined by Lancia for original and standard parts, or by Stellantis Motorsport for specific parts, while remaining in full compliance with these technical regulations.

Stellantis Motorsport reserves the right to modify the technical definition of the permitted cars, as well as the Trofeo Lancia technical regulations, at any time.

Competitors will be informed of such changes through the publication of additions to these regulations and/or modifications to the technical specification sheet (spec-sheet) for the relevant event, and/or via publication in the multimedia archive dedicated to each model.

The competitor is solely responsible for the compliance of their vehicle throughout the duration of the Trofeo Lancia events, from the preliminary technical scrutineering until the publication of the results.

ARTICLE1 – DEFINITION AND IDENTIFICATION OF APPROVED VEHICLES

1.1 Approved vehicle types

The Trofeo Lancia is reserved for the Lancia Ypsilon Rally4 HF and/or Lancia Ypsilon HF Racing Rally6.

The assembly of the permitted vehicles must be carried out exclusively using specific part kits defined by Stellantis Motorsport and marketed by Racing Shop, along with original standard parts corresponding to the vehicle, in compliance with the assembly instructions and within the limits specified in the remainder of these regulations.

All parts outside of the kits and options for the homologated vehicle are prohibited. *Example: quick connectors, additional thermal shielding, etc.*

The following parts are **free** (unrestricted), provided they comply with these regulations, the ACI SPORT regulations of the championship hosting the Trofeo Lancia, FIA rules, and the homologation form:

- Pedal covers
- Bumper-to-support mountings
- Trip master and mount
- Map light (reading light) and mount
- Jack and mount
- Cornering lights and brackets
- Second spare wheel carrier

The vehicle must comply with the technical regulations of the national federation of the country where the event takes place, as well as the dedicated FIA homologation forms for the permitted vehicles, including the latest homologation extensions applicable to each event.

ARTICLE2 – TECHNICAL CHECKS AND INSPECTIONS

2.1 – Technical specs (Spec-sheet)

During the preliminary technical scrutineering of each event, the competitor or their representative is required to present and submit the technical specification sheet (spec-sheet) to the dedicated 2026 Trofeo Lancia Scrutineer, declaring which mechanical and electronic components are present on the vehicle. The serial numbers entered in this document are recorded in association with the competitor's race number for the current Trofeo Lancia event, from the preliminary technical scrutineering through to the final technical inspections.

Any operation resulting in a modification of the components and/or serial numbers initially entered in this document may only be carried out with the prior agreement of the Dedicated Scrutineer. This document (see the example in the Appendix), signed by the competitor or their representative, must be submitted to the Trofeo Lancia Scrutineer or the Stellantis Motorsport technical delegate.

2.2 – Pre-race technical checks

During the preliminary technical scrutineering, the ACI SPORT Scrutineers and/or the dedicated Trofeo Lancia Scrutineers will verify the so-called safety elements, identification markers and seals, as well as the vehicle's compliance with these regulations, the ACI SPORT regulations, and the FIA regulations. In this context, they may be assisted by the Stellantis Motorsport technical delegate, subject to authorization from the Panel of Stewards and the Clerk of the Course.

The compliance of the vehicle with the homologation form, these regulations, the ACI SPORT Regulations, and the FIA regulations must be maintained throughout the duration of the event, as must the compliance of the crew's individual safety equipment. Non-compliance will result in all sanctions provided for by the Trofeo Lancia Sporting Regulations, the ACI SPORT National Sporting Regulations, and the 2026 CIAR Sporting Regulations.

2.3 – Technical checks

At any time during each Trofeo Lancia event, technical inspections may be carried out to verify the compliance of the cars by ACI SPORT Technical Scrutineers and/or dedicated Trofeo Lancia technicians, subject to the approval of the ACI SPORT Sporting Delegate via the ACI SPORT Technical Delegate of the Competition. These checks will be carried out in accordance with these regulations, the ACI SPORT regulations, and the FIA sporting rules currently in force.

In this regard, any operation involving inspection, comparison, sampling, or performance measurement may be carried out on the entire vehicle or any part thereof to ensure compliance. Regarding the costs for special inspections (e.g., disassembly of the engine, gearbox, differential, etc.), the provisions of Appendix 5, Art. 14 of the ACI SPORT National Sporting Regulations shall apply.

2.4 – Documents and equipment

Documents and equipment that must be presented during technical scrutineering are:

- The vehicle-specific ACI SPORT Technical Passport
- The vehicle-specific FIA Passport
- The original vehicle Homologation Sheet, which must be kept inside the car for the entire duration of the rally.
- Safety apparel for the 1st and 2nd drivers (on board the vehicle or via self-certification, depending on the event's Supplementary Regulations/RPG).
- The car in race trim, as per the "Specsheet."
- Safety Fuel Tank Certificate
- Chassis/Roll-cage Certificate
- Catalytic Converter Certificate

ARTICLE3 – ROLL BAR

3.1 – Designation and definition

(Applicable to Rally4)

Only the chassis and the related roll bar defined by Stellantis Motorsport and homologated by the FIA are authorized. It must be possible to uniquely identify the chassis by reading the chassis number located on the plate welded to the roll bar.

(Applicable to Rally6)

Only the chassis and related roll bar defined by Stellantis Motorsport and homologated by ACI SPORT are authorized. It must be possible to uniquely identify the chassis by reading the chassis number displayed on the plate welded to the roll bar.

