



FIA STANDARD GUIDELINES HELMETS

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INTRODUCTION

1. The FIA Standard Guidelines Helmets (“Guidelines”) set out general informational guidance and illustrative graphics regarding Helmets approved in accordance with FIA Standards. This document is provided, at the FIA’s discretion, to assist drivers and/or competitors taking part in competitions appearing on the FIA International Sporting Calendar and scrutineers (“Third Parties”).

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3. The contents of the Guidelines (including general informational guidance in relation to health and safety, sporting or technical matters) taken in isolation may not be suitable or appropriate for each and every regional and national “Motor Sport Event” (which incorporates all of the following activities i) motor sports competitions, practices, tests, reconnaissance’s / “recces” and demonstrations, ii) any associated entertainment, marketing or commercial activities and iii) any engineering, scrutineering, maintenance or other technical activities, and begins from the time the relevant locations where these activities are taking place are made accessible to any persons, and ends when the relevant locations are closed to access or the activities end, whichever occurs later). This is because the Guidelines relate to FIA Standards created for competitions appearing on the FIA International Sporting Calendar which operate within a regulatory and safety environment that does not apply to Motor Sport Events that do not appear on the FIA International Sporting Calendar.

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7. If there is any conflict, or any doubt as to a conflict, between the contents of the Guidelines and Applicable Laws, Applicable Laws always take precedence. If it is possible to comply both with Applicable Laws and the Guidelines (subject to all appropriate adaptations as per paragraph 5), Third Parties should endeavour to do so.

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- a. of any equipment, products or designs that may be referred to within the Guidelines; nor

- b. as to the applicability or suitability of the Guidelines in relation to Motor Sport Events that do not appear on the FIA International Sporting Calendar.

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10. All Third Parties are made aware of the risks that are inherent in the attendance of any person at or within the vicinity of a Motor Sport Event. Depending on the circumstances of the Motor Sport Event, these risks may include (non-exhaustive): the possibility of incidents (resulting from motor sports or otherwise) resulting in physical and/or mental injury or death; exposure to noise; exposure to / interaction with high voltage or other technical / mechanical equipment; or contracting/spreading communicable diseases.

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- a. Statements (including false statements), acts or omissions by the FIA or its Representatives or Third Parties and their Representatives; or
- b. Any other negligence, lack of reasonable care, breach of any statutory or other duty or Applicable Laws, careless or wrongful act or wilful default by the FIA or its Representatives or Third Parties and their Representatives.

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- a. The Third Party and its Representatives agree to waive any rights and/or claims, agree to release, hold harmless and not to sue the FIA or its Representatives in relation to any claims, liabilities, costs, expenses, damages and losses (including those referred to in paragraph 11); and
- b. The Third Party and its Representatives agree to indemnify the FIA and its Representatives in relation to any and all claims, liabilities, costs, expenses, damages and losses (including those referred to in paragraph 11), and this indemnity shall apply whether or not the FIA has been negligent or is at fault; in each case arising from the use or implementation of, or reliance placed on the contents of, the Guidelines in relation to a particular Motor Sport Event.

GOVERNING LAW & JURISDICTION

13. The Guidelines and any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with the Guidelines or their subject matter or formation, shall be governed by and construed in accordance with the laws of France.

14. The courts of France shall have exclusive jurisdiction to settle any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with the Guidelines or their subject matter or formation.

15. Any matters relating to investigation and enforcement of FIA Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the FIA.

SCOPE

The FIA safety regulations are made up of several different types of document. Some of the documents, such as FIA Standards, FIA Homologation Regulations for Safety Equipment and FIA labelling guidelines, are targeted to the safety equipment manufacturers. Some regulations aim to ensure that the safety equipment used in competitions appearing on the FIA International Sporting Calendar delivers a specified level of safety protection. There are other documents, such as Appendices to the International Sporting Code, Technical and Sporting Regulations, that aim to regulate the use of the safety equipment in competitions appearing on the FIA International Sporting Calendar.

The aim of these new Safety Equipment Guidelines (“Guidelines”) is to complement the FIA safety regulations and to collect all the relevant regulatory information in one place, including the different Standards recognized by the FIA, the differences between them, the importance of safety equipment, the protection delivered, how to select, use and customize safety equipment, and how to avoid critical mistakes. It also gives tips on how to identify non-original products and what to do after an accident.

This document is intended to make the FIA regulations more easily understandable for competitors and scrutineers.

The text written here does not replace the official documents published on the FIA website and it has no regulatory value.

This is a living document that can be updated to reflect any new information, updates to regulatory or guidance documents or clarification that the FIA considers relevant to the competitors and officials. Please ensure that you take into consideration the latest available version.

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A helmet is a type of protective equipment used to cover and protect the head. The driver's head is one of the most exposed parts of a driver's body during motor sport competition. The head is at risk of being hit by external objects, mainly in open cockpit vehicles, or it can hit hard parts of the cockpit, such as safety cage tubes, seat structures, etc. As wearing a helmet is fundamental for any competitor participating in motor sport, the FIA has created different helmet standards for different competitions appearing on the FIA International Sporting Calendar. It is universally recognised within the motor sport helmet industry that the FIA has the safest helmet standard which would be mandated in world championships such as Formula One, but it also has an entry-level helmet standard which delivers around 80% of the safety performance of a top-level helmet for around 10% of the cost of a top-level helmet. The FIA also co-owns with Snell a helmet standard for children under 15 years old, aimed at karting competitions.

