



/ ASN Safety Bulletin #10

Dear Colleagues,

Before any driver sets out to compete, they must first fasten their safety harness in the correct way, as this will be one of the key elements that protects them during an accident.

To ensure that safety harnesses provide optimal protection competitors should follow the best practice for installation of safety harnesses as specified in the FIA International Sporting Code under [Appendix J](#) or the championship technical regulations.



Drivers (or Co-drivers) in single seaters, sportscars, and closed cockpits competition cars must check the safety harness position prior to setting out to compete to prevent serious or fatal injury.

Officials can deny participation in a competition if the driver and/or co-driver does not install the safety harness properly. You can check to ensure that your safety harness is installed correctly by following the steps below:

1 - Correct buckle position in relation with the pelvic/iliac crest area

The lap straps must fit tightly in the bend between the pelvic crest and

the upper thigh. Under no conditions must they be worn over the region of the abdomen. The lap and crotch straps must hold the pelvic region over the greatest possible surface.

Fig. 1a - Buckle in the correct position

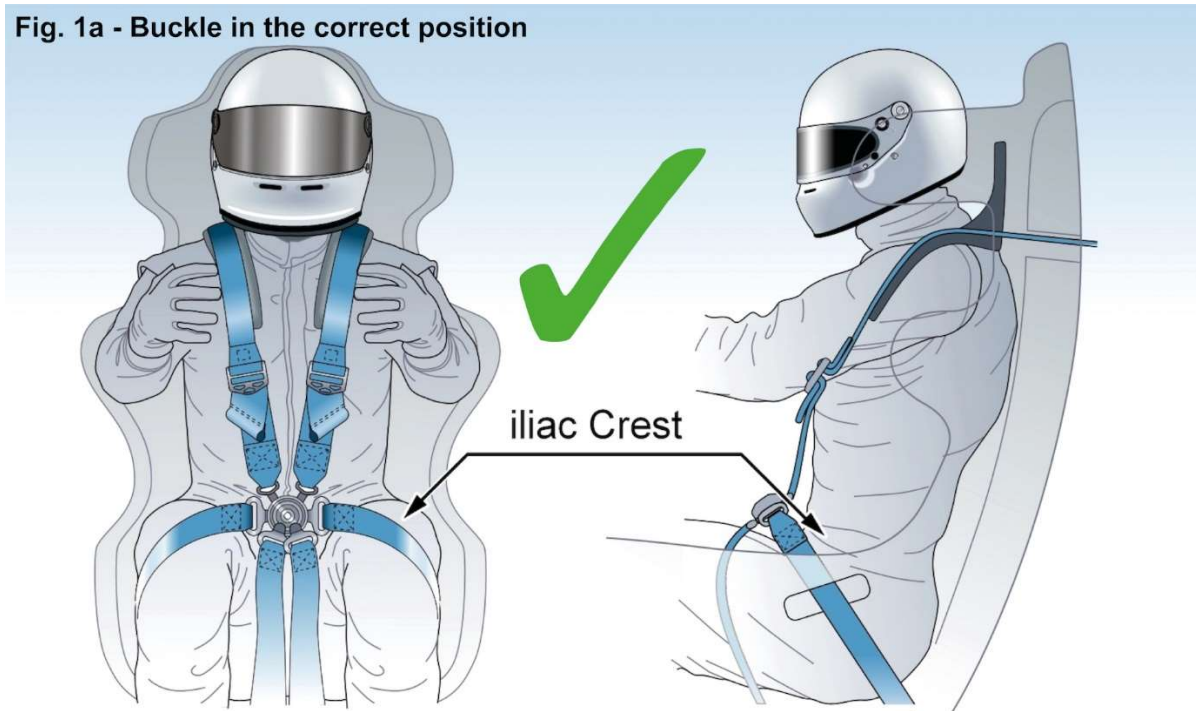
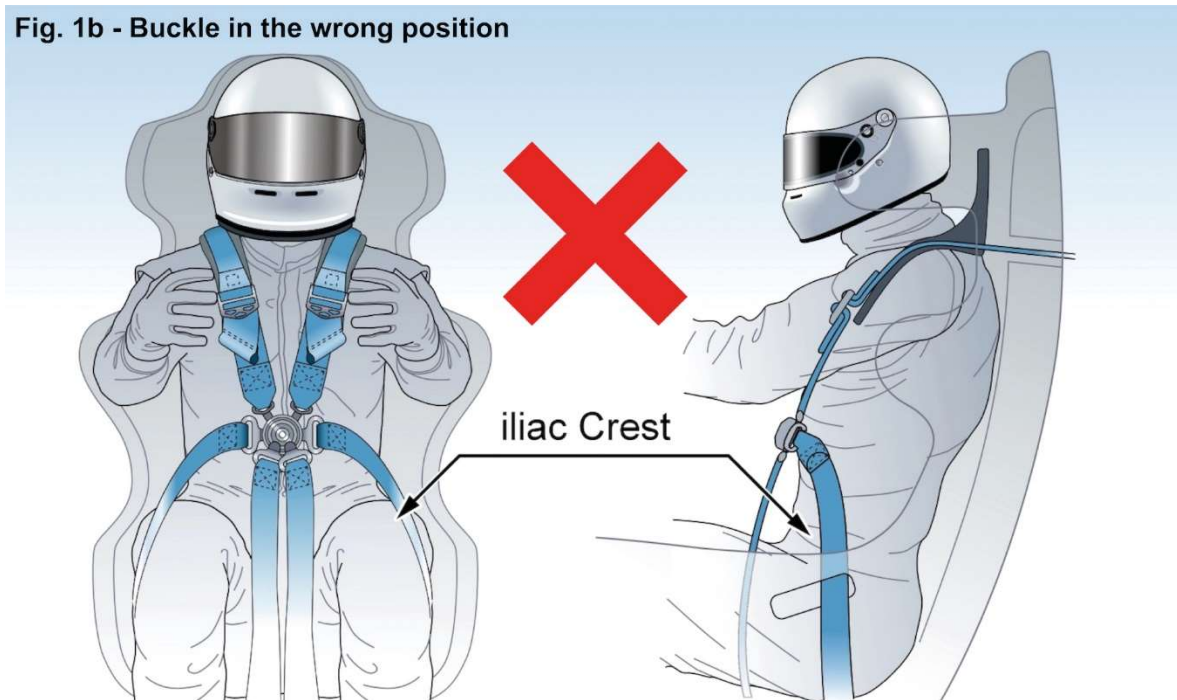


