2013 FSAE INSPECTION SHEET

CAR NUMBER: 3	
SCHOOL: EESC-USP	
SES DEVIATIONS? YES/NO NO	
TRANSPONDER NUMBER: N.A.	

(Inspector use only)			
Initials:	Day:	Time In:	Time Out:
Initials:	Day:	Time In:	Time Out:
Initials:	Day:	Time In:	Time Out:

Legenda:
N.P. = Não está pronto
N.A. = Não se aplica
C. = Verificar com carenagem, asa e difusor
X = Recheck
* = Verificar novamente mais perto da competição

PORTANT
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IN TH
ns from **es**)

Separar documentos de aprovação (estrutura e impact)

ANCE INSPECTION

NOTE - IF THERE IS A CONFLICT BETWEEN THIS FORM AND THE RULES, THE RULES PREVAIL

PART 1
TECHNICAL INSPECTION

TYRES & WHEELS

OK	DRY TIRES - Make: Hoosier Size: Diam3 10"x6 Compound: R25B	OK	RAIN TIRES - Make: Hoosier Size: 10"x6,5 Compound; R25B
OK	WHEELS - Four wheels not in a line, 20.32 cm (8.0 in) min. diam. Wheels with single wheel nut must have positive retainer.	OK *	RAIN TIRES - 3/32 in. min. tread depth molded by tire manufacturer.

DRIVER'S EQUIPMENT

NP	HELMETS - Snell SA2000, SA2005, SA2010; M2000, M2005, M2010; K2000, K2005, K2010. BS 6658-85 Type A/FR (not Types A or B). SFI 31.2A, SFI 31.1/2005, FIA 8860-2004. Closed Face, no Open Face. Aguardando importação	OK	DRIVERS' SUITS - Single piece FIA 1986 or 2000 Standard, or SFI 3-2A/5 minimum rating, and LABELED AS SUCH.
		OK	GLOVES - Fire resistant material. No holes. Leather allowed only over fire resistant material.
NP	GOGGLES / FACE SHIELDS - made of impact resistant material.	OK	SOCKS - Nomex or equivalent, fire resistant socks. No cotton. No polyester. No bare skin.
OK	SHOES - SFI 3.3 or FIA 8856-2000		
OK (1)	ARM RESTRAINTS - Must be installed so the driver can release them and exit unassisted regardless of vehicle's position.	OK	FIRE EXTINGUISHERS - Two (2) hand-held, 0.9 kg (2 lb.) minimum, dry chemical (10BC, 1A10BC, 34B, 5A 34B, 20BE or 1A 10BE), or 1.75litres AFFF, extinguishers; Must see BOTH at Tech. On-board fire system encouraged as alternative to hand-held that moves with car. 2A10BC - Pag. 65 T14.1 4.1
OK	HAIR COVER - Fire resistant (Nomex or equiv.) balaclava or full helmet skirt REQUIRED FOR ALL DRIVERS.		

EXTERIOR, GENERAL

NP	PUSH BAR - With car, detachable, push & pull for 2 people standing behind the car. **EVs: HV Disconnect tool, if used.**	X	TECH STICKER SPACE - 25cm x 20cm (10"x 8") on centerline of upper front nose of car. S/ espaço!
X (2)	JACKING POINT - Must have an exposed tube at the rear perpendicular to the longitudinal axis approx. 30 cm (12 in) long by 2.5-2.9 cm (1.0-1.125") O.D. Painted orange. Visible to person standing 1 meter behind car. **Rear tires must come off the ground using Quick-Jack (200mm lift).**	NA	TRANSPONDER (US events only) - AMB TranX 260 required. Securely mounted on RHS of car forward of Front Roll Hoop with clear view of ground.
		NA	TRANSPONDER FUNCTION CHECK - Signal received with wand.
C.	BODY & STYLING - Open wheeled, open cockpit, formula style body. **69mm (2.7") keepout zone around tires, tires unobstructed from above (minus wings) and from sides.**	C.	BODYWORK - Min. 38 mm (1.5") radius on nose. No large openings in bodywork into driver compartment in front of or alongside driver (except cockpit opening). s/ gabarito
X	CAR NUMBERS - On front & both sides of car, minimum 15.24 cm (6") tall, 20 mm (3/4") stroke & spacing, B on W, W on B only, specified background shapes. Must be clearly visible.	OK	WHEELBASE - Minimum 1524 mm (60 in)
		C	WING EDGES - Leading edges must be 1.5 mm (0.060") min. radius. Pag59 T9.3
NP	SCHOOL NAME & OTHER DECALS - School Name, or recognized initials - 5.1 cm (2") tall min. on both sides in Roman letters. Verificar espaço		
NP	SAE DECALS - SAE logo front and/or both sides, prominent location. Verificar espaço	C	AERODYNAMICS - ALL aero devices, wings, u/trays, splitters, maximum 76 cms. (30") forward of front tires, maximum 30.5 mm (12") rearward of rear tires, no wider than outside of widest track. No power ground effects.

