BULLETINS No.: 2017-06 & 2018-07

Subject: This is a reissue of Bulletin 2017-06 and Bulletin 2018-07

Issue Date: February 11, 2019

Effective Date : Immediately

Bulletin 2017-06 dealing with 12.3.8 general Circuit Breakers and 12.3.4 Fire Extinguishers was issued on December 20th 2017 with a February 15th 2018 implementation date. Bulletin 2018-07 dealing with 12.1.11.7 Fuel Pumps was issued on December 28, 2018 with a February 15, 2019 implementation date. The rule changes outlined in these bulletins were missed from inclusion in the 2019 rulebook printing. Bulletins 2017-06 and 2018-07 are hereby re-issued as a reminder that these rules are in place and will be included in the next rulebook update.

Bulletin 2017-06

Subject: Rule Changes

Issue Date: December 20, 2017

Effective Date: February 15, 2018

Rule change – 12.3.8 General Circuit Breaker

Rationale for rule change

A simple means of ensuring that all vehicle circuits are de-energized is required in competition cars. This is to eliminate electrical sources of ignition; both spark and heat, and ensure the fuel pump does not continue to pump fuel onto a fire.

While many, perhaps most, competitors include a battery master switch in their build; it makes sense to take this rule from “strongly recommended” to “required” and to ensure that fuel pumps are switched off by both the master switch and by the ignition switch.

There are essentially two ways to wire a battery master switch. One is a simple high current mechanical switch:

http://www.demon-tweeks.co.uk/motorsport/battery-isolators-master-switches/lma-budget-battery-isolator-switch

or a solid state isolator:

http://www.demon-tweeks.co.uk/motorsport/battery-isolators-master-switches/cartek-xr-solid-state-battery-isolator

There are advantages and disadvantages to each – and it's possible to do the solid state switch for less than the Demon Tweeks price (~$100). For example, the solid state relay can be mounted next to the battery, reducing the un-switched wire length.

Rule Change

12.3.8 General circuit breaker.

12.3.8.1
~~It is strongly recommended that a spark-proof general circuit breaker with the capability of disconnecting all electrical circuits shall be mounted in the passenger compartment. (The integrity of a fuel injection computer may be protected by supplementary wiring.)~~
A spark-proof general circuit breaker with the capability of disconnecting all electrical circuits is required. A means of disconnecting all circuits, including the fuel pump, shall be mounted in the passenger compartment. Additionally, the fuel pump must shut off with the ignition switch.

12.3.8.2
The location of the circuit breaker switch shall be that which makes it easily operable by either crew member or by persons outside the vehicle through either front door.

12.3.8.3
The location of the circuit breaker control shall be clearly identified ~~marked with a label showing a red spark in a white-edged blue triangle with a base length of at least 12 cm.~~

12.3.8.4
A single circuit, protected by a 5A fuse, is permitted to power the Vehicle Tracking System.

Rule change for Fire Extinguishers.

Rule change rationale:

There have been a few recent incidents where fire extinguishers have broken loose in an accident. In this event, the potential for serious injury is significant.

Rules changes

- Update to the fire extinguisher mounting to improve in-car safety and to recommend matching the FIA requirements.

- Update the on-board fire extinguisher system description to remove Halon and include the FIA standard of Fire extinguishing systems (FIA 8865-2015)

12.3.4 Fire Extinguishers.

12.3.4.1 ~~One~~ Two fire extinguishers with a minimum UL rating of ~~10~~ 5 BC each ~~or two, each with a minimum rating of 5 BC~~, must be installed inside the passenger compartment. During installation, consideration must be given to quick release and security of attachment. One fire extinguisher must be located within easy reach of the Driver or Co-Driver when seated.

Quick release metal fastenings (two minimum), are required, as are anti torpedo tabs. FIA approved mounts are recommended, but any mountings installed should be able to withstand a deceleration of 25g.

12.3.4.2 ~~It is strongly recommended that Halon or a similar gaseous extinguishant be used. If a dry powder unit is used, the unit should be shaken or rapped sharply at frequent intervals to reduce the chance of the powder compacting.~~

An on board Extinguishing System is highly recommended per FIA Standard 8865-2015 (SFI Spec 17.1 systems acceptable). The System must be mounted according to the manufacturer's instructions and only metal piping is permitted. Minimum quantity of extinguishant must be 3kg.

The mountings should be able to withstand a deceleration of 25g. ~~Furthermore,~~ Only metal fastenings (two minimum), are acceptable. Anti-torpedo tabs are required.

In addition to an extinguishing system, two fire extinguishers with a minimum UL rating of 5BC must be installed inside the passenger compartment.

12.3.4.3 Evidence must be produced that the fire extinguisher has been purchased, ~~or~~ recharged or inspected by a certified fire extinguisher inspector within the preceding two years.

~~12.3.4.4 It is highly recommended that all vehicles comply with the FIA article 253.7 (extinguishers – Extinguishing Systems).~~

12.3.4.4 A fire extinguisher label (available through CARS) must be placed on the outside of the vehicle, on a non-glass surface, at the nearest point of access to a fire extinguisher.

BULLETIN No.: 2018–07

Subject: Fuel Pump Rules

Issue Date: December 28, 2018

Effective Date: Feb 15th 2019

Rationale: This rule addition corrects an oversight in the CARS rulebook by requiring that fuel pumps only operate during the starting process and while the engine is running. This will help prevent a running fuel pump from adding fuel to a fire. This is a requirement of FIA 253.3.3.

Implementation: It is recommended that vehicles comply with this rule as soon as possible although final implementation date is Feb 15th 2019, allowing teams time to make the change.

12.3.11.7 All the fuel pumps must only operate when the engine is running, except during the starting process.