Fig. 1b - Buckle in the wrong position



2 – Safety Harness anchorage points

It is important that safety harness straps are anchored in accordance with the FIA International Sporting Code under Appendix J or/and to the championship technical regulation.

It is prohibited for the safety harnesses to be anchored to the seats or their supports. This is to ensure in case the seat anchorage points fail during an accident the driver will not be ejected together with the seat and harness. Competitors are reminded that Appendix J or/and championship technical regulation have regulations in place to allow to install the harness with the recommended straps angles mentioned in below point 5.

3 - Safety Harness straps routing

The shoulder, lap and crotch straps must pass through the dedicated seat slots, in order to ensure that they wrap and hold the shoulder and pelvic region over the greatest possible surface. All the strap must pass freely through the seat slots in order to avoid the webbing to stress the seat slot edge.

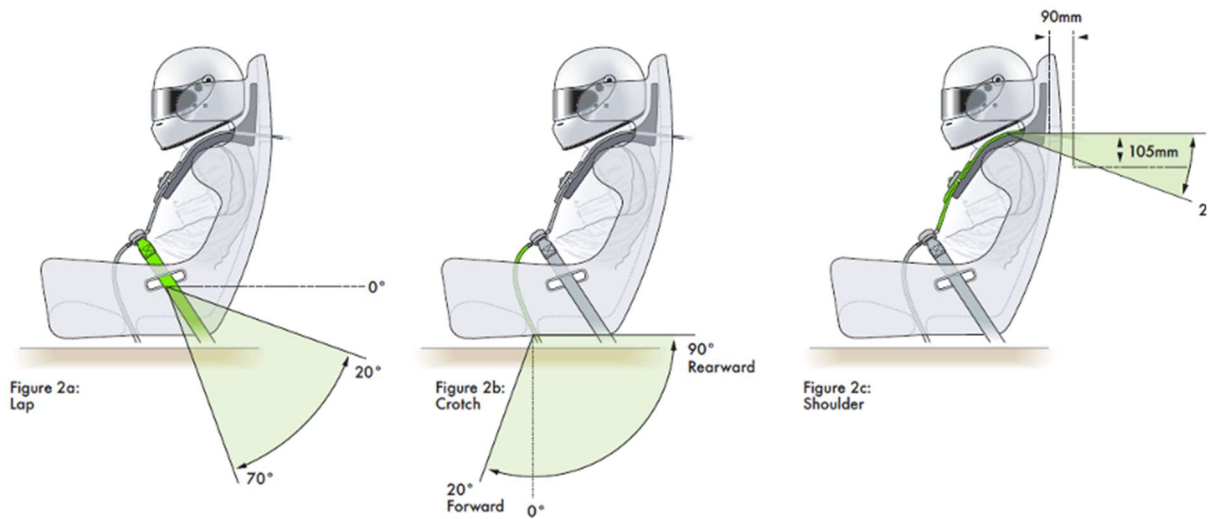
Care must be taken that the straps cannot be damaged through chafing against sharp edges.

4 - Free volume around the safety harness buckle

To avoid an involuntary opening of the safety harness while driving competitors must check the distance of the hands to the safety harness buckle during the steering. During a movement of the steering wheel by 180 degrees to the left and right, the hands should always be at a safe distance from the lever of the buckle.

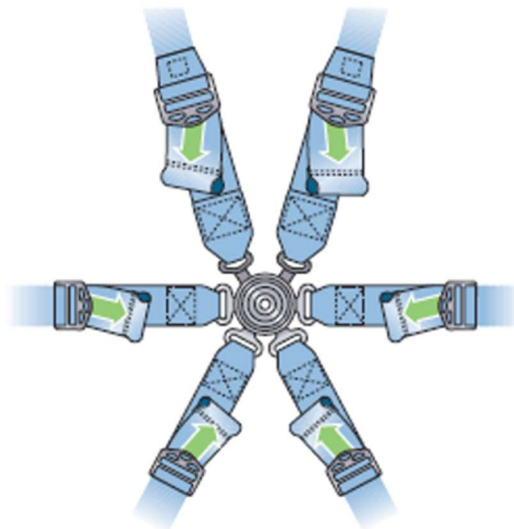
5 - Safety Harness Installation

The safety harness must be installed in accordance with the FIA International Sporting Code under Appendix J or/and to the championship technical regulation, but whenever possible it should be as close as possible to the angles shown below.



6 - Safety Harness tension

Studies performed by the FIA Safety Department have demonstrated that safety harness tension is important to reduce the risk of serious injuries and for the correct functioning of the Frontal Head Restraint (FHR) device. It is therefore important that competitors always keep their safety harness properly tightened.



7 - Interaction between Safety Harness and Frontal Head Restraint Device

A Frontal Head Restraint (FHR) device restrains the driver's head relative to his torso during a frontal or angled-frontal impact thereby, reducing the loads to the head and neck. In order to obtain the most protection provided by a FHR device, it is important that the safety harness is installed in accordance with the FIA guide and installation specification for HANS / Hybrid & Hybrid Pro devices in racing competition.