Any modification to the roll cage is strictly prohibited. A modification is defined as any operation carried out on the reinforcement through machining, welding, or treatment that results in a permanent change to the material or the structure of the reinforcement.

Any repair to the roll cage is prohibited. Any chassis with a damaged roll cage must be replaced.

ARTICLE 4 – ENGINE, FUEL AND MAPPING

4.1 - Designation and definition

The engine and turbocharger of the permitted vehicles are those defined by Stellantis Motorsport and marketed by Racing Shop. All engines and turbochargers used to compete in the Trofeo Lancia must have been assembled or overhauled, and subsequently sealed, by Stellantis Motorsport or through one of its partners.

Neither the Stellantis Motorsport engine partner nor Stellantis Motorsport itself may be held liable for the reliability or performance development of an engine whose performance level has been certified. No modifications other than those defined in the assembly instructions are authorized.

The engine serial number shall be entered into the technical sheet and registered alongside the competitor's race number for the current Trofeo Lancia event; it must remain unchanged from the preliminary technical scrutineering through to the final checks.

Replacement of the engine may only be carried out in the event of a proven malfunction and subject to the prior agreement of the dedicated technical scrutineer.

4.2 – Engine sealing

4.2.1 Identification

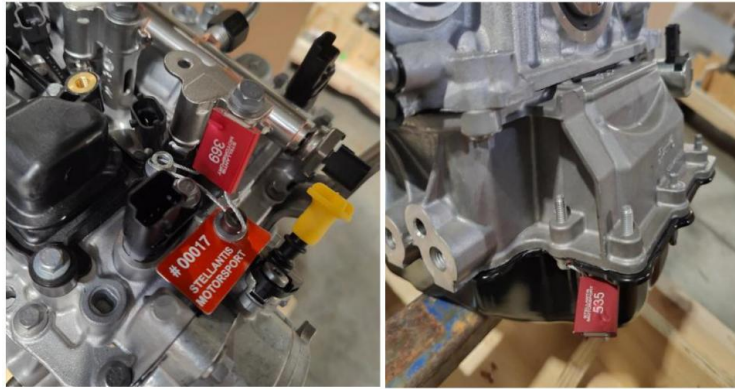
All engines used to participate in the Trofeo Lancia must feature a seal on the cylinder head cover and on the oil sump, as defined by Stellantis Motorsport and illustrated below:

(Applicable to Rally4)



The seal numbers are those associated with the engine number found on the identification plate, the engine block, and the cylinder head, as provided by its partner **Oreca Magny Cours** following assembly or overhaul.

(Applicable to Rally6)



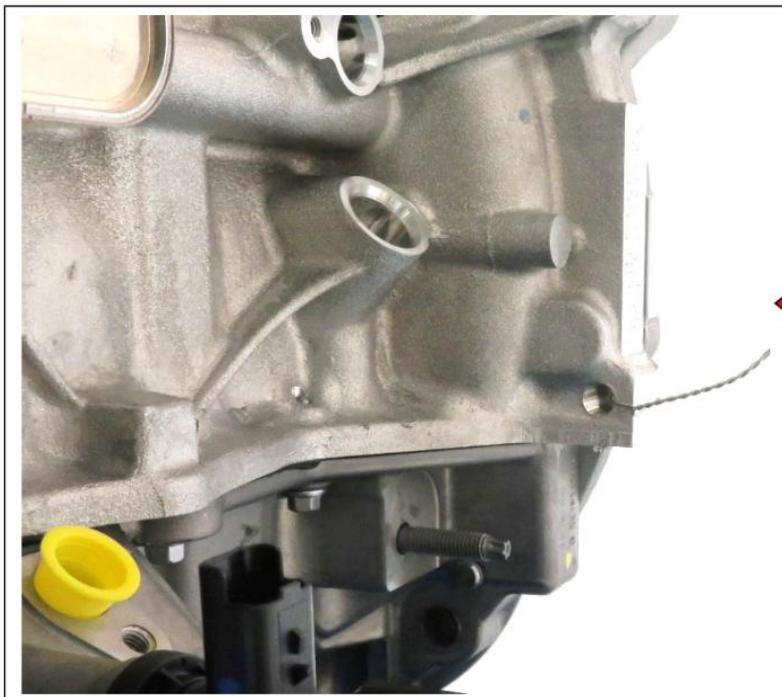
The seal numbers are those associated with the engine number found on the identification plate, the engine block, and the cylinder head, as provided by Stellantis Motorsport.

(For all versions)

The presence, maintenance, correct installation, and legibility of the seals/seal numbers are the direct responsibility of the competitor.

During FIA events, a wire lacing must also be prepared as shown in the photo below, to which the technical scrutineers will affix their own seal.

1/ SEALING OF THE ENGINE BLOCK



Aluminum seal
+
FIA sealing plate
+
Aluminum seal

4.3 – Turbo sealing

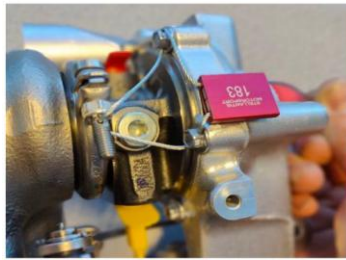
4.3.1 Identification

Every turbocharger used to participate in the Trofeo Lancia must have a seal on the housing, as defined by Stellantis Motorsport and illustrated below:

(Applicable to Rally 4)



(Applicable to Rally6)



