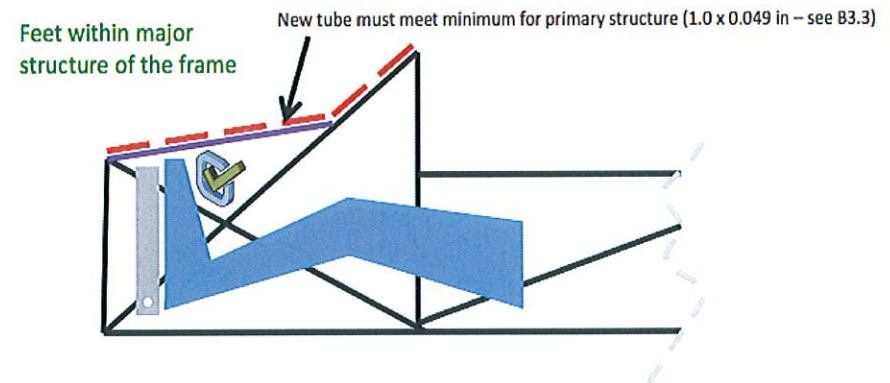
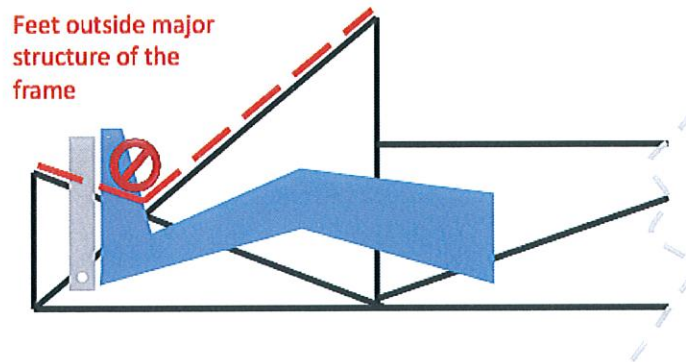


T3.18.1 Frontal Impact Structure



- T3.18.1 The driver's feet *and legs* must be completely contained within the Major Structure of the Frame. While the driver's feet are touching the pedals, in side and front views no part of the driver's feet *or legs* can extend above or outside of **the Major Structure of the Frame**.

T3.29 Monocoque Inspections

Due to the monocoque rules and methods of manufacture it is not always possible to inspect all aspect of a monocoque during technical inspection. For items which cannot be verified by an inspector it is the responsibility of the team to provide documentation, both visual and/or written, that the requirements have been met. Generally the following items should be possible to be confirmed by the technical inspector:

- **Verification of the main hoop outer diameter and thickness** where it protrudes above the monocoque
- **Visual verification that the main hoop goes to the lowest part of the tub, locally.** This may be difficult as the tube is allowed to be integrated into the laminate but there is often a contour that comes from the tube that is visible.
- **Verify mechanical attachment of main hoop to tub exists and matches the SES,** at all points shown on the SES.
- **Verify visually or by feel that the front roll hoop is installed.** Verify mechanical attachment (if included) against the SES.

T4.1.2 Cockpit Templates

- During this test, the steering wheel, steering column, seat and all padding may be removed. *The shifter or shift mechanism may not be removed unless it is integral with the steering wheel and is removed with the steering wheel.* The firewall may not be moved or removed.

Note: As a practical matter, for the checks, the steering column will not be removed. The technical inspectors will maneuver the template around the steering column shaft, but not the steering column supports.

