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ASN Safety Bulletin #30

Estimados colegas:

La FIA ha desarrollado e implementado estándares de seguridad para muchos elementos del equipo de a bordo que se utilizan en los vehículos de competición, incluido el dispositivo de sujeción frontal para la cabeza, el asiento, el acolchado de la jaula antivuelco y el arnés. Si bien no es el objetivo principal de estos dispositivos, las propiedades de resistencia al fuego son una característica importante de todos estos estándares.

Para ayudar aún más a proteger a los competidores del riesgo de incendio, y según la categoría, las reglamentaciones de la FIA exigen que los autos estén equipados con:

- i) Un sistema de extinción de incendios conectado.
- ii) Un extintor de mano; o
- iii) Ambos, un extintor de mano y uno empotrado.

Sistema de extinción de incendios integrado – Normas FIA

Hay tres normas FIA para sistemas de extinción de incendios integrados:

- i) Norma FIA para sistemas de extinción de incendios integrados, publicada en 1998, para vehículos de cabina cerrada y abierta
- ii) Norma FIA 8865- 2015 “Sistemas de extinción de incendios de mano y empotrados” para vehículos de cabina cerrada
- iii) Norma FIA 8876-2022 “Sistema de extinción de incendios empotrado para coches de cabina abierta”

Se recomienda a los competidores consultar el [Apéndice J](#) y/o el Reglamento Técnico de el campeonato en el que pretenden participar para averiguar qué estándar se requiere.

Los estándares FIA [8865-2015](#) y [8876-2022](#) ofrecen varias mejoras de seguridad en relación con la norma publicada en 1998. Las principales mejoras de seguridad se describen [AQUÍ](#).

Los sistemas de extinción de incendios instalados están diseñados principalmente para retrasar el desarrollo del fuego y, en consecuencia, dar a los competidores más tiempo para salir del automóvil.

Sistema de extinción de incendios integrado: homologaciones e instalación

Dado que la eficiencia de todos los extintores aprobados por la FIA está vinculada a la instalación del sistema de extinción, es importante que el sistema de extinción se instale de acuerdo con el [Apéndice J](#) y/o los Reglamentos técnicos, así como como y el manual de usuario del fabricante. Todos los manuales de usuario están disponibles a través de un enlace en la parte superior de la lista técnica correspondiente.

(Lista técnica n.º 16, n.º 52 y n.º 97 respectivamente para los tres estándares enumerados anteriormente).





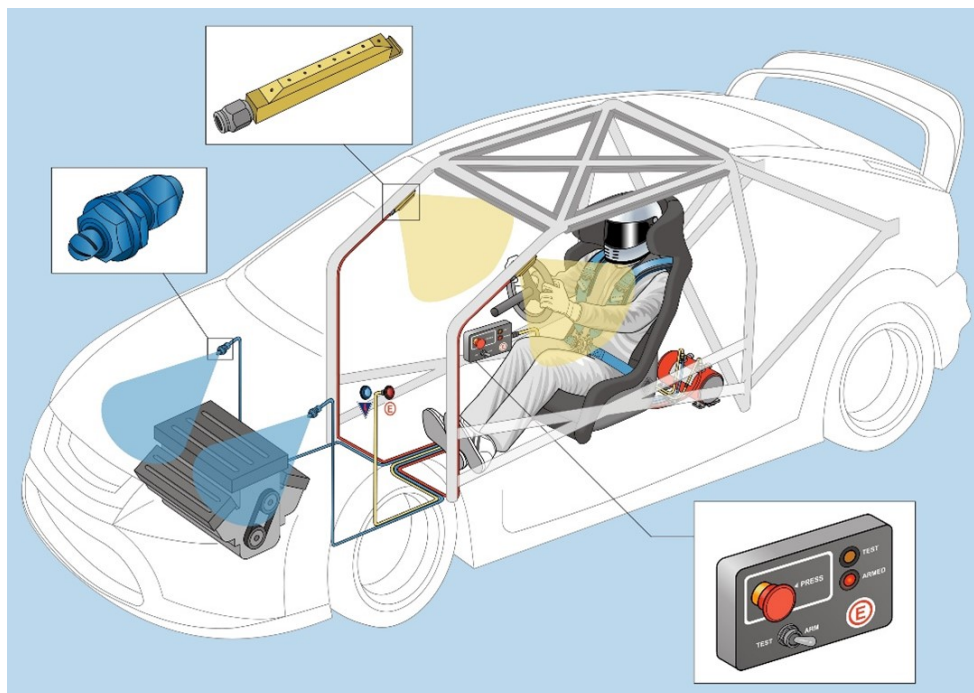
Lista Técnica n°52



Lista Técnica n°97

When installing the system in a car, the bottle, the lines, the nozzles and control box must be firmly fixed to the vehicle to prevent them from changing position under racing conditions. Nozzles must not point at the driver's head when in driving position and must be fixed with metal fixing systems to ensure that they remain in place during a fire. The control box must be fixed in a location that the competitors and race officials can easily see/access. For pressurized systems, the bottle must have a gauge indicating the pressure level in the tank, and this must be in the "green" safe working pressure area in order for the device to be used.

