GENERAL REQUIREMENTS FOR CARS AND DRIVERS

Schedule I - Safety Harnesses / Window Nets

(not applicable to Superkarts)

I. GENERAL REQUIREMENTS

A safety harness (including a seat belt) shall be compliant with a Standard as specified below and be fitted and worn in accordance with the manufacturer's directions, with tables of this Schedule and any additional requirement imposed by specific category, group and/or supplementary regulations.

Each safety harness shall comply at least with one of the Standards as specified in Table 1 below.

Harnesses of a higher level than specified are permitted and encouraged.

Important note: Some safety harnesses may not comply with civil registration requirements. Where the automobile is to be driven on a public road, it is the competitor's responsibility to ensure that it complies with civil legislation.

2. MOUNTINGS

A safety harness shall be securely mounted on at least two points (Type D), three points (Types B and C) or five points (Type A) in compliance with the prescriptions of Drawings I-1, I-2 and I-3. If the two shoulder straps join prior to a common mounting point then that junction shall be at least 150mm behind the wearer's neck.

A safety harness shall be mounted as per one of the following:

(a) on a series production automobile, any unmodified seat belt mounting point may be used;

(b) where a safety harness is affixed to an un-reinforced section of the body shell, each attachment point shall be reinforced by the use of a plate not less than 75mm x 50mm x 3mm thick as per drawing I-4;

(c) to the safety cages; or

(d) to a substantial part of the automobile structure.

Under no circumstances shall a safety harness mounting bolt be used to affix a safety cage to the bodyshell.

3. A safety harness damaged in any way, including in a collision, shall be subject to inspection by a scrutineer. If appropriate, the automobile's log book shall be endorsed with a requirement that the belt/harness be replaced.

4. WINDOW NETS

In a circuit race, each closed automobile which is required to have a safety cage fitted shall have a safety window net fitted in the driver's door window opening. The window net must cover the opening forward to

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the centre of the steering wheel and be able to withstand a load of 500N applied at any point. The net may be locally modified to preserve the driver's view of the external mirror. It must be affixed by means of a rapid release system so that, even with the vehicle inverted it must be possible to detach the mechanism with one hand. To this end, the handle or lever must have coloured markings. A push button release system is authorised provided that it respects the prescriptions of this article. The push button must be visible from the outside, be of a contrasting colour and be marked "press".

On each automobile derived from series production automobiles manufactured after 1970 and which retains the unmodified door, hinges and latches of the registrable automobile, the net may be mounted to the door frame. Such an automobile fitted with a permanently closed shatterproof window on the driver's door that complies with strength requirements imposed above will be deemed to comply with the requirement for a window net. On each other automobile the net must be mounted to the safety cage.

Note: Each 5th Category automobile, when competing in an event exclusively for such an automobile are exempt from the requirement from Window Nets.

TABLE I

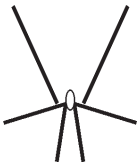
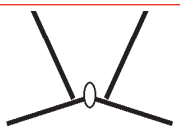
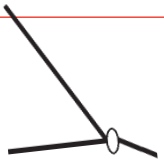
Type	Configuration	Acceptable Standards	Notes
A	6-Point Harness 	FIA 8853/98 Note 1 FIA 8853 - 1985 SFI 16.1 Note 2	1 "Not valid after XXXX" shown on each strap as detailed below: • For International events, safety harnesses must not be used after 31 December of the year stated (XXXX). • For all other events, safety harnesses must not be used after 31 December, five years after the year stated (XXXX). **Please note:** The extension of the safety harness validity detailed above for non–International events is subject to the following conditions: • safety harnesses must be inspected ~~under the targeted~~ **during the normal** scrutiny process; • each competitor must inspect and replace any damaged or worn safety harness before any competition as required. 2 Harness to be returned to original manufacturer for re-webbing within two years of the date of manufacture shown on SFI label. This requirement imposed by SFI Foundation (inc).
	5-Point Harness		
B	4-Point Harness 	FIA 8854/98 Note 1 FIA 8854 - 1991 SFI 16.1 Note 2 AS 2596 ECE R16	
	3-Point Harness		
C	Lap Sash Belt 	AS 2596 ECE R16 AS E35	Seat belts as fitted to production cars as standard equipment and marked as complying with ADR 4/00 or 4/01 shall be deemed as complying with AS2596
D	Lap Belt	AS 2596 ECE R16 AS E35	

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TABLE 2

Event Type	Event Permit Level	Type	Notes
Observed Section Trial or Motorkhana	All	D	
Khanacross	All	C	"Specials" only: Type B minimum
Speed Events* Drifting Events	Club, Multi-Club	C	
	State and above	C	Registered closed cars
		B	All other vehicles
Races* - 1st Category - Group 2A/2C	All non-International	A	Recommended for all vehicles with reclined driving position
	International events	A	FIA 8853/98 only
Races* – Other vehicles	Club, Multi-Club	C	
	State	B	
	National	B	
	International	B	FIA 8853/98 and 8854/98 only
Rallies	Introductory	C	Where ROPS not required
	Other non-National	B	Club, Multi-Club, State
	National	B	
	Tarmac	A	
	International	B	FIA 8853/98 and 8854/98 only
Other Road Events	Touring Assemblies	C, D	Must comply with civil regulations
	Touring Road Events	C, D	Where ROPS not required
		B	During activities requiring ROPS
Off Road	All non-International	A	
	International	A	FIA 8853/98 and 8854/98 only

* **Except 5th Category.** For automobiles of the 5th Category whilst competing in events exclusively for the 5th Category, safety harnesses shall be of a type and configuration as specified in the specific Group technical regulations.