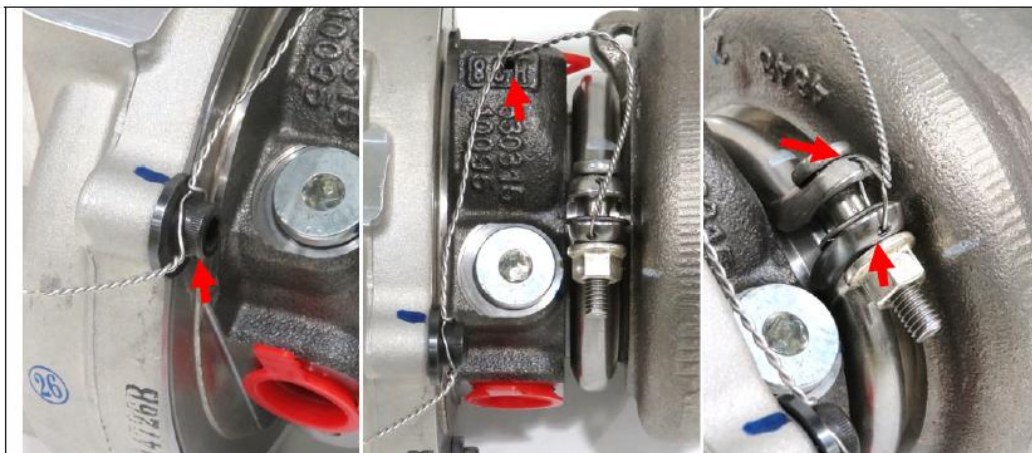
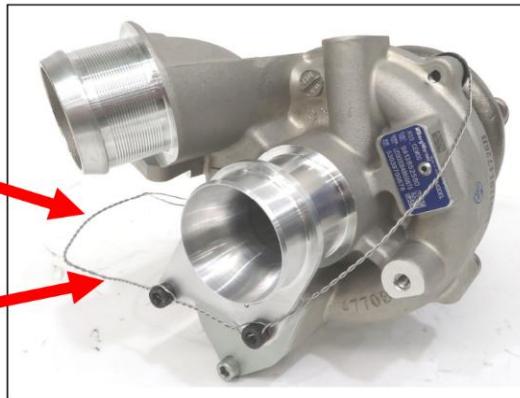
The seal number is the one associated with the turbocharger number, as provided by the Stellantis Motorsport partner following the assembly or overhaul of the unit.

The absence of these seals during pre-race scrutineering will result in a failure to pass for the purposes of the Trofeo, while any absence during the race will lead to a penalty in accordance with Art. 12.3 of the Trofeo Lancia Sporting Regulations.

The competitor must also ensure that the vehicle's turbocharger is presented at pre-race scrutineering with a wire lacing as shown in the photo:

FIA sealing plate
+
Aluminum seal

Aluminium seal
(max 20mm from the screw)



This will allow the ACI SPORT technical scrutineers to affix their own seal, which may remain applicable to the entire duration of the championship hosting the Trofeo Lancia.

However, this procedure must be repeated for every event with FIA status.

The presence, maintenance, correct installation, and legibility of the seals/seal numbers are the direct responsibility of the competitor.

4.3.2 Replacement

The replacement of the turbocharger may only be carried out following the notification procedure provided for in the regulations of the hosting events and with the agreement of the dedicated technical scrutineer.

Only the use of the turbocharger declared as a spare on the technical sheet and presented to the technical scrutineer during preliminary technical scrutineering is authorized.

It is permissible to assign one spare turbocharger to multiple competitors.

4.3.3 Suction flange

(Applicable to Rally4)

Every turbocharger must be equipped with an FIA restrictor (flange), as defined by the current Appendix J, Art. 260.304.2 and marketed by Stellantis Motorsport. A seal must be present on the two fixing screws of the restrictor at every preliminary check.

In the event that the turbocharger does not have seals on the restrictor during preliminary checks, the Dedicated ACI SPORT Technical Scrutineer will measure the internal diameter of the restrictor, and a new seal will be applied.

