

Check Championship Regulations

When you are on the scrutineering team for an event that includes Championships that you may not be familiar with, please ensure that you check if there are any additional restrictions or regulations within that championship that may alter your normal scrutineering checks. For example, Junior Race Championships are required to have currently FIA-homologated seats (i.e. in-date), which is not a requirement in General Regulations for Circuit Racing, so you need to be aware of this when scrutineering the vehicles within a Junior Championship.

As a Chief Scrutineer it is part of your duties to ensure that your scrutineering team are fully informed of any specific additional regulations for a visiting Championship.

Fake harness

Some more fake harnesses have surfaced, this set were found at an event in Belgium. The photos show the harness after it had been submitted for testing, and as you can see the harness attachments have catastrophically failed. This highlights the importance of identifying counterfeit products.



The advice given previously in this Bulletin remains valid, if you carefully check labels you can usually find something that indicates it is not genuine product. The first thing is to make sure that you are fully familiar with FIA-homologation labelling requirements, the individual manufacturer's labelling and the product itself. Scrutineers cannot reasonably be expected to examine products in detail, but in the past fake harnesses have been identified by the webbing being a slightly different colour, the weave of the webbing being slightly different, the stitching pattern being different, the finish on the metalwork being different, the detail of the metalwork being slightly different etc.

If you are suspicious of any piece of equipment it is always worth asking the competitor where it was purchased from. If the response is "on-line" be more suspicious, for most of this counterfeit equipment is sold through the internet from 'anonymous' sites. The advice to give to competitors is always to buy from recognised and reputable sources.

ROPS padding

Regulations exist relating to ROPS padding to protect the vehicle occupants in areas where the helmet or body may come into contact with ROPS members. The security of this padding is vital to its effective performance. Often the padding only covers the inside half of the tube (closest to the occupant). This is fine; however, the padding must be secured so that it cannot rotate around the tubing. Attaching the padding with cable ties alone is not enough, an adhesive tape should be used to secure the padding in position with the cable ties as a secondary securing method. Indeed, FIA-homologated padding is supplied with double-sided tape.

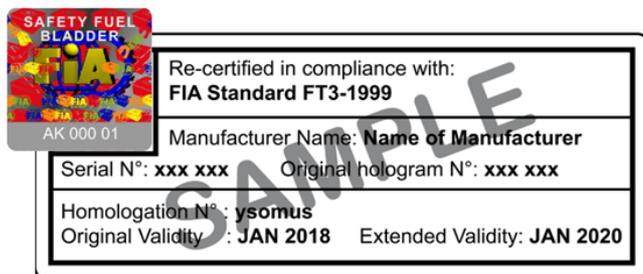


Frayed helmet strap

A Scrutineer at a recent event was presented with the helmet pictured here at pre-event scrutineering. As can clearly be seen, the helmet strap is severely frayed, and it is safe to say that it cannot be expected to act as required in the event of an incident. Such damage is clearly not acceptable, and it goes without saying that the helmet was rejected. Remember that in cases such as this, the MSA helmet sticker – if the helmet already bears one – should be removed from the helmet.

FIA fuel bladder extensions

Please note – as pre-empted in a previous edition of this Bulletin - the FIA have now published a new procedure for manufacturers extending the life of homologated fuel bladders. The FIA standards allow the life of the fuel bladder to be extended for an additional 2 years beyond its initial expiration. Until now an extension has been signified by addition of an additional marking – usually a small additional label – giving the new expiration date. These additions were often found to be hard to see through small inspection panels/openings during scrutineering. In light of this, when a manufacturer extends the life from 01 July 2017 onwards, a new specific FIA label will need to be applied in replacement of the original homologation label.



Validity extended until end: June 2007

The new FIA label for extended homologation is shown here on the left. Note that for the next 2 years you may still encounter fuel bladders with an extended life using the previous requirements, an example of a simple extension label for these is shown on the right. Remember that the homologation expiry is only relevant in events where an FIA-homologated fuel bladder is mandatory.

FIA seat homologation extensions

In much the same manner as above, the FIA have published a new procedure for manufacturers extending the life of homologated seats (FIA standard 8855-1999). The standard permits the extension of the homologation by a further 2 years, subject to a successful inspection by the manufacturer. Until now, the requirement was for the manufacturer to indicate a 2-year extension only by addition of a simple label affixed to the seat detailing the new expiration date and validated by the manufacturer's quality inspection stamp. This has been identified as not sufficiently counterfeit-proof, resulting in these new requirements. With effect from 01 July 2017, when a manufacturer extends the life of a seat they must now apply a specific FIA homologation extension label as pictured here. Note that this in addition to the original homologation label – so both must be present.



For the next 2 years you may still encounter seats with extended expiration dates using the old style label requirements, provided that the extension was carried out prior to 01 July 2017, then they will remain valid. Please also note that this only applies to the FIA standard 8855-1999, FIA standard 8862-2009 seats do not have the option of an extended life.

FIA harness homologation labels

Please remember that the FIA harness homologation standards (8853/98, 8854/98 and 8853-2016) all require the FIA homologation label to be sewn into the left shoulder strap of the harness (from the point of view of the wearer). We have had some reports of harnesses fitted with the label on the right shoulder strap – this is particularly an issue as it could cause the buckle to not align or close properly, potentially seriously affecting the efficiency of the harness. We have also had reports of harnesses presented with homologation labels on each shoulder strap, this can only be a case of 'mix and match' and is equally not acceptable.

LED lights in Road Rallying

Road Rally regulations are specific in not permitting LED auxiliary lamps, or retrofitting LED headlamps, as per regulation (R)18.5.5. The only time an LED lamp can be used on a Road Rally is if it is a Standard Part for the vehicle – see the definition of Standard Part in Section (B).

The two photos below were taken by a scrutineer at a recent Road Rally event and show LED bulbs retro-fitted into both an auxiliary lamp (left) and a headlamp unit (right), in both cases a clear contravention of (R)18.5.5. They can often be hard to spot, (until the lamps are turned on!) but the retro-fit LED bulbs often have an electronics module to the rear with cooling fins, or a remote module near the lamp, so look for unusual wiring routes.



Karting minimum driver weights

Please remember the requirements of (U)17.29.6., which specifies that only mandatory items of Personal Protective Equipment PPE may be included when a driver is weighed to check against the minimum driver weight for a Class. Mandatory items of PPE are helmet, overalls, gloves, boots plus of course any suitable clothing worn under the overalls. It does not include other items worn through choice, such as rib protectors or neck braces for example. If you are carrying out weighing for minimum driver weight checks, then you must ask for such items to be removed by the driver.

It is important to remember that this applies only to minimum driver weight checks. If you are weighing the driver and kart combined weight against a minimum Class weight, then all equipment as worn on circuit must be included – so this would include the example of neck braces and rib protectors.