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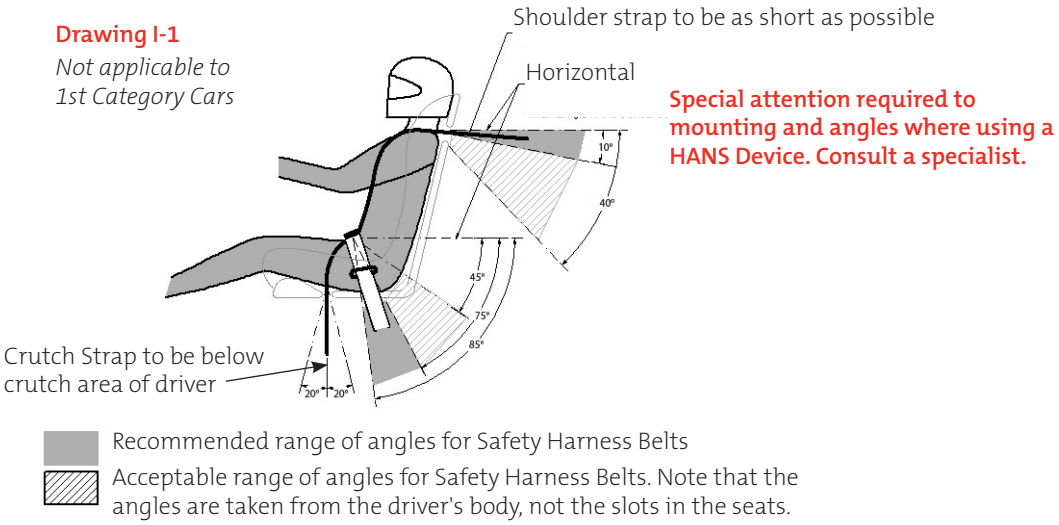
Safety Harnesses and Window Nets

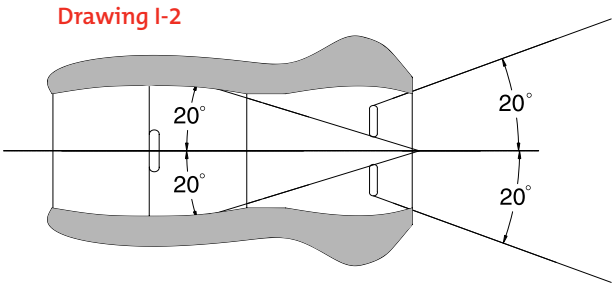
Drawings

Drawing I-1

Not applicable to 1st Category Cars

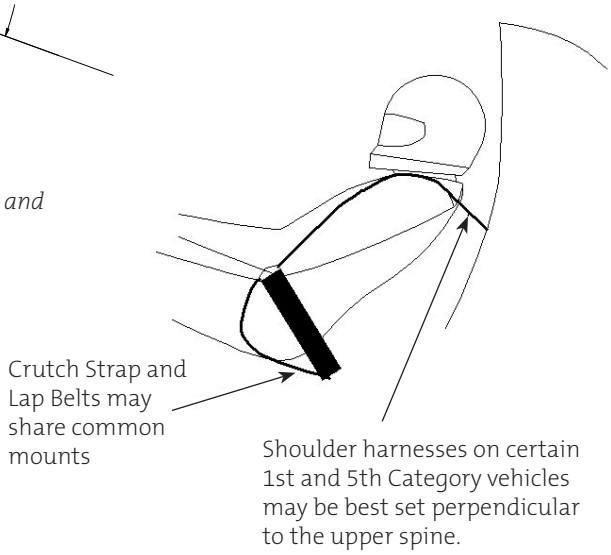


Drawing I-2

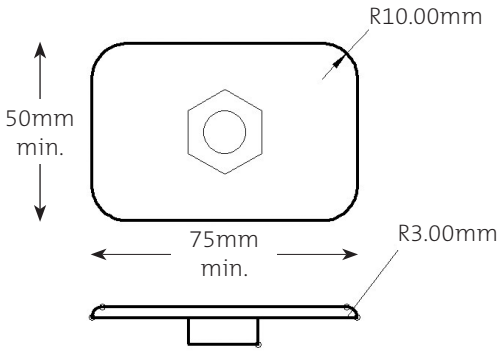


Drawing I-3

1st Category and similar cars



Drawing I-4



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