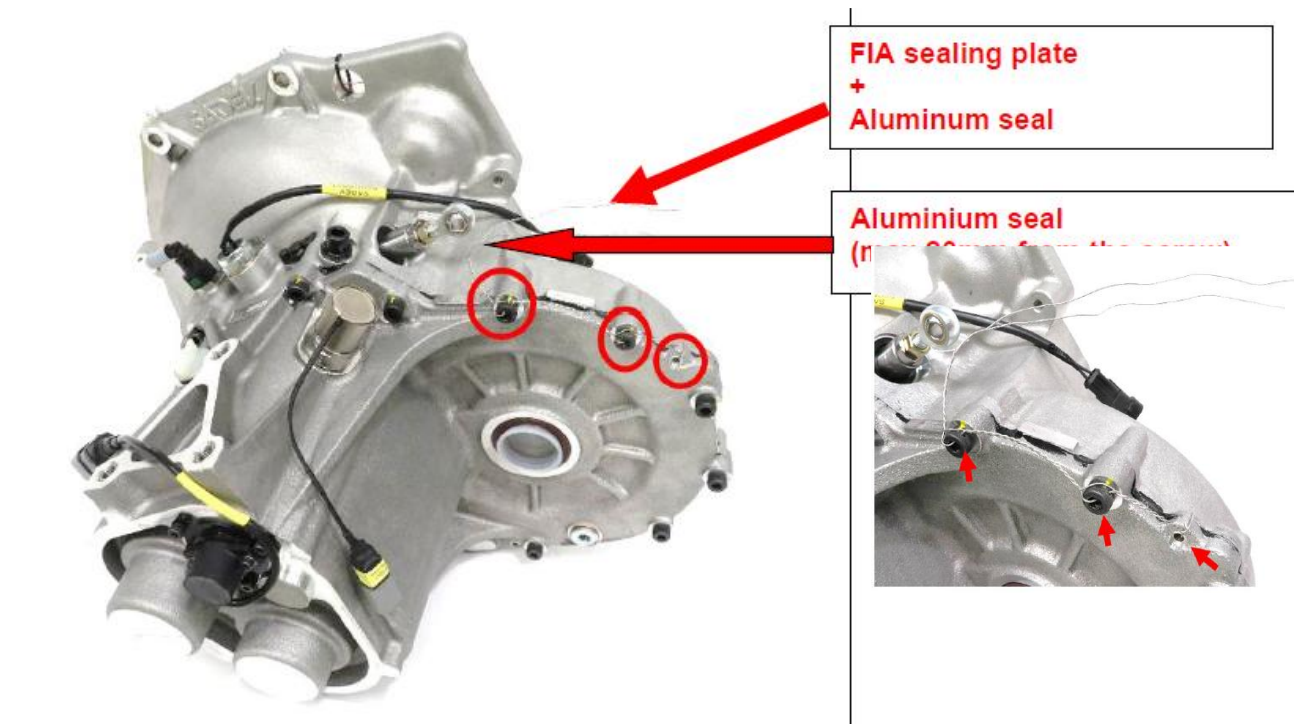


4.3.4 Replacement

From the first race of the Trofeo Lancia, every car must be presented with the appropriate wire lacing on the gearbox in accordance with FIA procedures (see photo). This is to allow the Dedicated Lancia Technical Scrutineer to affix an identification seal after verifying its compliance.

If the Lancia technician affixes the seal after verification, it shall remain in place for the entire season, except for events where this operation is required to be performed during pre-race scrutineering as indicated by the Supplementary Regulations (RPG) (e.g., see Rally di Roma, where the car must be presented with the wires threaded but without seals).

N.B. Outside of competition, this seal may be removed by the team for gearbox maintenance; the Dedicated Trofeo Lancia Technical Scrutineer will re-verify the gearbox and re-apply the seal at the earliest opportunity.



In the event of maintenance or repairs requiring the removal of one or more seals, a request must be made to the Dedicated Technical Scrutineer. They may be assisted by the Stellantis Motorsport Technical Delegate to supervise the operation and arrange for the application of a new seal during Trofeo Lancia events.

If seals are removed during other events, notification must be given to the Trofeo Lancia Technical Scrutineer or the Stellantis Motorsport Technical Delegate, who will provide the necessary procedures to be followed.

4.5 - Compliance

The presence of wires or seals is not a sufficient condition for the compliance of the engine or its turbocharger. Therefore, as part of conformity checks, the performance of the engine and/or turbocharger may be verified, and these components may be removed.

FIA seals are not applicable to Trofeo Lancia events.

N.B. Stellantis Motorsport seals are not valid under ACI SPORT regulations nor for FIA events.

4.6 - Maintenance

No engine maintenance operation may justify the removal of any of the mandatory seals—4 seals for the Rally 4 and 3 seals for the Rally 6 (oil sump, cylinder head cover, turbocharger housing)—whether during or outside of a competition.

If, during a race, a mechanical intervention requires the replacement of a gasket or a lead seal, this may only be carried out with the prior authorization of a technical scrutineer.

Any removal of a Stellantis Motorsport seal or lead during a race without the authorization or presence of a Dedicated Technical Scrutineer or, in their absence, a member of Stellantis Motorsport, shall be penalized by the exclusion of the competitor from the current Trofeo Lancia event. Similar conduct must be observed regarding the removal of ACI SPORT or FIA seals to avoid sporting consequences in the hosting championship.

4.7 - Fuel

The type of fuel used must comply with the ACI Sport regulations for the 2025 CIAR (Art. 31.1.a).

The competitor must take all necessary measures to ensure that it is possible, at any time during the event, to extract from the vehicle's tank a minimum volume of 3 liters of fuel required for analysis.

Sampling and analysis will be carried out according to the procedure defined in the general requirements of the National Sporting Authority (ASN) of the country where the event takes place.

4.8 - Mapping

4.8.1 Mapping/fuel type

Only the mapping specified in the technical sheet and defined by Stellantis Motorsport is authorized.

4.8.2 Alternator management (LIN) (Applicable to all versions)

The use of the device that allows the management of the engine alternator via mapping, as defined by Stellantis Motorsport (see technical bulletins), is authorized.

Each competitor is free to choose whether or not to use this device.

4.9 – Engine control unit and data acquisition

4.9.1 Engine control unit

(Applicable to all versions)

Only the Magneti Marelli SRG 141 engine ECU, defined and approved by Stellantis Motorsport and marketed by Racing Shop, is permitted. Its position must remain unchanged and as described in the assembly instructions.

The serial number of the ECU will be entered into the technical sheet and registered alongside the competitor's race number for the current Trofeo Lancia event. It must remain unchanged from the preliminary technical scrutineering to the final checks.

Its replacement may only be carried out in the event of a proven malfunction and subject to the prior agreement of the dedicated Trofeo Lancia technical scrutineer or, in their absence, by an ACI SPORT Technical Scrutineer assisted by a member of Stellantis Motorsport, who will update the Technical List submitted during pre-race scrutineering.