Tem alguma sapatilha no 9 nova?
(1) Verificar compatibilidade com fivela do cinto novo
(2) 75mm até o chão e outros.

TECHNICAL INSPECTION (Cont'd)

PRIMARY STRUCTURE

OK *	ALTERNATIVE FRAME - If alternative tube size/mat'l, app'd SES req'd. If using Alternative Frame Rules, SRCF req'd. No Magnesium in primary structure. *separar docs	ok	SIDE IMPACT PROTECTION - Min. of two (2) tubes + diagonal must connect the main and front hoops. Upper tube must be between 300 mm and 350 mm (11.8" and 13.8") above the ground. Lower tube can be lower frame member. At least one diagonal per side must connect the upper and lower members between the main and front hoops. All tubes to be 1.0" OD x 0.065" wall or 25.0 mm OD x 1.75 mm wall steel or equivalent. Monocoques require signed SES.
OK	INSPECTION HOLES - Tech may use ultrasound to measure wall thickness and/or ask 4.5mm holes be drilled.	ok	FRONT BULKHEAD - 1.0" OD x 0.065" wall, or 25.0 mm x 1.75 mm wall, steel tube or equiv. No non-crushable objects forward of bulkhead.
X (1)	MAIN HOOP - MUST BE STEEL. 1.00" OD x 0.095" wall or 25.0 mm OD x 2.5 mm wall. Must be 1 piece & extend to lowest frame member. 380 mm (15 ins) apart (inside dim.) where attaches to the Major Structure. Above Major Structure, must be within 10 deg. of vertical. Smooth bends with no wrinkles.	(5)	FRONT BULKHEAD SUPPORT - Support back to front roll hoop; 3 tubes per side, all 1.00" OD x 0.049" wall steel tube or equiv.. 1 bottom, 1 top within 50 mm (2") of top of bulkhead, 1 node-to-node diagonal (must form a triangle with Front Bulkh'd and either top or bottom tube). (25.0 mm x 1.5 mm and 26.0 mm x 1.2 mm metric tubes OK)
X (2) (3)	MAIN HOOP BRACING - MUST BE STEEL. One brace each side, 1.00" x 0.065" or 25.0 mm x 1.75 mm min., attached within 16 cm (6.3 in.) of top. Min. 30 deg. included angle with hoop. If main hoop is not vertical, bracing must not be on same side of vertical as main hoop. No bends. No rod-ends. Proper construction for removable braces (capping etc.) on BOTH ENDS. Must take load back to bottom of main hoop and node of upper side-impact tube thru proper triangulated structure.	ok	IMPACT ATTENUATOR - Need Impact Attenuator forward of bulkhead, 200 mm (7.8") long x 200 mm (7.8") wide x 100 mm (3.9") high. No wing supports through the IA.
X (4	SHOULDER HARNESS MOUNTING BAR/TUBE - 1.00" OD x 0.095" wall or 25.0 mm OD x 2.5 mm wall steel or equiv. Gussets or braces if not straight to main hoop.	ok	IMPACT ATTENUATOR MOUNTING - All cars must have 1.5 mm steel, 4 mm Al, or approved equiv IA anti-intrusion plate. Plate must be capable of taking transverse and vertical loads (welded or min. four 8mm (5/16") bolts). Same size as outside dims. of Front Bulkh'd if bolted or to tube c/l if welded. Standard IAD: requires diagonal brace if bulkhead >1" from IAD on any side. Falta chapa anti-intrusion
ok	FRONT HOOP- Must be closed section metal tube. 1.00" OD x 0.095" wall or 25.0 mm OD x 2.5 mm wall steel, or equiv. Can be multi-piece. Must extend down to lowest frame member. Max. 20 deg. to vertical. No lower than top of steering wheel. Max. 25 cms (9.8 ins) horizontal distance to steering wheel.	ok	SEAT - Insulated against heat conduction, convection and radiation. Lowest point no lower than bottom of side rails OR must have longitudinal 1.00" OD x 0.065" steel tube underneath.
ok	FRONT HOOP BRACING - Two forward facing braces, 1.00" OD x 0.065" or 25.0 mm OD x 1.75 mm steel or equivalent, attached within 5 cm. (2 ins) of top. Extra rearward bracing required if Front Hoop leans backwards more than 10 deg.		
ok	OTHER SIDE TUBES - Design prevents driver's neck hitting bracing or other side tubes.	NA	MONOCOQUE -Must see laminate test specimen. Steel backing plates (>2mm thick) used at attachment points.