The activation buttons must be accessible to the crew from inside the cockpit and to marshals from outside the car.



Specific requirements for vehicles with HV powertrain

For vehicles with an HV powertrain, only approved non-conductive extinguishing mediums such as FX G-TEC FE36 and Novec 1230 can be used in both the cockpit and engine compartments.

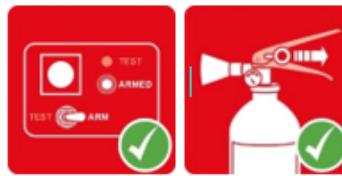
For internal combustion engine vehicles, the system must comply with the "class" of fire, which is defined according to

Hand-held extinguisher(s)

The installation of a hand-held extinguisher in vehicles is regulated by Articles 253 and 283 of Appendix J. In rallies and cross-country rallies, hand-held extinguishers can allow competitors to help others who are facing fire. They can also be used to fight fires in areas where the nozzles of the plumbed-in extinguisher system are not installed (e.g. areas outside of the engine bay and cockpit volumes, such as brakes, exhaust, etc.). The regulations define the number of fire extinguishers, the extinguishing agent medium and the respective minimum quantity, as well as the labelling and installation.

Key Points

Always Be Ready:



Arm the control box as you buckle up. Remove the pin of the mechanical or hand-held system before leaving the garage.



Familiarise yourself with the system and the triggering protocol.



Stop the car and activate the extinguisher immediately there is a fire.



Activate the plumbed-in fire extinguisher system at an early stage of the fire to increase effectiveness.

For Hand-held extinguishers:



Use any handheld extinguisher as soon as possible
Keep a safe distance.



The first activation is the most efficient, empty the bottle completely.

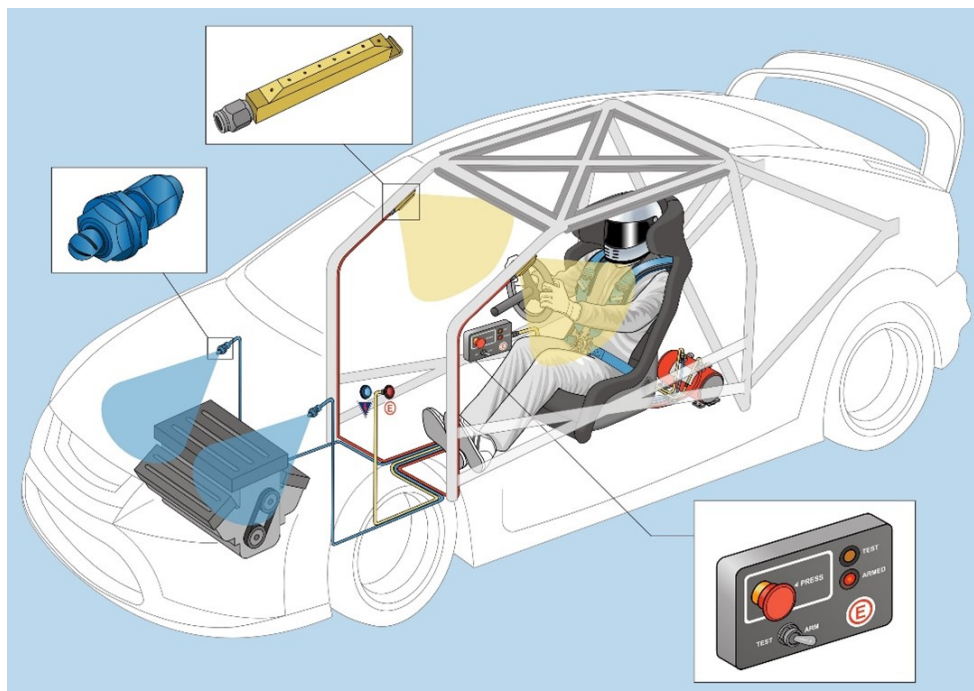


Commonly hand-held extinguishers are most efficient upon the first activation.

The extinguisher is less efficient during the second discharge due to pressure loss inside the bottle.

Social Media Post

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



Today, we want to address an essential aspect: extinguisher systems. 📱 🔥

Plumbed-in fire extinguisher systems are specifically designed to delay the development of the fire and consequently give the competitors more time to exit the car. As the efficiency of all FIA-approved extinguishers is linked to the extinguisher system installation, it is important that the extinguisher system is installed in accordance

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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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