

REQUIRED SAFETY EQUIPMENT

OCCUPANT SAFETY EQUIPMENT

Each occupant must wear the following equipment during all on-track sessions:

1.1.1 Helmet

All occupants must wear a safety helmet during on-track sessions. Only helmets certified to meet the following standards are permitted:

- Snell Memorial Foundation – **SA2005, SA2010**
- SFI Foundation – Spec 31.2, Spec 31.2A
- British Helmet Standard – BS 6658:1958

Hair protruding from beneath a driver's helmet must be completely covered by fire-resistant material. Drivers with facial hair must wear face shields of fire-resistant material (i.e. balaclava or helmet skirt).

1.1.2 Driving Suit

One-piece driving suits are required and must be made of fire-resistant material and certified to SFI spec 3/2A-5 or greater, or homologated to "FIA 2000" specs, which effectively covers the body, including neck, ankles and wrists. Multi-layer driving suits are recommended.

Fire-resistant underwear is recommended.

FIA homologated Gloves and Shoes are required. Shoes and gloves must be made of leather, or any other approved fire-resistant material and must be free of holes, tears or other openings except those made by the manufacturer of the equipment.

1.1.3 Eye Glasses

Any corrective eyeglass material used shall be of safety glass-type, and meet U. S. Government standards.

RESTRAINT SYSTEMS

Occupant Restraint Systems must conform to Appendix B of the Formula Drift Professional Drifting Rules and Regulations

APPENDIX B - OCCUPANT RESTRAINT REGULATIONS

B.1: All occupants shall utilize a driver restraint system that conforms to these regulations. See Appendix B, Figures 1-12

B.2: All occupants in FORMULA DRIFT EVENTS must utilize either a five-point, or six-point, restraint harness meeting the following specifications at all times during practice, qualifying, and the race.

B.3: A five-point system is required for use in automobiles where the occupant is seated in an upright position, and consists of a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and a two-inch antisubmarine strap. The single anti-submarine strap shall be attached to the floor structure

of the car similar to the shoulder harness mounting and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness. A sixpoint system may also be used, and is recommended.

B.4: A six-point system is required for use in automobiles where the occupant is seated in a semi-reclining position and consists of either a three-inch seat belt, three-inch shoulder straps, or two-inch shoulder straps with three-inch wide professional padding, and two, approximately two-inch, leg straps. The double leg straps of the six-point system may be attached to the floor, or be attached to the seat belt so that the occupant sits on them, passing them up between his legs and attaching them either to the single release common to the seat belt and shoulder harness, or attaching them to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the occupant and up between his legs to the seat belt release, or shoulder harness straps.

B.5: The material of all straps shall be nylon, or Dacron polyester, and in new or perfect condition. The buckles must be of metal-to-metal quick-release type, except in the case of leg straps of the six-point system, where they attach to the seat belt, or shoulder harness straps.

B.6: The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the seat belt and shoulder harness. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H"-type configuration is allowed.

J.7: In cases where the occupant is in a semi-reclining position, the shoulder harness shall be attached so that the angle between a line drawn through the driver's spine and the shoulder harness is 70-degrees or greater.

B.8: All straps must be free to run through intermediate loops, or clamps/buckles. If "3-bar" adjusters are used, they shall be placed as close to the mounting points as possible. Straps utilizing a hook with a spring-loaded clip, which attaches to an eyebolt, must use a cotter pin, or safety wire, through the small hole that prevents the clip from opening.

B.9: Occupants of open cockpit cars must use arm restraints.

B.10: The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

B.11: **SFI Certification** - Harness systems may be certified to SFI spec 16.1, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification.

FIA Certification -Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

B.12: Regardless of the date of manufacture, the safety harness shall be replaced if the

webbing is cut/frayed, if any of the buckles are bent/cracked, if the car has been in a severe impact, or at the direction of the TECHNICAL MANAGER. If any of these conditions exist, the TECHNICAL MANAGER shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification.

B.13: The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed twelve-inches (12"). The shoulder harness shall be above a line drawn downward from the shoulder point at an angle of **no more than 20-degrees** with the horizontal. The shoulder straps shall pass through the seat, without interference, to the attachment points. **(Figure 1)**

B.14: The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 45-degrees, and 65-degrees, below the horizontal. The lap belts shall pass through the seat, without interference, to the attachment points. **(Figure 1)**

B.15: Two anti-submarine straps/leg straps, as are found in a 6-point harness system, are highly recommended. If used, they shall be mounted **in accordance to manufacturers specifications**. If a single anti-submarine strap is used, it shall be mounted **in accordance to manufacturers' specifications**. **(Figure 2)**