1/ THE IMPORTANCE OF RACING HELMETS IN MOTOR SPORT ACCIDENTS

All FIA-approved helmets are aimed at protecting drivers against impacts at high and low speed, debris penetration and flames. All FIA-approved accessories are tested for flame resistance and ease of removal if necessary in an emergency.

The ABP version of advanced helmets gives additional protection against high-speed impacts to the top of the helmet.

The chin strap allows the helmet to be tightened in a safe way to prevent it from rolling off the head, and is designed to allow the extrication teams to easily release it if needed to facilitate extrication.

The helmets are also designed to protect the driver against frontal and/or angled-frontal crashes. The most severe loading of the frontal head restraint "FHR" System occurs in a frontal crash where the driver's head is not restrained

by contact with the protective headrest. The tether forces from the helmet to the FHR counteract the movements of the head and the FHR carries these tether forces either directly or indirectly to the safety harness. It is therefore essential that the helmets are designed to withstand these forces via the Helmet-M6-Terminals.

2/ REGULATIONS REFERENCES

All of the FIA Standards have been developed for use in competitions appearing on the FIA International Sporting Calendar. All guidance below about helmet requirements relates to competitions appearing on the FIA International Sporting Calendar only. If you are taking part in a non-FIA competition, then you should check the relevant rules and regulations.

Before purchasing a racing helmet, you must check the sporting regulations of the competition in which you intend to participate. Any helmet complying with the FIA 8858-2002, 8858-2010 and 8859-2015 standards is suitable for some FIA competitions, in others the higher FIA 8860 standard is stipulated as a requirement. The FIA 8860-approved helmets are typically required for FIA-sanctioned series, which are the top level of motor sport, but there are some international series that also require FIA 8860-approved helmets.



QR 1 – Appendix L 2023 – International Sporting Code – updated 07.12.2022

If it is a competition registered on the International Sporting Calendar or which applies the FIA Safety Regulations, go to the FIA website (www.fia.com), on the "Sport, Regulations" tab, and select the International Sporting Code and

Appendices. The regulations can be found under Article 1 "Helmets" of Chapter III "Drivers Equipment" of Appendix L to the International Sporting Code. There you will find which FIA-approved helmets you need to use if the competition requires you to wear an FHR device. If the FHR device is not mandatory, you should search directly on the FIA website for Technical List No. 25, which defines the helmet standards recognised by the FIA and which can be found in the "Sport, Homologations" tab, by selecting technical lists.

All FIA-approved helmets (TL25 for Recognised Standards For Helmets, TL33 for 8860-2010, TL41 for 8858-2010 and 8858-2002, TL49 for 8859-2015 and TL69 for 8860-2018) can be found on the FIA website in their respective technical lists and must follow the approved labelling, which can be checked inside the helmet.

3/ HELMET STANDARDS RECOGNISED BY THE FIA

The FIA Safety Equipment Homologation programme has been designed to ensure that competitors can purchase high-quality safety products with confidence. That is why the FIA recommends that competitors should always look for the FIA hologram.



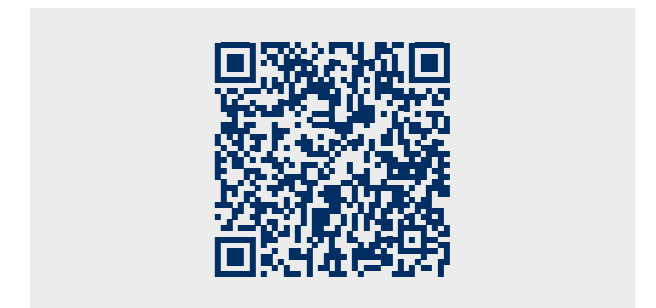
ADVANCED HELMETS	PREMIUM HELMETS	HELMETS COMPATIBLE WITH FHR
8860-2018	8859-2015	8858-2010
8860-2018-ABP		8858-2002
KARTING HELMETS		
Snell-FIA CMS2016		
Snell-FIA CMS2007		
Snell-FIA CMR2016		
Snell-FIA CMR2007		

Table 1 – List of existing FIA Helmet Standards

The helmet standards recognised by the FIA for car competition can be found in Technical List No. 25. There is also a specific list with recognised standards for helmets in karting. Both lists can be accessed via the QR codes below.



QR 2 – Technical List No. 25 – Recognised Standards for Helmets



QR 3 – Recognised standards for helmets in karting

The specificities of each helmet standard

KARTING HELMETS: helmets developed specifically for karting. The specific Karting Helmet Standard Snell-FIA CM2007 and CM2016 is mandatory for drivers under 15 years old. Above that age, drivers must use specific Snell Karting helmets, Snell certified racing helmets, or FIA Premium or Advanced Helmets. Drivers over the age of 15 can also wear Snell-FIA CM2007 and CM2016 helmets, as long as they wear the correct size. Helmets complying with these standards are designed to provide a very good energy-absorption capability while being very light so as to limit the force transmitted to the driver's neck.

HELMETS COMPATIBLE WITH FRONTAL HEAD RESTRAINT (FHR) SYSTEMS: these helmets are Snell certified (i.e. the safety performance and design requirements of the helmet are in accordance with one of the Snell specifications).

