

NEW FIRE EXTINGUISHER REGULATIONS

From 1st January 2022 all vehicles with a mandatory requirement for a fire extinguisher will need to comply with the new regulations

Safety is paramount. In the event of an accident, escape is the key priority. The fundamental intention of any fire extinguishers carried in motorsport vehicles is to allow the occupant(s) time to escape from a burning vehicle.

- Since 1st January 2018, it has been a requirement for all extinguishers to be serviced in accordance with the manufacturer's guidelines or every 24 months, whichever is sooner
- Since 1st January 2019, new build vehicles in disciplines that require a fire extinguisher must comply with current (K) Competitors: Safety; Appendix 3
- From 1st January 2022, all vehicles in relevant disciplines that require a fire extinguisher must comply with current (K) Competitors: Safety; Appendix 3

So from 1st January 2022, all vehicles for which there is a mandatory requirement for a fire extinguisher will need to comply with the new regulations in current (K) Appendix 3. The individual discipline regulations will define whether the requirement is for a plumbed-in or hand-held system. If your vehicle was built before 2019, and requires a plumbed-in system, you will need to ensure that it is fitted with one homologated by the FIA. There are currently two FIA homologation standards: Fire Extinguisher Systems in Competition Cars (1999) and FIA Standard 8865-2015.

Details of the systems homologated by the FIA can be found on the relevant FIA Technical Lists on the FIA Website: <https://www.fia.com/regulation/category/761>

For FIA-homologated plumbed-in systems, the extinguisher capacity will be defined by the homologation, so there is no minimum capacity as such. However, competitors should note that only certain Fire Extinguisher Systems in Competition Cars (1999) systems are homologated for use in stage rallying; these

systems are indicated on FIA Technical List No.16 with a tick in the column headed 'Rally', and national regulations stipulate a minimum 3kg capacity for these systems. All FIA standard 8865-2015 homologated systems are eligible for rallying.

Hand-held extinguishers will need to comply with the regulations in (K) Appendix 3, articles 3.2.2 to 3.2.7, or comply with FIA Standard 8865-2015. The hand-held extinguisher must contain one of the permitted extinguishants and the regulations detail the minimum capacity of the extinguisher in either litres or kilograms depending on the extinguishant used.

Servicing

A fire extinguisher is not a 'fit and forget' item; regular servicing and maintenance of extinguisher systems is vital to ensure they are ready to work when needed. For any FIA-homologated extinguisher (List 16 or 52), the servicing must be carried out by the manufacturer or their agent. This is part of the FIA homologation requirements, therefore getting an FIA-homologated system serviced outside the manufacturer's network will effectively void any homologation.

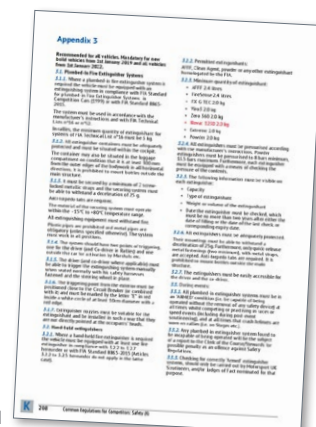


Firesticks – what you need to know

Under the current regulations, Firesticks (and similar products) do not meet Motorsport UK requirements where an extinguisher is mandatory, but may be considered as an additional item, to be carried at the competitor's discretion.

For an FIA-homologated extinguisher, the homologation regulations define what work must be undertaken as part of the service. This is a very thorough service that will involve, among other checks, the internal and external examination of the bottle, replacement of all seals, cleaning and testing of the operating heads and nozzles, and replacement of the extinguisher contents. The servicing schedule mandated as part of the FIA homologation is extensive and only the manufacturer will have access to the replacement parts and specialist tools required to undertake this service.

If you have an FIA-homologated extinguisher that is overdue a service, the first thing to do is to contact the manufacturer to see if they can assist. If the manufacturer advises that the time elapsed since the last service is too long and the system cannot be serviced, then the only option is for the extinguisher to be replaced.



DRIVING FORWARD RACIAL DIVERSITY IN MOTORSPORT – INAUGURAL ANNUAL CONFERENCE

On the 25th November at the Bicester headquarters, Motorsport UK's Racial Diversity Sub Committee will welcome speakers and panellists to explore how best to create a more racially diverse sport together.

Motorsport UK's Racial Diversity Sub Committee, which sits within our broader Equality, Diversity and Inclusion Committee, features the following dedicated members:



Mike Bugembe

Bestselling author, founder, and executive adviser in data, analytics, and AI



Barbara Phillips

PR strategist, anti-racist activist, I&D consultant, and Founder of Brownstone Communications



Jahee Campbell-Brennan

Masters educated engineer with eight years of industry experience and Founder of high-performance engineering consultancy Wavey Dynamics



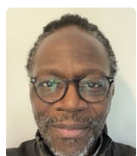
Francis Mensah

Big 4 Management consultant with over 15 years' of experience and independent consultant



Carl-Daniel Chase

Skilled car and bus engineer, semi-experienced racer, and avid motorsport supporter



Barry Peter Alleyne

Freelance building surveyor, with over 35 years' experience managing capital investment projects in both private and public sector organisations



Sophia Bi

Assistant Production Manager at ITV and motorsport marshal with the British Motorsports Marshals Club

We look forward to sharing the ideas and opportunities the conference generated with you in a future issue of *Revolution*. Should you be interested in attending, please contact events@motorsportuk.org for more information.