

# RULE CHANGES

Decisions taken at the Motor Sports Council  
that affect regulations in the *MSA Yearbook*

## Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

## Explanation of format

Regulation changes are shown as **red** additions or ~~struck through~~ deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

## (K) Competitors: Safety

### Date of implementation: immediate

**2.1.7.** All seat belts used on International ~~e~~Events must be homologated by the FIA, and carry their label.

For national events, where Specific Regulations require an FIA Homologated harness, harnesses homologated by the FIA according to FIA standard 8853-2016 may be used for up to five years after the year stated on the label.

Harnesses homologated by the FIA according to FIA standards 8853/98 and 8854/98 may be used until 31<sup>st</sup>

December of the year stated on the label.

**Reason:** *The MSA are reviewing alternative methods of risk management for competitors safety equipment.*

*This proposal extends the life of an FIA 8853-2016 harness by an additional five years over the current FIA validity of five years.*

*Harnesses to FIA 8853-2016 standard are tested to a greater loading than that of the previous standards and are a 6-point minimum. By extending the usable life it will encourage competitors to use the latest standard.*

*To offset this extension, we will give Scrutineers more power to impound equipment and potentially invalidate homologation labels if the equipment*

is involved in an accident or found in poor condition.

Improvements into harness mounting regulations will be investigated, as this has been identified as a potential weak point in the harness system. An education program on harness mounting for competitors and officials will be actioned through the MSA publications and forthcoming Scrutineer Training.

Future projects to monitor usage/accidents via the Vehicle Passport system, and the development of other methods to collect accident data will assist in monitoring the condition of the safety equipment.

Other ASNs already recognise a 10-year life for harnesses. (e.g. CAMS, following comprehensive testing).

## (R) Rallying

**Date of implementation:**  
**immediate**

**48.10.6.** Be fitted with front seats that ~~are currently~~ were FIA homologated to FIA Standard 8855-1999 or 8862-2009 at the time of manufacture (but excluding seats for which the FIA homologation was withdrawn) complying with K.2.2.† with appropriate seat mountings and Section K Appendix 2 Drawing number 32.

For national events, FIA homologated seats manufactured to FIA Standard 8855-1999 may be used for up to two years beyond the expiration of the original homologation label validity.

FIA homologated seats manufactured to FIA Standard 8862-

2009 may be used until 31st December of the year stated on the label.

**Reason:** The MSA are reviewing alternative methods of risk management for competitor's safety equipment.

This proposal extends the life of an FIA 8855-1999 seat by two years over the current FIA validity of five years. The FIA already allow a two-year extension upon inspection of the seat by the manufacturer. This proposal automatically applies this two-year extension without the requirement to return the seat to the manufacturer.

The FIA 8862-2009 standard already has a 10-year validity.

To offset this extension, we will give Scrutineers more power to impound equipment and potentially invalidate homologation labels if the equipment is involved in an accident or found in poor condition.

Improvements into seat mounting regulations will be investigated, as this has been identified as a potential weak point in the seat system. An education program on seat mounting for competitors and officials will be actioned through the MSA publications and forthcoming Scrutineer Training.

Future projects to monitor usage/accidents via the Vehicle Passport system, and the development of other methods to collect accident data will assist in monitoring the condition of the safety equipment.