However, to ensure that the helmet is compatible with FIA 8858-2002 and 8858-2010 FHR systems, and in order for the helmet to be accepted for use in competitions appearing in the FIA International Calendar, the FIA requires that the helmets pass specific safety performance tests and that they meet design requirements for the helmet-M6-anchorage.

These Helmets are valid for all the FIA Championships where 8860 and/or 8859 is not mandatory.

Please note that FIA-approved 8858-2002 and 8858-2010 helmets will be acceptable in the relevant Competitions appearing in the FIA International Calendar until 31.12.2023.



QR 4 – Technical List No. 41 – FIA Standards 8858-2002 & 8858-2010 for Helmets compatible with FHR

PREMIUM HELMETS: these are the entry-level helmets used in Competitions appearing in the FIA International Calendar where the use of an FHR device is mandatory. This helmet standard has been designed to deliver the safety performance for around 10% of the cost of the 8860 helmet.

These Helmets are valid for all the FIA Championships where 8860 is not mandatory according to the Appendix L to the ISC Chapter III article 1.1.1.



QR 5 – Technical List No. 49 – FIA Standard 8859-2015 for Premium Helmets

ADVANCED HELMETS: the highest-level helmet standard, which is intended to be the safest helmet standard in the world for motor sport. Currently there are two standards: 8860-2010 and 8860-2018. The 2018 version offers several changes compared with the 2010 version, such as increased energy-absorption capabilities and the introduction of Advanced Ballistic Protection (ABP). The ABP version offers unique protection against projectiles in the region of the forehead, based on military ballistic specifications.

These helmets are compulsory on the championships listed on the table of the Appendix L to the ISC Chapter III article 1.1.1.



QR 6 – Technical List No. 69 – FIA Standard 8860-2018 for Advanced Helmets



1/ SELECT THE RIGHT PRODUCT

Selecting the right helmet is critical when it comes to participating in any motor sport event. Here are some factors you should consider when selecting a helmet:

HELMET STANDARD: look for helmets that meet the safety standards defined in the regulations of the event in which you are participating.

TYPE OF HELMET (OPEN FACE/FULL FACE): depending on the regulations and the type of event, a full-face helmet may be mandatory, generally in open cockpit categories. Full-face helmets provide the most protection as they cover your entire head, including your face, chin and jaw. On the other hand, open-face helmets provide better ventilation and are more lightweight than full-face helmets.

FIT: the helmet should fit your head snugly without being too tight. It should not move around on your head and should sit comfortably without causing any pressure points. The chin strap should be secure and snug without being too tight. Use a balaclava when trying on a helmet or measuring your head circumference.

WEIGHT: a heavier helmet can cause neck fatigue, which can be dangerous when driving. Look for a lightweight helmet that still meets safety standards.

VENTILATION: a well-ventilated helmet will keep you cool and prevent fogging of the visor. Look for helmets with multiple vents and channels that allow air to flow through.

VISOR: the visor should provide a clear and unobstructed view of the track or road stage. Some helmets come with tinted visors, which are great for sunny days but not ideal for night-time driving.

RADIO AND ACCESSORIES: Helmet-mounted radio speakers are an accessory attached inside the helmet allowing the driver to conduct radio communication.



Figure 1 – Helmet-mounted radio speakers vs earplug type transducers

Earplug type transducers are earphones that are inserted into the ear canal for radio communication purposes.

The use of earplug type transducers is allowed in competitions appearing on the FIA International Sporting Calendar, as specified in Appendix L - Chapter III-1.5 "Maximum weight and communications systems". The use of helmet-mounted radio speakers is prohibited in competitions appearing on the FIA International Sporting Calendar other than Rally and Autocross, as they are not considered to be earplug type transducers.

Appendix L to the ISC specifies that: "Applications for waivers, on medical grounds only, may be made through the driver's ASN's Medical Commission." The driver can present that specific medical exemption at initial scrutineering and to the stewards if requested. It is up to the stewards to decide whether to grant the waiver.

The fitting of communication systems that are not FIA-approved with the helmet on the condition that the helmet is not modified from its original specification are allowed.

Velcro is tolerated in small quantity, for the specific case of holding cables/tubes from the helmet.

2/ RULES OF USE

BALACLAVA

Always wear a balaclava under your helmet, it protects you where the helmet does not against flames down to the neck.



TIGHTENING THE STRAP

It is important that the helmet chin strap is properly routed and tightened at all times. FIA-homologated helmets are designed to protect your head and neck, which is only achievable if the helmet is properly tightened. If this is not the case, it may come off the head during an accident and prevent the safety devices from working correctly.

