

RULE CHANGES FOR CONSULTATION

Committee:	Technical Committee
Date of Meeting:	10 July 2019
Closing date for consultation:	23 rd August 2019

Section K – Competitors: Safety

Current

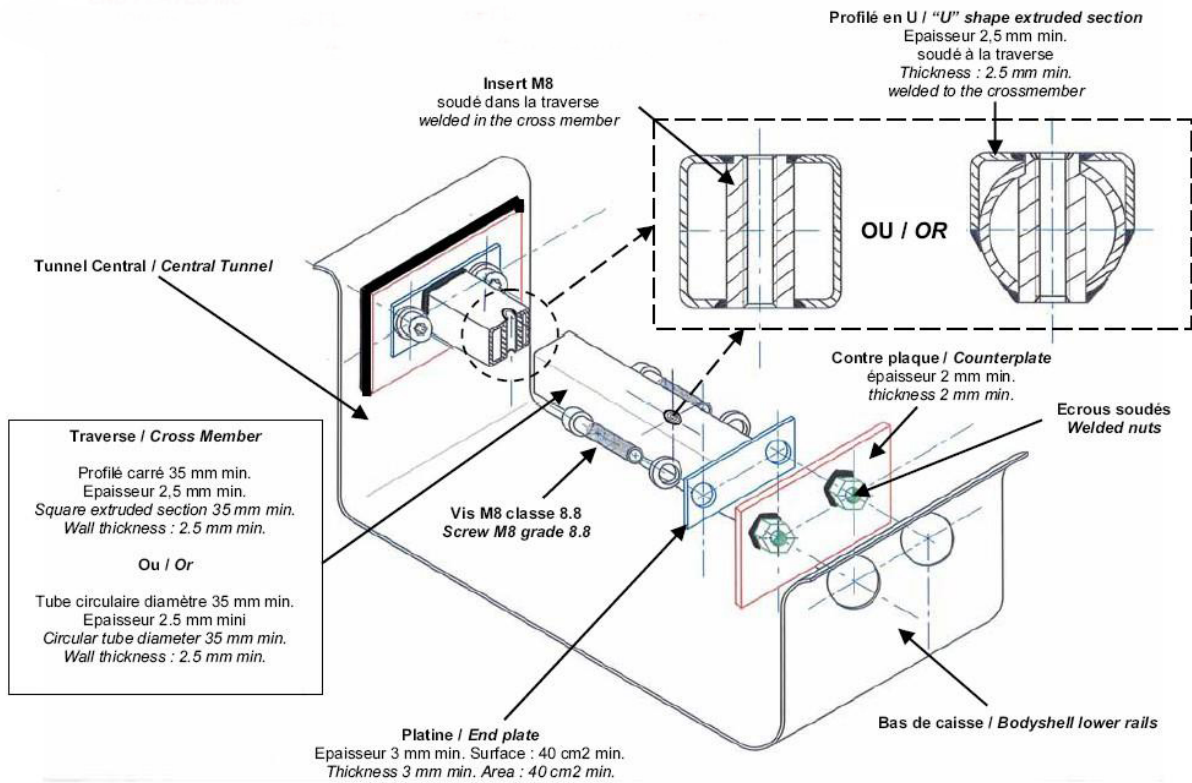
2.2.1. Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to drawing No. K32. The minimum area of contact between support, shell/chassis and counterplate is 40 sq cm for each mounting point. In 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.

Proposed

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 **or K64. In the case of drawing No. K64 the end plates may alternatively be welded to the counterplate.** 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.

Date of implementation: **01 January 2020**

Reason: To provide regulations for transverse cross member seats mounts which are currently widely used but not catered for within our regulations. This proposal adopts the FIA regulation and drawing with the exception that we will allow the bar to be welded to the counterplates rather than bolted as the FIA require.



Drawing No. K64

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Section J – Competitors: Vehicles

Current

5.3.2. The seat must be rigidly located within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.

Proposed

5.3.2. The seat must be ~~rigidly located~~ **correctly located and securely anchored** within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.

Date of implementation: **1st January 2020**

Reason: remove reference to Rigidly located, as this has been interpreted to mean mechanically fixed (bolted etc.). This amendment this wording allows for bag-type seats which are secured into position by a combination of drivers bodyweight, harness and location within the chassis, these type of seats are common in Sport Racing and Single-Seater cars. The wording is copied form K2.2 for consistency

RULE CHANGES FOR CONSULTATION

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Current

Section H – Competitors: Licences

12.1.8. For Races and Stage Rallies J.5.19.2 applies. Competitors for all other disciplines must be able to evacuate the cockpit in a maximum of 10 seconds whilst complying with the condition as prescribed.

Section J – Competitors: Vehicles

5.19.2. The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 7 seconds.

Proposed

Section H – Competitors: Licences

12.1.8. ~~For Races and Stage Rallies J.5.19.2 applies.~~ Competitors for **in** all other disciplines must be able to evacuate the cockpit in a maximum of 10 seconds whilst complying with the condition as prescribed **in J.5.19.2.**

Section J – Competitors: Vehicles

5.19.2. The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of ~~7~~ **10** seconds.

Date of implementation: **1st January 2020**

Reason: To align the maximum evacuation time for both disabled and able bodies competitors in all disciplines.