4.9.2 Data acquisition

(Applicable to all versions)

The dedicated Technical Scrutineers, together with the Stellantis Motorsport technician authorized for such operations by the Panel of the Stewards and the Clerk of the Course, must be able to connect to these ECUs at any time during the event and use the recorded data during technical compliance checks. It is therefore the responsibility of the competitor to ensure that the Ethernet connection port and the electrical wiring are in good condition.

Any deletion of data acquired during a Trofeo Lancia event, from the preliminary technical scrutineering to the final technical checks, is strictly prohibited.

ARTICLE5 - LUBRICANTS

The use of the following lubricants is mandatory:

(Applicable to Rally4)

- Engine oil: Total Quartz Ineo First 0w30, reference PS97727A10
- Power steering fluid: Total Fluide LDS, reference 1615099680
- Gearbox oil: 75W140 ELF HTX750, reference 904895438°

(Applicable to Rally6)

- Engine oil: Total Quartz Ineo First 10w50, reference 0AXXQUARTZ
- Gearbox oil: HBVFE2 75W90, part number 1618078480

Brake fluid and coolant are free (unrestricted).

ARTICLE6 - TRANSMISSION

Only the final drive and the homologated gear ratios specified in the technical sheet and defined by Stellantis Motorsport are permitted.

6.1 Replacement

The gearbox and its internal components are those indicated in the homologation fiches.

Any replacement of a worn or damaged part must be carried out:

- With Lancia Genuine Parts (for original and standard spare parts).
- With Stellantis Motorsport parts or Stellantis Motorsport options (for specific competition parts).

The replacement of the gearbox may occur only once per race, as provided for by ACI SPORT regulations, subject to the agreement of the Dedicated Technical Scrutineer who will update the spec-sheet accordingly.

Only the use of the gearbox declared as a spare on the technical sheet and presented to the technical scrutineer during preliminary technical scrutineering, or purchased from a Racing Shop outlet at the event venue, is authorized.

It is permissible to assign one spare gearbox to multiple competitors.

ARTICLE7 – Electrical system

All electrical and electronic components (control units, electrical harnesses, ECU, sensors, actuators, etc.) must be present, functional, and in perfect working order at all times during the event.

ARTICLE8 – SUSPENSION AND BRAKING

8.1 Suspension

(Applicable to Rally 4)

Adjustments to the chassis geometry and stiffness are authorized using components defined by Stellantis Motorsport and marketed by Racing Shop, in accordance with the technical sheet in force for a given event and the recommendations provided by Stellantis Motorsport.

Only the shock absorbers defined by Stellantis Motorsport and marketed by Racing Shop are authorized, without any internal or external modification, in compliance with the technical sheet in force for a given event.

The front and rear anti-roll bar systems permitted in the technical sheet for a specific surface may be disconnected or removed.

8.1.1 Springs

(Applicable to Rally6)

Only the shock absorbers defined and homologated by Stellantis Motorsport for the rally version, in accordance with the technical sheet, are permitted.

No internal or external modifications are allowed.

Painting the springs is prohibited.

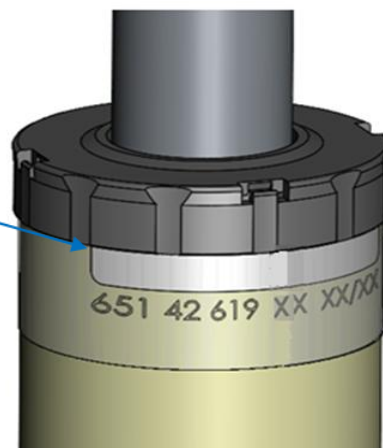
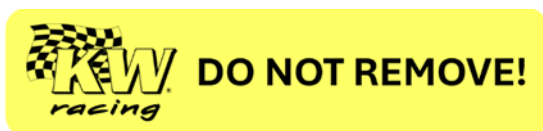
8.1.2 Dampers

(Applicable to Rally6)

Only the shock absorbers defined and homologated by Stellantis Motorsport for the rally version, in accordance with the technical sheet in force, are permitted. Therefore, no internal or external modifications are allowed.

Each shock absorber is equipped with a safety seal (gasket) positioned between the main tube and the top cap, as illustrated below, so that its compliance can be verified at any time during an event.

Safety seal:



The presence and condition of the seals are the responsibility of the competitor.

The presence of a seal is not a sufficient condition for the compliance of a shock absorber. Therefore, as part of the Trofeo Lancia Rally6 compliance checks, samples may be taken and their performance tested.

No maintenance operation on a shock absorber may justify the removal of the mandatory safety seal.

Only **Stellantis Motorsport**, through one of its designated partners, is authorized to remove the safety seal from the shock absorbers as part of their repair or overhaul.

8.1.3 Anti-roll bar

(Applicable to Rally6)

Only the front and rear anti-roll devices defined by Stellantis Motorsport and marketed by Racing Shop are authorized, without any internal or external modification, in compliance with the technical sheet in force.