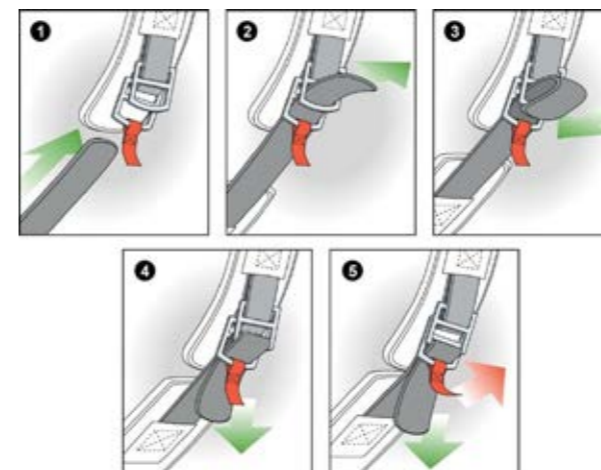


Figure 2 – Illustration of the tightening of the helmet strap

FULL-FACE HELMET VISOR

If your helmet is a full-face model, it is important to ensure that the visor remains properly closed and locked at all times, to avoid the visor opening during an impact and the driver's face being exposed to debris/flames. Racing with the helmet visor completely closed is a requirement for open cockpit vehicles and is strongly recommended for closed cockpit vehicles.



Figure 3 – Illustration of the correct closure of the visor

Full-face visors installed on FIA-approved helmets must be approved with the helmet. For FIA-approved helmets, and visors manufactured from 1.1.2016, the visor must be labelled with a silver FIA hologram (see figure

3). In all cases, the manufacturer's name and the date of manufacture must always be marked on the visor. Exchanging the visor of a helmet for a non-approved one is forbidden and dangerous, since the alternative visor may not guarantee the same level of safety as the helmet manufacturer's original visor. The original visor approved with the helmet must meet the standard impact and flame-resistance tests.



Figure 4 – FIA Hologram Sticker for Approved Helmet Visors

HELMETS COMPATIBLE WITH FHR DEVICES

A Frontal Head Restraint (FHR) device restrains the driver's head during a frontal or angled-frontal impact, reducing the loads to the head and neck. To enable the FHR to work efficiently, the FHR tether must always be connected to the anchorage points using the clips on both sides of the helmet.

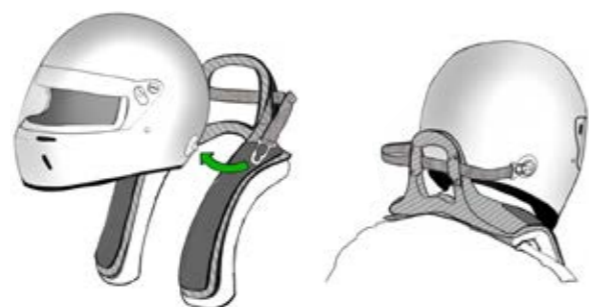


Figure 5 – FHR straps attached to the helmet-M6-anchorage



The use of helmet-M6-anchorage is not necessary during karting events, or in categories where the driver is not wearing a Frontal Head Restraint (FHR) device, e.g. a HANS device.

MAINTENANCE

A helmet is going to be subjected to a harsh environment during racing. You should always take care of the equipment when used. When not worn and during an event, do not leave the helmet anywhere where it could sustain impacts or a fall. It can be also placed in a case or bag to protect it from the unexpected.

Control the conditions of wear and integrity of the helmet: chin strap, liner, FHR terminals, visor, cracks, bolts and accessories attachments.

If at any point your helmet suffers from an impact, even just a free fall, inspect the helmet, and ask for help if necessary to determine if it needs to be replaced.

To clean the helmet, follow the manufacturer's recommendations strictly, and avoid any type of product that could affect the shell or the liner of the helmet. Maintain your helmet in a dry environment, and avoid exposing it to direct sunlight or humid environments for prolonged periods. Keep it in a closed bag or box when storing.

When cleaning the interior of your helmet, only use mild soap and water with a rag to hand wash the interior fit pad. When the interior of the helmet has become wet, allow the helmet to dry before putting it away for storage. We recommend properly drying and cleaning your helmet after every use to ensure the highest comfort level possible. Do not use heat guns or air dryers to dry the helmet, as high temperatures inside the helmet may damage the energy-absorbing foam and therefore reduce its energy-absorbing properties.

3/ MODIFICATIONS

PAINTING

Article 1.6 "Helmet - Decoration" of Chapter III "Drivers' Equipment" of Appendix L to the International Sporting Code states that modifications can only be made if in compliance with the instructions provided by the manufacturer of the specific helmet model.

Improper use of paint will void the FIA homologation

It is the competitor's responsibility to ensure that any decoration of their helmet is done in accordance with the guidelines provided by the manufacturer. Such guidelines are typically available in the helmet user guide, published on the helmet manufacturer's website and available directly from the manufacturer upon request. FIA and/or ASN officials may reject a helmet if it has been improperly customised (e.g. if the FIA and/or ASN officials see any paint marks on the helmet liner or any evidence that the energy-absorbing material was removed and reinstalled, the helmet may be rejected during initial scrutineering).

Key points regarding helmet painting

- Always check the guidelines provided by the helmet manufacturer or, in case of doubt, contact the manufacturer before decorating the helmet to make sure you follow their recommendations.
- Ensure that the inside of the helmet is fully protected by carefully sealing ALL the openings; even paint fumes can damage the liner (energy-absorbing foam) of the helmet.
- It is typically recommended to use air-drying acrylic or polyurethane paint BUT any paint product must be in accordance with the recommendations of the helmet manufacturer.
- Remove all the hardware from the outside of the helmet, such as the 8858-2010 helmet M6 terminal and visor fixing screws, before painting, whilst still ensuring that openings are properly sealed.

NOTE: the 8858-2002 helmet M6 terminal cannot be removed, and must be properly covered.