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親愛的 同事們：

在任何車手開始比賽之前，他們必須首先以正確的方式繫緊安全帶，因為這將是在事故中保護他們的關鍵因素之一。

為確保安全帶提供最佳保護，參賽者應遵循國際汽聯國際體育規則 [附錄 J](#) 或錦標賽技術規定中規定的安裝安全帶的最佳做法。



單座賽車、跑車和封閉式駕駛艙競賽車的駕駛員（或副駕駛）必須在出發參加比賽之前檢查安全帶位置，以防止嚴重或致命的傷害。

如果駕駛員和/或副駕駛未正確安裝安全帶，官員可以拒絕其參加比賽。您可以按照以下步驟檢查以確保安全帶已正確安裝：

1 – 相對於骨盆/髌骨區域的正確扣帶位置

腰帶必須緊貼在骨盆和大腿上部之間的彎位處。在任何情況下，它們都不得佩戴在腹部區域。腰帶和胯帶必須盡可能保持在骨盆區域最大的表面上。

Fig. 1a - Buckle in the correct position

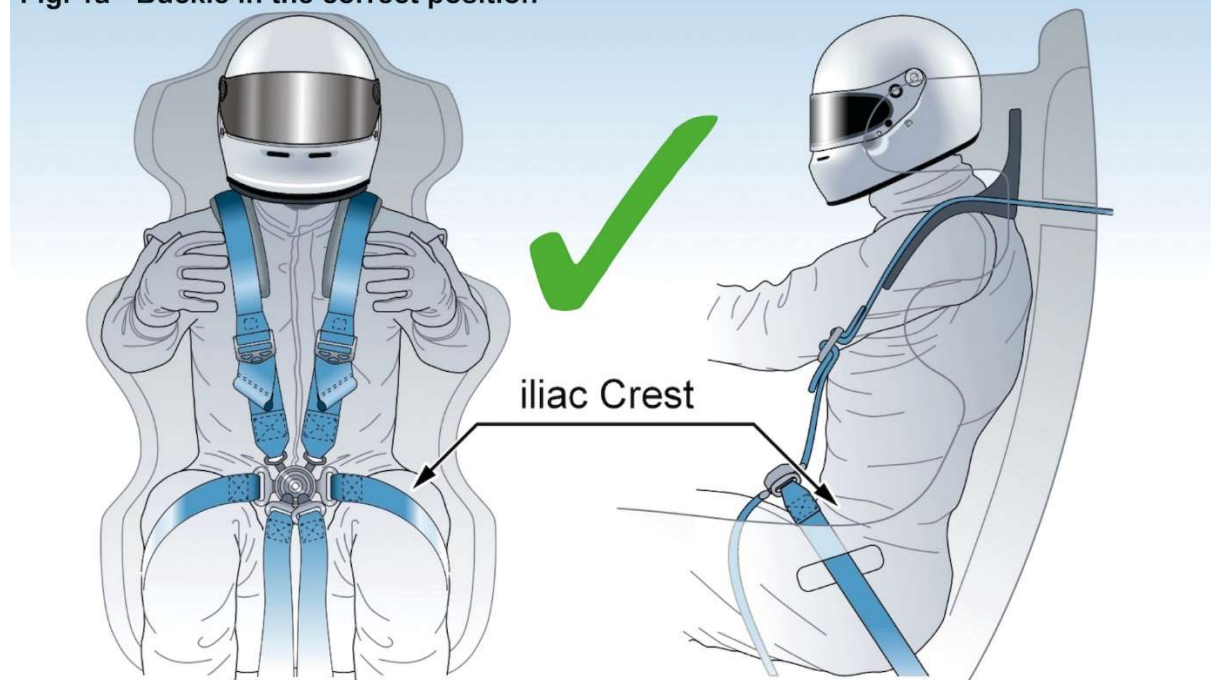
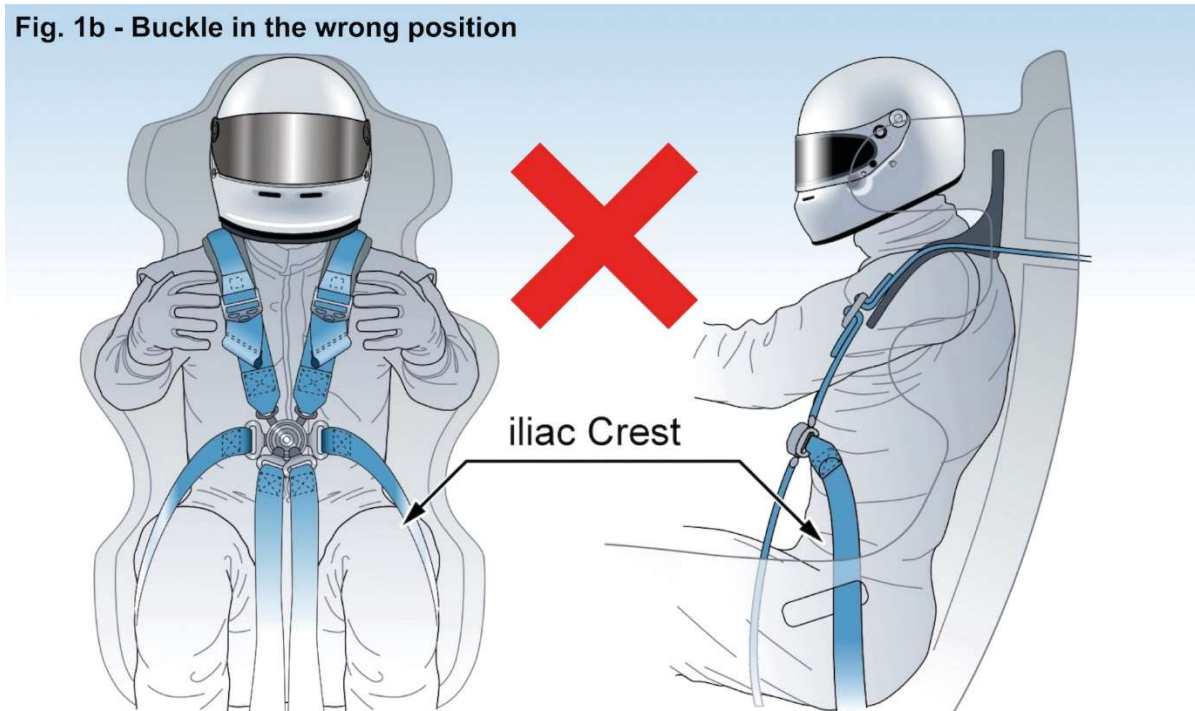


