

## (K) Competitors: Safety

**2.1.6.** It is permitted to make a hole in series production seats to allow secure anchoring of seat belts.

**2.1.7.** All seat belts used on International events must be homologated by the FIA, and carry their label.

**2.1.8.** It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers are to be used.

**2.1.9.** Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.

**2.1.10.** The anchorage points to the rear should be positioned so that the strap from the shoulder is as near horizontal as possible. It should not be located on the floor directly behind the driver/co-driver.

**2.1.11.** Seat belts once involved in a serious accident should be discarded as they are likely to have stretched. Belts subjected to oil, acid or heat should be replaced.

**2.2. Seats.** All seats should be correctly located and securely anchored in such a way as to allow no movement in squab or backrest. When installing a Competition Seat, carry out the following checks before selection or purchase:

- (a) Study the requirements of the vehicle concerned and ask the manufacturer's advice and recommendations.
- (b) Check that the seat is suitable for the type of forces to which it could be subjected. These will include fore and aft and lateral loadings.
- (c) Check that the seat carries full instructions for installation in your vehicle.
- (d) Check that suitable mounting installations are available from the manufacturer.
- (e) Ask the manufacturer to confirm that the seat frame is suitable for your Motor Sport discipline.
- (f) If the original seat attachments or supports are changed, the new parts must either be approved for that application by the seat manufacturer or must comply with the following specifications (see drawing No. K32).

**2.2.1.** Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to drawing No. K32. The minimum area of contact between support, shell/chassis and counterplate is 40 sq cm for each mounting point. In Series Production Cars manufacturers' standard seat mounting points may be used. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000N, applied non-simultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.

**2.2.2.** The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8mm and reinforcements integrated into the seat.

Each mounting point must be capable of withstanding a force of 15000N applied in any direction.

**2.2.3.** The minimum thickness of the supports and counterplates is 3mm for steel and 5mm for light alloy

materials. The minimum longitudinal dimension of each support is 6cm.

**2.3. Headrests.** On all vehicles where it is not mandatory (13) it is strongly recommended that a head restraint in the form of a headrest be fitted, as near to the driver's/co-driver's helmet as possible, to prevent whiplash of the neck and spine in case of impact. It is recommended that they comply with 13.

### Fire Extinguishers

**Existing vehicles competing prior to 1st January 2019 may comply with the following until 1st January 2022. New build vehicles from 1st January 2019 must comply with Appendix 3.**

**3.** A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system.

All extinguishers must be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner.

**3.1. Capacities.** Extinguishers are classified as Small, Medium or Large, and designated as Hand-Held or Plumbed-In. Dry powder extinguishers are prohibited.

**3.1.1.** Small, Hand operated.

**3.1.2.**

(a) Medium, Plumbed-In, for discharge into both cockpit and engine compartment.

(b) Medium, Hand-Operated, for discharge into both cockpit and engine compartment.

**3.1.3.** Large, Plumbed-In, for discharge into both cockpit and engine compartment.

**3.1.4.** Large, Plumbed-In, for discharge into Engine compartment, plus Medium, Hand-Held for Driver or Rally Co-driver use.

**3.1.5.** Hand-operated for cockpit (International).

**3.1.6. Permitted Extinguishants** AFFF, ZERO 2000. (See Table 3.)

Copies of the list of FIA/MSA approved plumbed systems are available from the MSA.

**3.2. Plumbed-In Systems** (If AFFF they must be FIA/MSA homologated).

**3.2.1.** The Large unit should have two points of triggering, one for the driver (and Co-driver in Rallies) and one outside the car for activation by Marshals etc.

**3.2.2.** The triggering point from the exterior must be positioned close to the Circuit Breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge.

**3.2.3.** In installing units, the direction of nozzles should be carefully considered, Induction, Exhaust, Ignition and Fuel pumping systems being the most likely areas for fire to occur.

**3.2.4.** Where possible sources of fire exist outside the engine or cockpit areas (i.e. front mounted fuel tanks) advice can be sought from the MSA concerning plumbed-in system installations.