- Cover all non-removable hardware and moving parts.
- The selected paint should include flame-resistant properties.

Do not

- Remove any permanent components of the helmet (e.g. energy-absorbing foam, rubber seals, chin strap, fixing rivets, etc.) under any circumstances.

NOTE: it is strictly forbidden to remove the energy-absorbing foam or rubber seals, as they are permanently fixed to the helmet. The rubber seals guarantee that the visor seals and the visor opening mechanism operate correctly.

- Submit the helmet to high temperatures (i.e. it is forbidden to expose the helmet to any heat source above 50°C/122°F).
- Remove the original helmet coating applied by the manufacturer.
- Paint any part of the visor and/or visor mechanism.
- Expose the helmet to chemical solvents or their fumes.

Stickers or covering

Covering the helmet damages with any type of application represents a great danger for the user as the helmet will lose most of its properties and any impact can represent a potential serious injury.



Figure 6 – Stickers covering cracks on the shell

FITTING APPROVED ACCESSORIES (AERODYNAMIC DEVICE, DRINKING KIT, RADIO KIT, ...)

Helmet accessories are stringently tested and approved by the FIA to incorporate them into the helmet design without compromising on safety performance. Any accessory not listed in the presentation form does not comply with the FIA standards and must not be used.

To ensure that the safety performance of the helmet is not compromised, competitors must not add any accessories that have not been homologated for use with the helmet concerned. You can view the regulations in place for the use of helmet accessories here (see Article 1.4 of Chapter III “Drivers’ Equipment, Helmet Modifications” of Appendix L to the International Sporting Code).



QR 7 – ASN Safety Bulletin No. 24 (Helmet Painting)

4/ CRITICAL MISTAKES

No helmet may be modified from its specification as designed.

Do not drill holes or attach non-homologated accessory(ies).

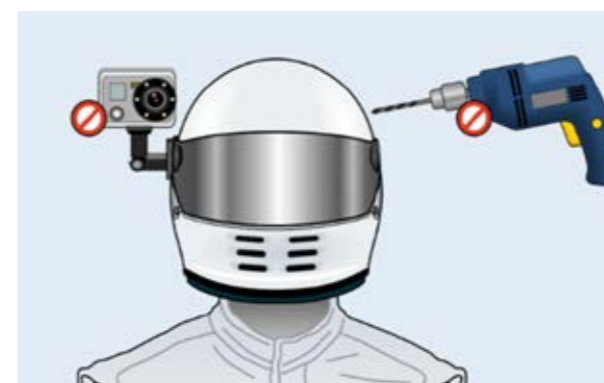


Figure 7 – Illustration of forbidden actions on the helmet

It is important to note that The FIA Safety Department identified safety concerns in all the non-approved camera examples that it examined. These cameras are likely to significantly reduce the safety performance of the helmet and represent a threat to the wearer.

We would draw your attention to the fact that the types of cameras shown below are not approved by the FIA and therefore any helmet fitted with these cameras cannot be considered as complying with the FIA standard.



Figure 8- Illustration of unauthorised camera accessories.



1/ PRE-EVENT CONTROL

TECHNICAL LIST

Please ensure that you have downloaded the latest version of the technical lists. The technical lists contain very useful information to enable you to check that the safety equipment is in compliance with the FIA Safety Regulations and allows you to identify fake products and forged FIA labels. Each technical list contains the template of the FIA label with the hologram and their relevant dates of implementation and validity.

In addition, FIA-approved helmets according to FIA standards 8859-2015 and 8860-2018 have a presentation form: make sure you consult the latest version on the FIA website. In it you can check the following:

- Helmet models
- Visuals of the helmet
- Number of holes
- Available accessories
- Complementary information