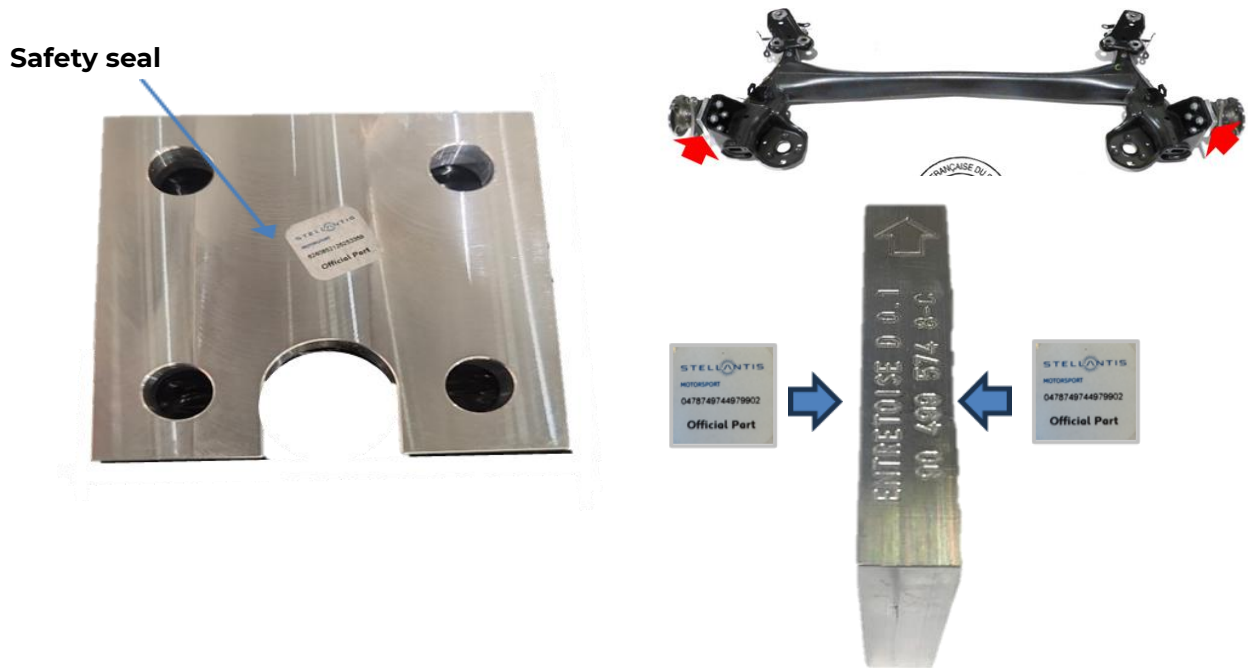
8.1.4 Geometry

(Applicable to Rally6)

Any modification to the bodywork, chassis components, or the addition of spacers intended to alter the track width, camber, or toe is prohibited.

Only the adjustment of the front wheel alignment is permitted.

The rear axle locking shims must be equipped with safety seals on both sides, as illustrated below:



The presence and condition of the seals are the responsibility of the competitor.

8.2 Brakes

8.2.1 Braking system

The use of the braking system as described in the technical sheet and defined by Stellantis Motorsport is mandatory.

8.2.2 Brake pads

(Applicable to Rally4)

Only the brake linings (pads) listed in the spec-sheet for a specific surface and identified with the marking "Stellantis Cup" are authorized:



(Applicable to Rally6)

Only the brake pads defined by Stellantis Motorsport for the Lancia Ypsilon Rally6, as indicated in the Stellantis Motorsport parts lists and included in the technical sheet, are authorized.



ARTICLE9 – TYRES

In all Trofeo Lancia events, the use of chemical surface treatments, mechanical treatments, or any other heating systems (e.g., thermal blankets) is strictly prohibited.

(Applicable to Rally4)

Each competitor may use a maximum of 10 registered MICHELIN 19/63-17 tyres, including spare wheel(s), of the following types:

- Pilot Sport PRO2 M1
- Pilot Sport PRO2 H1

In accordance with Article 2.2.11 of Annex VI of the 2026 version of the General Rally Regulations published by ACI Sport:

- Hand-cutting (grooving) of tyres is prohibited
- The maximum number of Pilot Sport A MW1 tyres is unlimited

In compliance with the regulations in force for FIA European Rally Championship events (Art. 15.1.3 of the regulations), the maximum number of authorized tyres will exceptionally increase to 12, including Pilot Sport A MW1, for the Rally di Roma Capitale. Only Speedline 7x17 ET31 rims are authorized, as per the Spec-sheet. Painting the rims is prohibited.

(Applicable to Rally6)

Each competitor may use a maximum of 6 registered MICHELIN 205-45/ZR17 – 88Y tyres, including spare wheel(s), of the following type:

- Pilot Sport 5

In accordance with Article 2.2.11 of Annex VI of the 2026 version of the General Rally Regulations published by ACI Sport:

- Hand-cutting (grooving) of tyres is prohibited

In compliance with the regulations in force for FIA European Rally Championship events (Art. 15.1.3 of the regulations), the maximum number of authorized tyres will exceptionally increase to 12 for the Rally di Roma Capitale.

Only white 7.0" x 17" steel rims (ref: 904976328B) defined by Stellantis Motorsport and marketed by Racing Shop for Stellantis Group RC6 cars are authorized. The use of instrumented valves (TPMS) is prohibited. Painting the rims is prohibited. It is forbidden to replace the wheel fastening system supplied as standard to the car.

ARTICLE10 - WEIGHT

10.1 Minimum weight

(Applicable to Rally 4)

The minimum weight of the permitted vehicles is 1080 kg.

The minimum weight is the weight at any time during an event, without the driver or co-driver, nor their helmets and HANS devices, with only one spare wheel, with the tools and spare parts located inside the vehicle, and with the fuel and windscreen washer tanks empty.

The tools and spare parts located inside the vehicle must be securely fastened and positioned behind the driver and passenger seats.