Fig. 1b - Buckle in the wrong position



2 – 安全帶固定點

安全帶固定方法必須按照 FIA 國際體育規則附錄 J 或/和錦標賽技術法規進行。

禁止將安全帶固定在座椅或其支撐物上。這是為了確保在事故期間座椅固定點發生故障，駕駛員不會與座椅和安全帶一起彈出。提醒參賽者在附錄 J 或/和錦標賽技術法規已制定規定，依照在下面第 5 點提到的建議安全帶角度的安裝方法。

3 – 安全帶分佈方法

肩帶、腰帶和胯帶必須穿過專用的座椅槽，以確保它們固定並保持肩部和骨盆區域在盡可能最大的表面上。所有帶子必須自由穿過座椅槽，以避免織帶對座椅槽邊緣施加壓力。

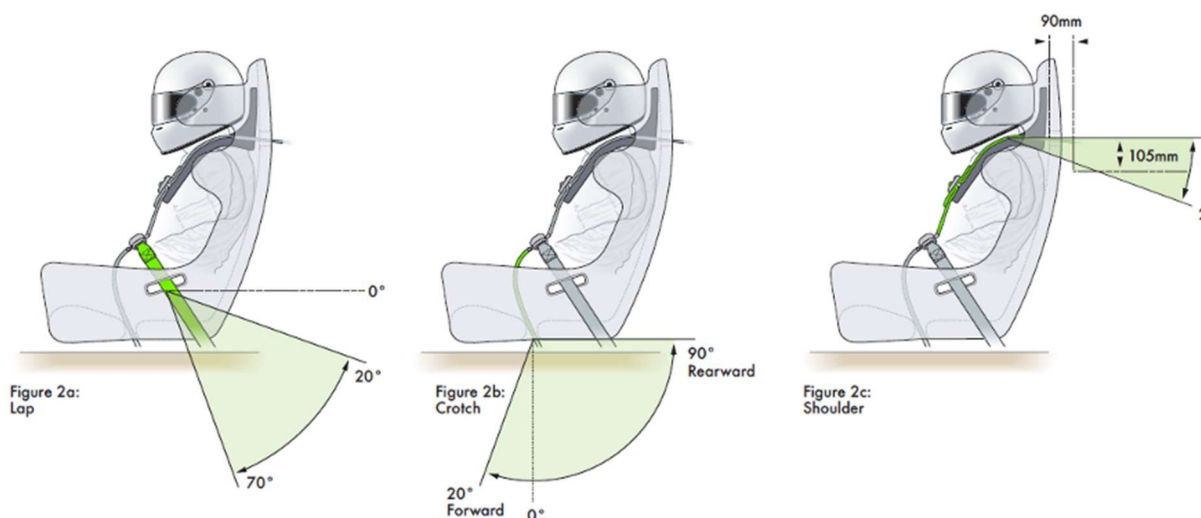
必須注意的是，所有帶子不會因摩擦鋒利的座椅槽邊緣而損壞。

4 – 安全帶扣周邊的自由空間

為了避免在駕駛時不自覺地打開安全帶，參賽者必須在轉向過程中檢查手與安全帶扣桿的距離。在方向盤向左和向右移動 180 度時，手應始終與安全帶扣桿保持一定的安全距離。

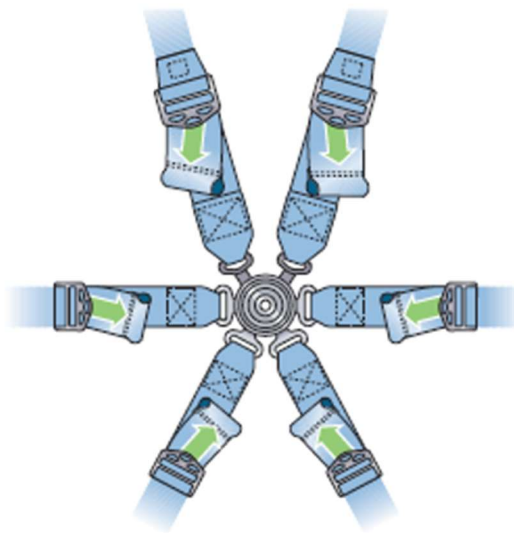
5 – 安全帶的安裝方法

安全帶必須按照 FIA 國際體育規則附錄 J 或/和錦標賽技術法規要求進行安裝，它應盡可能接近下面顯示的角度去進行。



6 – 安全帶的鬆緊

國際汽聯安全部門進行的研究表明，安全帶張力對於降低嚴重傷害的風險和頭盔限位護頸（FHR）裝置的正常運行非常重要。因此，重要的是，參賽者必須保持安全帶適當的收緊。



7 – 安全帶與頭盔限位護頸（FHR）的相互作用

頭盔限位護頸（FHR）裝置抑制駕駛員的頭部相對於其軀幹在正面或角度正面的撞擊期間，從而減少對頭部和頸部的負荷。為了獲得 FHR 裝置提供的最大的保護，最重要的是安全帶的安裝必須按照 FIA 指引和 HANS / Hybrid & Hybrid Pro 裝置在比賽賽車上的安裝規格而進行。