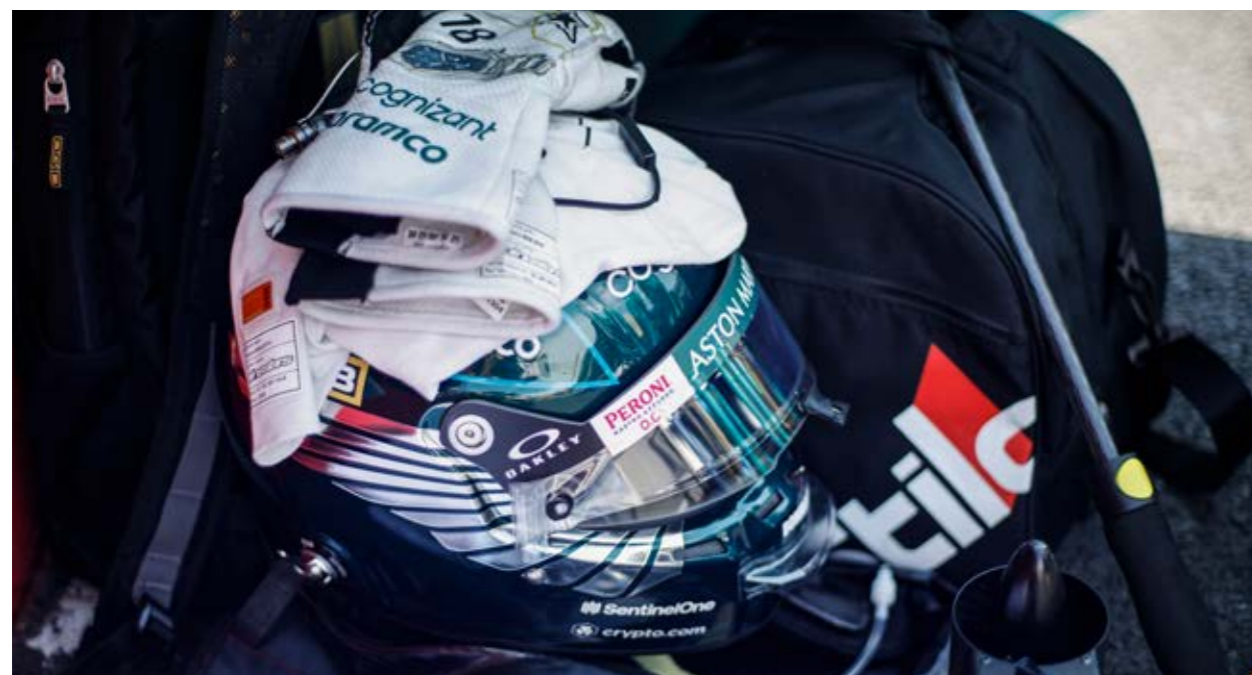


QR 8 & 9 – Presentation forms

FIA LABELS

The FIA-approved label is affixed on the products only if they comply with the FIA's safety requirements. It is easy to identify which products have been subject to the stringent FIA tests: simply look for the FIA hologram and/or label on the product.

Helmets compatible with FHR systems (8858-2002 and 8858-2010) need to also have the equivalent Snell label attached to them as per the table below.



STANDARD	LABEL	SAMPLE
8860-2018	White label with gold hologram fixed inside the helmet	
8860-2018-ABP		
8859-2015	ABP Yellow label with gold hologram fixed inside the helmet	
Not Valid After 31.12.2028		
8860-2010	White label with blue hologram fixed inside the helmet	
Not Valid After 31.12.2023		
8858-2002 + Snell SA2010	White label fixed inside the helmet Helmets manufactured from 01.01.2013 must have the new label with gold hologram	
8858-2010 + Snell SA2010	Silver label on the helmet shell, must be accompanied with an approved Snell label	
8858-2010 + Snell SAH2010		

Table 2 – FIA labelling overview for helmets



STANDARD	LABEL	SAMPLE
Not Valid After 31.12.2023		
8858-2010 + Snell SA2010	White label fixed inside the helmet, must be accompanied with an approved Snell label	 +  or 
8858-2010 + Snell SAH2010	Helmets manufactured from 01.01.2013 must have the new label with silver hologram	 +  or 

Table 3 – FIA labelling overview for helmets

Use the above example of labels to check conformity with the technical list and prove the authenticity of the equipment. In case of doubt, contact your ASN or the officials for the event.

If in doubt, compare the label/hologram with another product which you are confident complies with the regulations.

Some helmets can have double certifications (FIA & SNELL). If the championship only requires FIA certification, please only take into consideration the FIA one.

CHECK LIST TO IDENTIFY HELMET COMPLIANCE WITH FIA REGULATIONS

1. Compare the FIA label and hologram affixed on the helmet with the label template shown on the respective Technical List.

The way the information is displayed, the font and the use of bold type must be the same as on the template.

The standard, manufacturer's name, homologation number, model name, date of manufacture and size must be always presented.



Figure 9 – FIA Label and Template for Premium Helmets

2. Compare the information shown on the FIA label with the information shown in the respective Technical List.
3. Compare the date of manufacture with the homologation date. The date of manufacture shown on the label must be between the beginning and end dates of the homologation on the technical list.
4. In case of doubt, visually compare the helmet with the respective presentation form.


Photo	Numéro homologation <i>Homologation number</i>	Constructeur <i>Manufacturer</i>	Modèle <i>Model</i>	Tailles <i>Sizes</i>	Début d'Homol. <i>Beginning of homol.</i>	Fin d'Homol. ⁽¹⁾ <i>End of homol.⁽¹⁾</i>
	PH.034.16-O	STAND 21	IVOS OPEN	57 58 59	06.2016	06.2026
				60 61	03.2017	03.2027

Figure 10 – [Basic information] FIA Label and Technical list 49 for Premium Helmets