The minimum weight with the crew on board and their related equipment is 1240 kg.

The competitor must comply with these two requirements at all times during the event.

(Applicable to Rally6)

The minimum permitted weight for vehicles is 1050 kg; this is the minimum weight at any time during an event.

The minimum weight is the weight at any time during an event, without the driver or co-driver, nor their helmets and HANS devices, with only one spare wheel, with the tools and spare parts located inside the vehicle, and with the fuel and windscreen washer tanks empty.

The minimum weight with the crew on board and their equipment is 1210 kg.

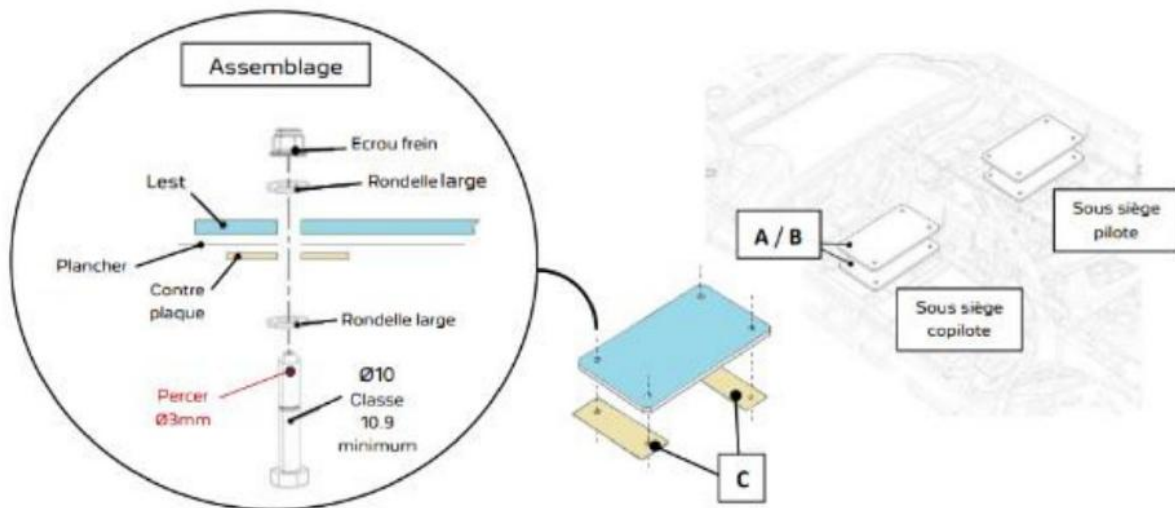
The competitor must comply with these two requirements at all times during the event.

10.2 Ballast

(Applicable to all versions) Modifying the weight of the vehicle is permitted only by using the ballasts defined by Stellantis Motorsport and sold by Racing Shop:

Reference	Quantity	Designation
904654688A	1	Round weight 5 KG
904654708A	1	2,5 KG ballast plate

The ballasts must be positioned inside the passenger compartment, on the floor, and under the seats. They must be secured using four M10 bolts of a minimum grade of 10.9, combined with washers and self-locking nuts.



The competitor must report the presence of ballast to the technical scrutineer during the preliminary technical scrutineering.

It is the responsibility of the competitor to ensure that the fixing bolts are pre-drilled to 3 mm, so that the technical scrutineer can apply the seal.

ARTICLE 11 - EQUIPMENT

11.1 Interior equipment

The use of a Sparco steering wheel with a diameter of 330 mm is mandatory. Models made of composite materials, such as carbon or Kevlar, are prohibited.

11.2 Exterior equipment

The underbody protections from the Gravel kit are authorized for use on asphalt, provided they originate from the Rally4 kit defined and approved by Stellantis Motorsport and marketed by Racing Shop for authorized vehicles.

11.3 Vehicle safety equipment

The following safety devices are mandatory:

- Sparco Matrix seat, homologation CS.018.23, with homologated brackets from FIA Technical List No. 91.
- Alternatively only for the Ypsilon Rally6 Sparco Circuit II CS 408.18 seat with chip brackets
- Sparco 6-point safety harness, marketed in the Ypsilon Rally4 kits, from FIA Technical List No. 57.
- 2 belt cutters, marketed in the Ypsilon Rally4 kits.
- Automatic fire extinguisher system, sold in the Ypsilon Rally4 kits, EX.018.18 from FIA Technical List No. 52.
- 2 x 2 kg handheld fire extinguishers, sold in the Ypsilon Rally4 kits.

11.3.1 Personal safety equipment (FIA 8856-2018 technical list 74)

- Socks
- Shoes
- Gloves
- Racing suit
- Balaclava
- Helmet

Valid FIA homologation mandatory for:

- Frontal head restraint (FHR)
- Helmet
- Racing suit

11.4 Onboard fire extinguishing systems

11.4.1 Handheld fire extinguisher

The presence of 2 (two) handheld fire extinguishers, as defined in the kit for permitted vehicles, is mandatory. It is the responsibility of the competitor to ensure that they are in perfect working order, perfectly maintained in accordance with the current Appendix J 253, and easily accessible by the crew.

11.4.2 Automatic fire-extinguishing device

Only the FIA-homologated automatic fire extinguisher system, defined by Stellantis Motorsport and marketed by Racing Shop for the permitted vehicles, is authorized. The extinguisher circuit must comply with the instructions provided in the manufacturer's manual.