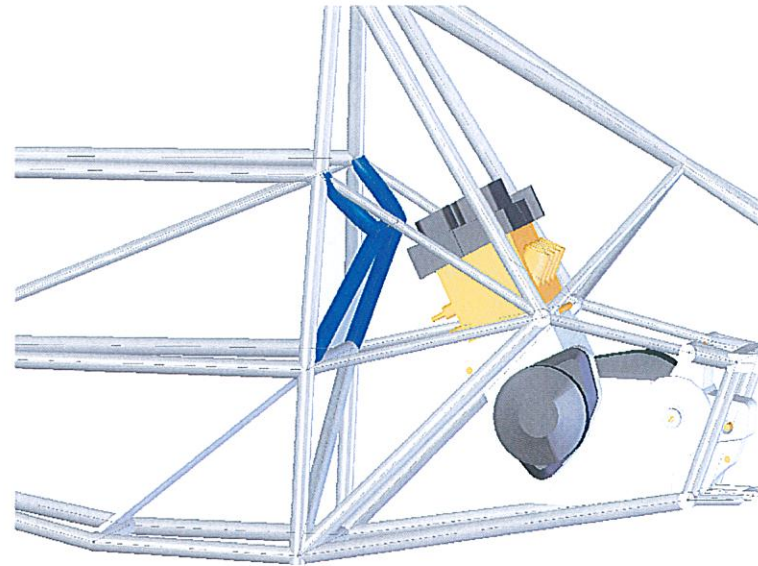
T5.2.1 Harness Installation

- The lap belt, shoulder harness and anti-submarine strap(s) must be securely mounted to the Primary Structure. Such structure and any guide or support for the belts must meet the minimum requirements of T3.4.1.

Note: Rule T3.5.5 applies to these tubes as well so a non-straight shoulder harness bar would require support per T3.5.5

T3.5.5 says:

If a bent tube is used anywhere in the primary structure, other than the front and main roll hoops, an additional tube must be attached to support it. **The attachment point must be the position along the tube where it deviates farthest from a straight line connecting both ends.** The support tube must have the same diameter and thickness as the bent tube. The support tube must terminate at a node of the chassis.



T5.6.2 Head Restraint

The restraint must:

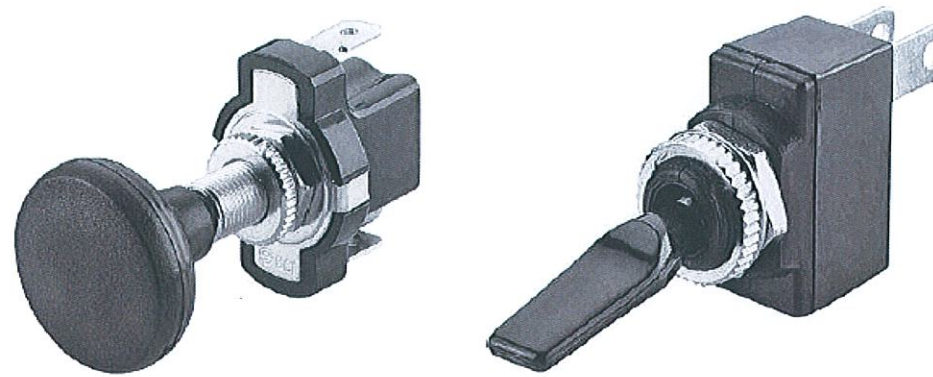
- Be vertical or near vertical in side view.
- Be padded with an energy absorbing material such as Ethafoam or Ensolite with a minimum thickness of 38 mm (1.5 inches).
- *Have a minimum width of 15 cms (6 ins).*
- *Have a minimum area of 325 sq. cms (36 sq. ins) AND have a minimum height adjustment of 17.5 cms (7 inches), OR have a minimum height of 28 cms (11 inches).*
- Be located so that **for each driver**:
 - The restraint is no more than 25 mm (1 inch) away from the back of the driver's helmet, with the driver in their normal driving position.
 - The contact point of the back of the driver's helmet on the head restraint is no less than 50 mm (2 inch) from any edge of the head restraint.

Note: (1): Head restraints may be changed to accommodate different drivers (See T1.2.2).

Note: (2): The above requirements must be met for all drivers.

Note: (3): Approximately 100mm (4") longitudinal adjustment is required to accommodate 5th to 95th Percentile drivers. This is not a specific rules requirement, but teams must have sufficient longitudinal adjustment and/or alternative thickness head restraints available, such that the above requirements are met by all their drivers.

T7.3.4 Brake Overtravel Switch



- The Brake Over-Travel switch **must be a mechanical single pole, single throw** (commonly known as a two-position) switch (push-pull or flip type) as shown below.