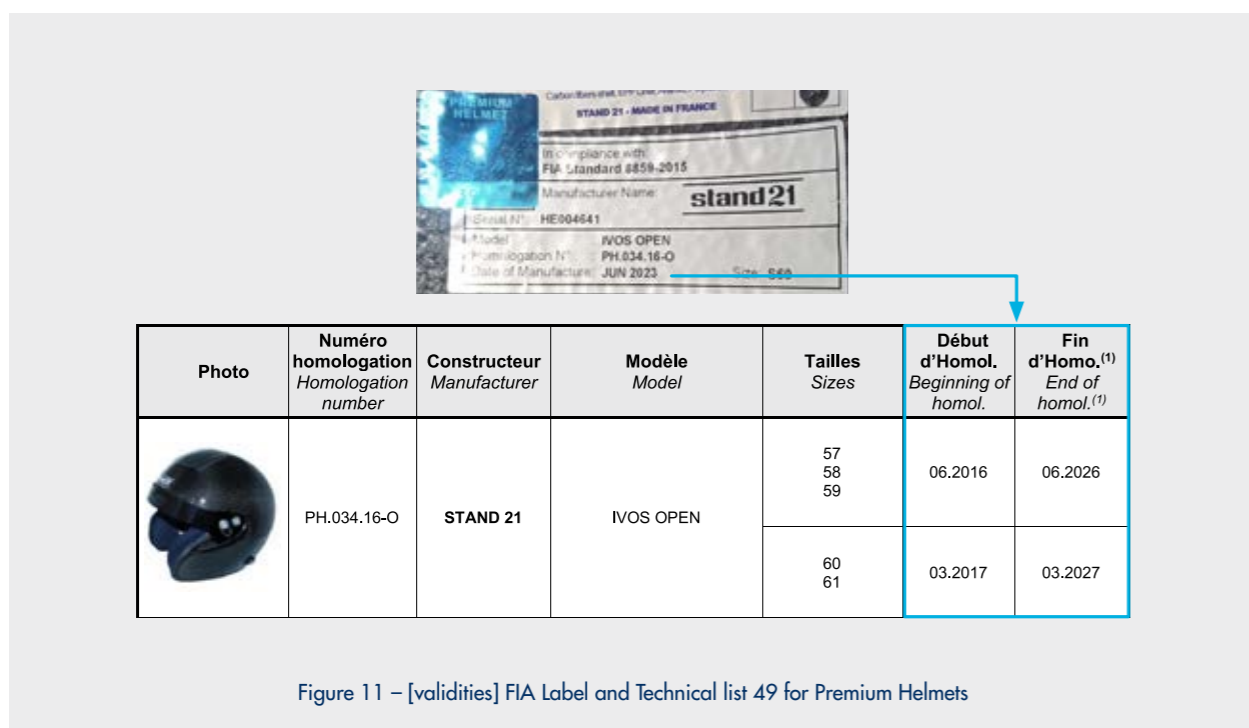


Figure 11 – [validities] FIA Label and Technical list 49 for Premium Helmets

ADDITIONAL CHECKS

Inspect each helmet and look for any of the following:

- Non-approved holes
- Non-approved accessories
- Compressed or damaged energy-absorbing foam inside the helmet
- Damage to the M6 terminals
- Damage or wear on the chin strap
- Visor labelling and marking (in the case of full-face helmets)

WHEN TO REPLACE THE HELMET

The helmet has no validity date and can be used for as long as it is in good condition. However, from time to time the FIA updates the helmet standards and defines a date when the specific standard will cease to be accepted in competitions registered on the FIA International Sporting Calendar.

YOU SHOULD REPLACE THE HELMET IF

- The helmet has suffered any impact – impacts can affect the structural integrity of the helmet. Even if there is no visible damage, the foam may have sustained non-visible damage, such as compression, and in such a scenario the helmet will no longer protect you as intended.
- The helmet has been subjected to an environment, such as a hot environment, for too long, which would change its properties, mainly those of the foam.

If you have been involved in any frontal or angled-frontal accident with a yaw angle of up to 45°, and with an estimated impact speed of over 50 kph, you should send the helmet back to the helmet manufacturer for inspection or refurbishment, even if the helmet did not impact any part of the cockpit. The helmet and FHR device work together during a frontal or angled-frontal accident. The FHR tether forces from the helmet to the FHR counteract the movements of the head and the FHR carries these

tether forces either directly or indirectly to the safety harness. During the movement, the head may compress the helmet's energy-absorbing foam.

NOTE: In 2023, the FIA will create guidelines specific to the FHR standard, similar to these.

In any of the above cases, the helmet can be sent back to the helmet manufacturer, which can perform non-destructive tests in order to check the structural integrity of the helmet. Depending on its findings, the helmet manufacturer may refurbish the helmet and affix a new label, so you can use the helmet again.

2/ POST-ACCIDENT ANALYSIS

The official responsible for safety on-site (Technical Delegate or Chief Scrutineer) should carefully inspect the helmet visually after an impact with debris, a suspected impact with any hard surfaces in the cockpit environment or a severe crash (estimated impact speed >50 kph and impact angle between 0 and 45°). In the latter case, the FHR device should be inspected too. The official responsible for safety on-site should strike through any labels on products that are suspected of possible damage or having been subjected to high loads, stress, etc. In any event, labels should be struck through if any of the below damage is visible:

DAMAGE TO THE ENERGY-ABSORPTION FOAM (COMPRESSION, CRACKS)

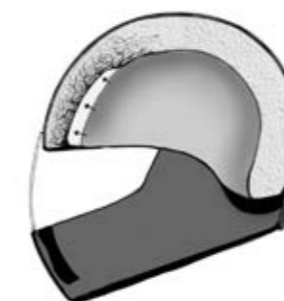


Figure 12 - Internal Foam Compression

Cracked or compressed foam will absorb substantially less energy in case of an impact, therefore absorbing less energy than what it was initially designed for. The FIA label must be struck through in order to prevent the helmet from being accepted by a scrutineer at another event, but the label shall still contain some information, such as the serial number and model name, so the helmet manufacturer can identify the helmet.

