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To: All competitors / crew members

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REMINDER / 2018 REGULATIONS / VALID AS FROM 1/01/2018

Article 253-6 : SAFETY HARNESSSES FOR WRC & R5 CARS:

Harnesses in compliance with FIA 8853-2016 standard

Compulsory for the following cars :

- World Rally Cars homologated before 31.12.2013 in compliance with homologation extension 100/01 KSR as well as with its WR extension, and with Art. 255A of 2013 Appendix J.
- World Rally Cars homologated as from 01.01.2014 in compliance with homologation extension 200/01 WRC and with Art. 255A of 2016 Appendix J.
- World Rally Cars homologated as from 01.01.2015 in compliance with homologation extension 300/01 WRC and with Art. 255A of 2016 Appendix J.
- World Rally Cars homologated as from 01.01.2017 in compliance with homologation extension 400/01 WRC and with Art. 255A of Appendix J.
- Super 2000 (Circuits) cars in compliance with Art. 263 of Appendix J.
- Super 2000 (Rallies) cars in compliance with Art. 255A of 2013 Appendix J.
- Group RGT cars in compliance with Art. 256 of Appendix J.
- Group R5 cars in compliance with Art. 261 of Appendix J.

For other cars :

Recommended, compulsory as from 01.01.2023.

Technical list n°57 is available on the following link : <https://www.fia.com/regulation/category/761>

Article 253-6 : SAFETY HARNESSSES:

Elastic devices attached to the shoulder straps are forbidden.

Article 253-7 : EXTINGUISHERS – EXTINGUISHING SYSTEMS:

In rallies :

Articles 7.2 and 7.3 apply.

Extinguishing systems and Manual extinguishers in compliance with FIA Standard 8865-2015 (Technical List n°52) are recommended.

Extinguishing systems in compliance with FIA Standard 8865-2015 (Technical List n°52) are compulsory for the following cars :

- World Rally Cars homologated before 31.12.2013 in compliance with homologation extension 100/01 KSR and with its WR extension, as well as with Art. 255A of 2013 Appendix J.
- World Rally Cars homologated as from 01.01.2014 in compliance with homologation extension 200/01 WRC and with Art. 255A of Appendix J.
- World Rally Cars homologated as from 01.01.2015 in compliance with homologation extension 300/01 WRC and with Art. 255A of 2016 Appendix J.
- World Rally Cars homologated as from 01.01.2017 in compliance with homologation extension 300/01 WRC and with Art. 255A of Appendix J.
- Super 2000 (Rallies) cars in compliance with Art. 255A of 2013 Appendix J.
- Group RGT cars in compliance with Art. 256 of Appendix J.
- Group R5 cars in compliance with Art. 261 of Appendix J.

Technical list n°52 is available on the following link : <http://www.fia.com/regulation/category/761>

Article 253-8.3.5 : PROTECTIVE PADDING:

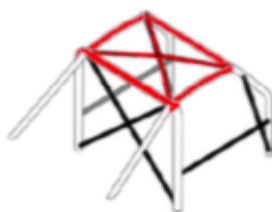
Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection.

All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).

Each padding must be fixed in such a way that it is not moveable from the tube.

Application : For all categories.

For competitions without co-driver, paddings are compulsory on driver's side only.



253-68

Technical list n°23 is available on the following link : <http://www.fia.com/regulation/category/761>

ANTI-TORPEDO TABS

Article 253-7.2 : EXTINGUISHERS – Systems mounted:

It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g.

Anti-torpedo tabs are required.

Article 253-7.3 : Manual extinguishers

All extinguishers must be adequately protected.

Their mountings must be able to withstand a deceleration of 25 g.

Furthermore, only quick-release metal fastenings (two minimum), with metal straps, are accepted.

Anti-torpedo tabs are required

See below an example of anti-torpedo device:



Maintenance on all Extinguisher mounted system:

Maintenance on Extinguisher mounted system: must be done as specified in the specific instruction manual (see Technical list n°16 and n°52)

ARTICLE 253-13 : GENERAL CIRCUIT BREAKER / ALL COMPETITORS

The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine.

For Diesel engines having no electronically controlled injectors, the circuit breaker must be coupled with a device cutting off the intake into the engine.

It must be a spark-proof model, and must be accessible from inside and outside the car.

As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings for closed cars. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

This outside triggering system only concerns closed cars.

Application :

Compulsory fitting for all cars taking part in speed races on circuits, **in rallies** or hill-climbs.

The fitting is recommended for other competitions.

ARTICLE 253-14 : SAFETY FUEL TANK / SPECIFICATIONS FT3-1999, FT3.5- OR FT5-1999 / ALL COMPETITORS

Specifications FT3-1999, FT3.5- or FT5-1999

Only these specifications are accepted by the FIA.

The technical specifications for these tanks are available, on request, from the FIA.

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No bladder may be used more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another two years.

A leak-proof cover, made from non-flammable material, easily accessible and removable only with the use of tools, must be installed in the protection for tanks, in order to allow the checking of the validity expiry date.

Applications of these specifications

- **Group N and Group A cars :**

They must be equipped with an FT3-1999, FT3.5-1999 or FT5-1999 safety fuel tank if the modifications necessary do not exceed those allowed by Articles 254 and 255.

- **Cars of other Groups :**

See the technical regulations of the Group concerned.

ARTICLE 253-14 : SAFETY FUEL TANK / SPECIFICATIONS FT3-1999, FT3.5- OR FT5-1999 / R1-R2-R3

FUEL TANK (401a)

The fuel tank must be homologated in VR.

It must be in compliance with one of the FIA standards (FT3-1999, FT3.5-1999, FT5-1999) and comply with the prescriptions of Art. 253-14.

Capacity : min. 50 litres, max. 100 litres.

If the fuel tank is installed in the luggage compartment and the rear seats are removed, a fireproof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

It is permitted to place a filter and a pump outside the fuel tank.

Only homologated fuel pumps may be used.

These parts must be protected in adequate fashion.

For two-volume cars with a fuel tank installed in the luggage compartment, a fire-resistant, flame-proof and liquid-proof case must surround the fuel tank and its filler holes.

For three-volume cars a fire-resistant, flame-proof and liquid-proof bulkhead must separate the cockpit from the fuel tank.

Nevertheless, it is recommended that this protective bulkhead be replaced with a protective case, as for two-volume cars.

ARTICLE 261-901-A2: SEAT SIDE HEAD SUPPORT / 8862-2009 SEATS / R5

Seats :

Only seats of Type FIA 8862-2009 are authorised.

The material of the driver's and co-driver's seats is free but the weight of the bare shell (seat without foam or supports) must be greater than 7 kg.

FIA-specified foam (see Technical List n°58) must fill the entire volume defined by the lateral area of the seat side head support, projected outwards in a transverse direction to the side glazing or B-pillar (Volume V_c).

Where Volume V_c occupies space filled in with foam (see Art. 901-access10) between the outside surface of the seat and the inside of the door, Volume V_c takes priority.

Volume V_c must be fixed onto the seat side head support with Velcro only.



2018 WRC SPORTING REGULATIONS

5.1 ON-BOARD CAMERAS

65.1.5 The mountings of the cameras and recorders must be able to withstand a deceleration of 25 g.
Cameras must not be fitted between and/or on the side of driver or co-driver seats.



Murat KAYA
Clerk of the course