

Member Advisory

DATE: August 2, 2017 **NUMBER:** MA 17-06
FROM: Club Racing Board
TO: All Participants
SUBJECT: Single Seater Jacking Points: Important Safety Notice

See the following pages from the FIA regarding modification of rear jacking points in single seater cars.



To	:	All ASNs, FIA Technical Department and Single-Seater Car Manufacturers	Ref	:	FIASDH-17-001
From	:	Laurent Mekies	Pages	:	2
Date	:	29 May 2017			
Subject	:	Rear Jacking Points			

Modification of rear jacking points in single seater cars

Following several front-to-rear incidents over the past months in various single-seater categories, the FIA would like manufacturers and teams to ensure that the rear jacking point designs of all single seater cars cannot act aggressively during such an incident.

Figure 1 shows an example of aggressive jacking point designs. Considering the strength, shape and position of the jacking points, they may become one of the initial points of contact in a crash with another car and alter the performance of the crash structure of the other car.



Figure 1. Example of an aggressive shaped jacking point

An example of a less aggressive design is shown in Figure 2.



Figure 2. Example of a less aggressive jacking point design

The FIA Safety Department highly recommends that aggressive jacking point designs are replaced as soon as practical.

For all FIA homologated rear impact structures, the revised jacking points must first be approved by the FIA.

An example of non-aggressive design will be one that complies with the following requirements:

- Geometrically NOT the first point of contact between the nose and the RIS
- Protrude no more than 45mm from surface of RIS.

I trust this is clear and remain at your disposal should you have any further questions.

Kind regards,

Laurent Mekies
FIA Safety Director