VISIBLE DAMAGE TO HELMET SHELL (MARKS, CRACKS)



Figure 13 – Damaged helmet

If the helmet shell is broken, the structural integrity of the helmet is no longer guaranteed, and therefore the helmet should no longer be used. The FIA label must be struck through in order to prevent the helmet from being accepted by a scrutineer at another event.

DAMAGE TO HELMET M6 TERMINAL

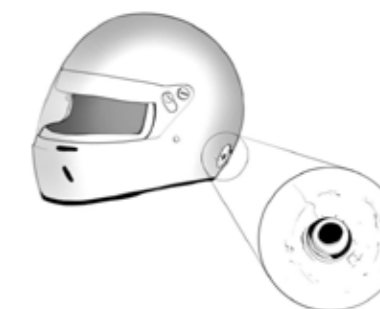
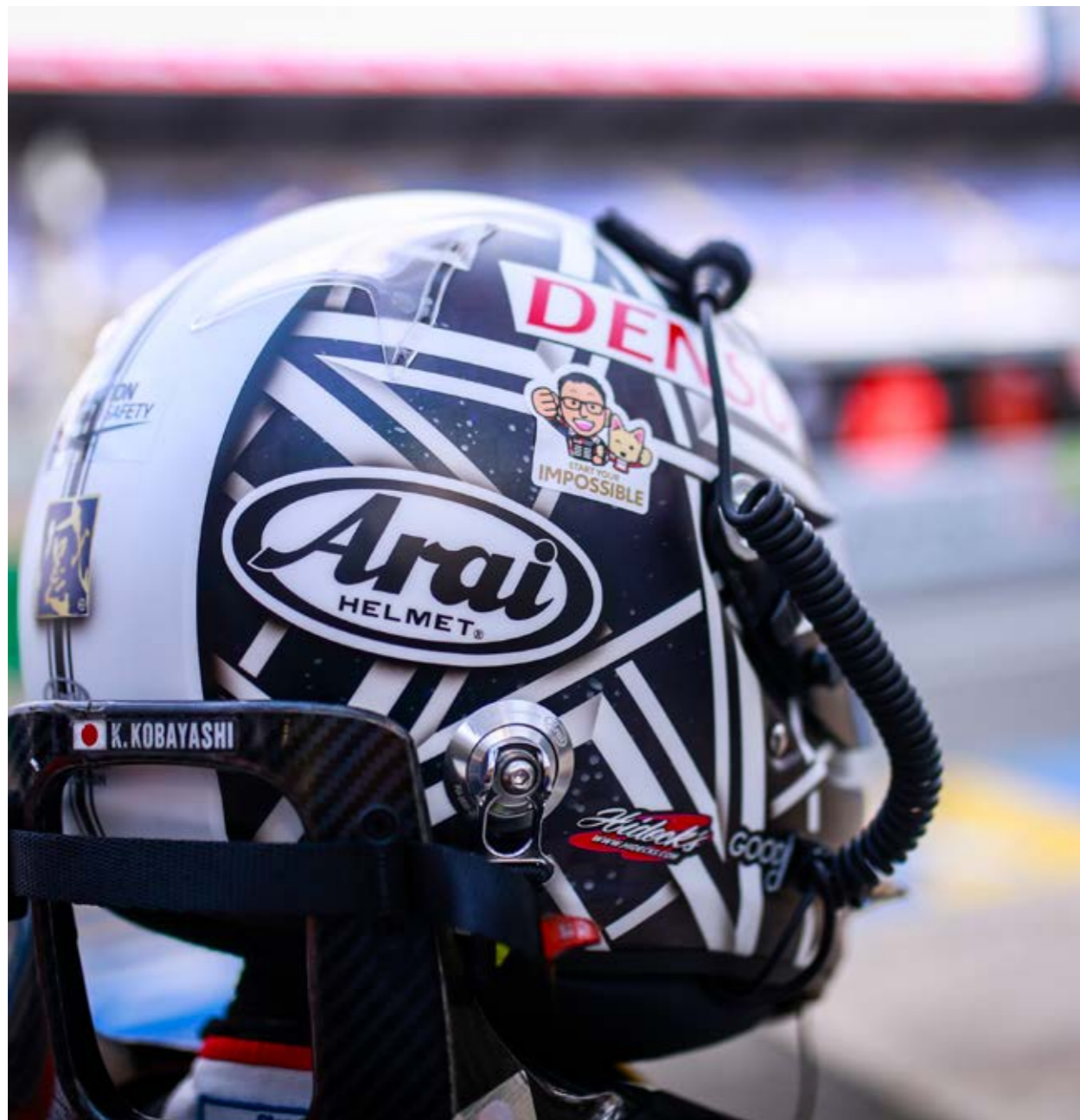


Figure 14 – Damaged M6 terminal

If the link between the helmet and the FHR tether is not working as intended, the safety performance of the FHR device will be affected. The helmet must be sent back to the manufacturer for inspection and the FHR, and the harness must also be inspected.

Helmets with labels that have been struck through may be sent back to the manufacturer's for checking. Helmets which are tested and confirmed to be OK will receive a new sticker and be sent back to the competitor for re-use.



QR CODES - SUMMARY

Appendix L



Technical List 25



Karting Helmets



Technical List 41



Technical List 49



Technical List 69



QR 7 – ASN Safety Bulletin No. 24 (Helmet Painting)



Presentation forms (8859-2015)



Presentation forms (8860-2018)





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