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ASN Safety Bulletin #14



Estimados colegas,

Hay dos tipos de sistemas de sujeción frontal para la cabeza (FHR) aprobados para su uso en competiciones registradas en el Calendario FIA: HANS e híbrido.

Ambos están diseñados para evitar que la cabeza del conductor gire hacia adelante en caso de colisión, pero lo hacen de diferentes maneras y deben usarse correctamente para garantizar un rendimiento óptimo.

El video de arriba muestra cómo usar un dispositivo HANS.

Cuando se genera una fuerza G en un impacto, el HANS asegura que el casco se mueva con el torso del conductor y protege el cuello y el cráneo. Para garantizar la máxima seguridad en un impacto, los conductores deben asegurarse de que el dispositivo HANS esté colocado debajo de las correas de los hombros de un arnés aprobado por la FIA.



The collar angle must be setup between 60° and 90° from the horizontal, and the distance between the leading edge of the HANS collar and the point of connection to the outside of the helmet must be 150mm (+/- 25mm).

The angle of the shoulder belts should be between 10° and 25° viewed from above, and between 0° and 20° viewed from the side. Make sure the shoulder straps run freely between the shoulder slots. You can view the detailed information to help competitors on the selection and installation of HANS device by following the [link](#).

The HANS must only be worn with FIA Homologated helmets. You can download a list with the FIA-approved FHR systems (TL36), a list with the approved models (TL29), and a list of helmets that can be used by following the links: TL [41](#), [49](#), [33](#) and [69](#).



Social Media Post

(Please feel free to copy and paste this for use on your social media channels)

There are two types of Frontal Head Restraint (FHR) systems approved for use in competitions registered on the FIA Calendar: HANS and Hybrid.

Both are designed to stop a driver's head from whipping forward in a collision but do so in different ways and must be worn correctly to ensure optimal performance.

When G-force is generated in an impact, the HANS ensures that the helmet moves with the driver's torso and protects the neck and skull. To ensure maximum safety in an impact, drivers must ensure that the HANS device is placed under the shoulder straps of an FIA-approved harness.

The collar angle must be setup between 60° and 90° from the horizontal, and the distance between the leading edge of the HANS collar and the point of connection to the outside of the helmet must be 150mm (+/- 25mm).

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#FIASafety #FIAVisionZero



Best regards,

FIA Safety Department

If you have any topics you would like us to cover in future bulletins please send your suggestions to the FIA Safety Department.



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