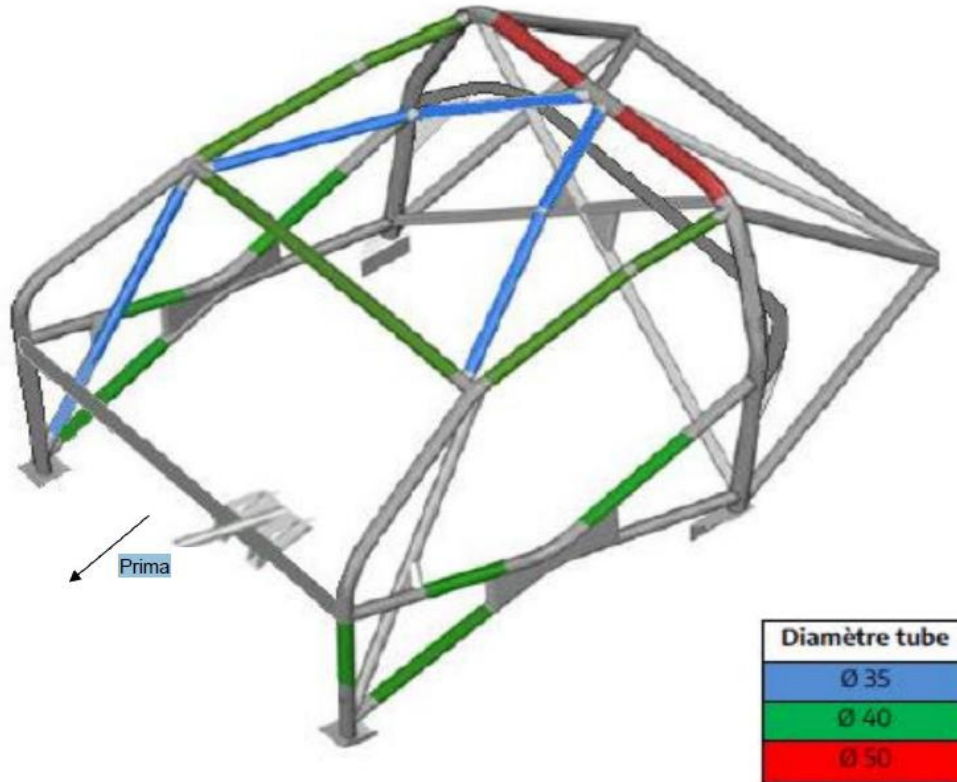
The piping for the automatic extinguishing circuit must be secured using metal ties. The use of plastic cable ties is prohibited.

The system nozzles must be secured using fixing brackets (ref: 904467318B and 904467308B) or equivalent.

It is the responsibility of the competitor to ensure that both circuits are in perfect working order and pressurized, and that the triggering device is easily accessible to the crew in racing conditions, with their harnesses fully tightened.

11.5 Roll cage tube protections (Valid for Rally 6)

The installation of FIA-approved protective foam inserts on the roll cage is mandatory, according to the layout diagram shown below.



Each protection must be fixed in such a way that it cannot move relative to the tube. To this end, the following components are available from the Stellantis Motorsport Shop:

- FIA roll cage foam D35, reference 904613428A
- FIA roll cage foam D40, part number 219001-40
- FIA roll cage foam D50, part number 219001-50

11.6 Additional lights

Only the one light pod model defined by Stellantis Motorsport, marketed by Racing Shop, and specified in the technical sheet are authorized.

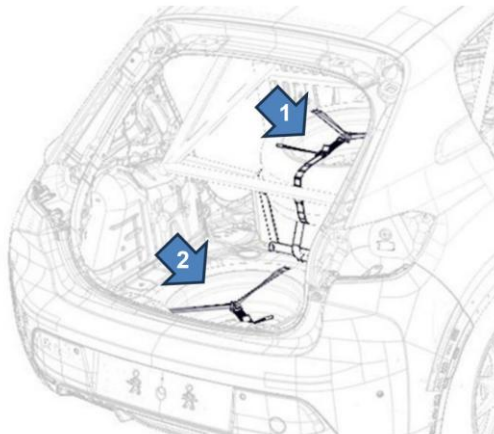
Auxiliary front-lateral cornering lights are free, in addition to the aforementioned light pod.

11.7 Position of the spare wheel

The spare wheel must be positioned in the cockpit behind the driver and passenger seats; its placement is free, provided it complies with Position 1 or 2 as illustrated below.

In Position 1: it is placed flat on a support bolted to the bodywork and secured to it with straps.

In Position 2: it is placed flat and secured with straps.



When using a second spare wheel, it is prohibited to stack the wheels. Positions 1 and 2 must be used.

In the case of using Position 1, it is recommended to use the support defined by Stellantis Motorsport.

ARTICLE12 – LIVERY

The livery must comply with the branding plan of the 2026 ITALIAN ABSOLUTE RALLY CHAMPIONSHIP (CIAR) Sporting Regulations (RDS), together with the 2026 Trofeo Lancia Sporting Regulations pursuant to Article 11.2 and its Annex A.

ARTICLE13 – BLACKOUT/SILVER FILMS

The use of silver or tinted films is authorized on the rear side windows and the rear window under the following conditions:

- Silver or tinted films used on the rear side windows must be provided with an opening with a surface area equivalent to a circle with a diameter of 70 mm, to allow the driver, as well as the contents of the car, to be seen from the outside.
- The authorization must be stated in the supplementary regulations of the competition, as set out in the current Art. 253.11.1 of Appendix J.