STEERING, SUSPENSION, BRAKES

C	GROUND CLEARANCE - Sufficient clearance so that no part of the car other than the tires will contact the track surface.	OK * (6)	STEERING - All steerable wheels must have positive stops to prevent linkage lock-up or tires contacting any part of the car. 7 degrees max. freeplay at the steering wheel. NO STEER-BY-WIRE on front wheels.
ok	SUSPENSION - Fully operational with dampers front and rear; 50mm (2.0 in) minimum wheel travel with driver in vehicle.		
	SUSPENSION PICK-UP POINTS - Inspected thoroughly for integrity.	ok NP * (7)	FASTENERS - Steering, braking, harness & suspension sys. use SAE Grade5, Metric Grade M8.8 or higher (AN/MS) w/ visible positive locking mechanisms, no Loctite or lock washers. Min. of 2 exposed threads. Rod ends in single shear are captured by a washer larger than the ball diameter. Adjustable rod ends have jam nuts to prevent loosening. No button head cap, pan head or round head screws in critical locations, e.g cage structure or harness mount. Aguardando pedais
* NP	BRAKES - Dual hydr. sys. & reservoirs, operating all 4 wheels, (one brake on limited slip OK). System protected by structure/ shields from d/train failure & minor collisions. No plastic brake lines or brake-by-wire. No parts below chassis/tub in side view. Brake pedal capable of 2000N (450 lbs-f), no failures if official exerts max force (seated normally in vehicle).		
NP	STEERING WHEEL - Continuous perimeter, near round (no concave sections) with driver operable quick disconnect. 25 cm (9.8 ins) max. from Front Hoop.	NA	**Cable Steering - If steering is cable actuated, require approved FMEA (part of SES approval); confirm FMEA is representative of system, and reasonable.**
		OK	VISIBLE ACCESS - To **all** items on Tech Sheet

(1) Topo do main com leve amassado.
(2) Def. de propely triang. na pag 26
(3) Regra na 35 -> Tubo deve ser 1"x1,25
(4) Aguardando confirmação
(5) Verificar novamente: Pag 38 T3.20.3
(6) Fazer de aço escalonado como plano B. Pensar num plano C.
(7) Grade dos fusos do volante

OBS: Chassi/Admissão - Pag35
T3.13.7 - Plennum colocando bending no bracing.

TECHNICAL INSPECTION (Cont'd)

INTERIOR

NP	DRIVER RESTRAINT HARNESS - SFI 16.1, SFI 16.5 or FIA spec 5, 6 or 7 point and be labeled. 50 mm (2") wide shoulder belts OK with HANS. 50 mm (2 in.) lap belts OK for FIA & SFI 16.5, not OK for SFI 16.1. All lap belts must have Quick Adjusters. Reclined drivers must have 6 or 7 point, and Quick Adjuster sub-belts or 2 sets of sub belts. Aguardando importação
ok (1)	HARNESS MOUNTS - No belts can pass through a firewall. (Belts must mount on driver side of firewalls.) All belts attached securely to primary structure - 1.00" OD x 0.065" steel tube min. Any tabs to be 1.0" x 0.063" thick min. Double shear preferred.
X	LAP BELT MOUNTING - Must pass over pelvic area at between 45-65 deg. to horiz for upright driver, 60-80 deg. for reclined. Pivoting mounting with eye bolts or shoulder bolts attached securely to Primary Structure.
X	SHOULDER HARNESS MOUNTING - Mounting points 7"- 9" (178-229 mm) apart. Angle from shoulder between 10 deg. up and 20 deg. down to horizontal. Attach to Primary Structure not to put bending loads into Main Hoop Bracing w/o extra bracing.
* (2)	FIREWALL - Fire resistant material; must separate driver (line-of-sight up to mid-height of driver's helmet) from fuel, cooling & oil systems. Wire/cable pass-throughs OK with grommets. Multiple panels OK w/ gaps sealed. No gaps at sides or bottom.
NP	FLOOR CLOSEOUT PANEL - Required from foot area to firewall; solid, non-brittle material; multiple panels are OK if gaps less than 3.18 mm (1/8 in). Está com a do EX
ok	MAIN HOOP & FRONT HOOP HEIGHTS - Helmet of tallest driver to be 50 mm (2.0 ins) below lines between top of front and main roll hoops and between top of main hoop to rear attachment point of main hoop bracing.
X	HEAD RESTRAINT - Near vertical. Must take 890 N (200 lbs.f) load. 38 mm (1.5 in) thick, energy absorbing padding. Max. 25.4 mm (1.0") from helmet. Helmet contact point 50 mm min. from any edge. APPLIES TO ALL DRIVERS. May be changed for different drivers. **Minimum 6"x6" AND height adjustment of 7"; OR 6"x11"**
ok *	ROLL BAR PADDING - Rollbar or bracing that could be hit by driver's helmet must be covered with 12 mm (0.5 in) thick, SFI or FIA (hard) padding. Pipe insulation and foam not OK.
ok	VISIBILITY - 100 deg. min. field either side. Head rotation OK or mirrors. If mirrors, must be firmly installed and adjusted.
ok	VEHICLE CONTROLS - All controls, including shifter, must be inside cockpit. No hands, arms or elbows outside side impact system to actuate.
NP (3)	DRIVER'S FOOT PROTECTION - Feet must be rearward of the Front Bulkhead and no part of shoes **or legs** above or outside the Major Structure in side or front views when touching pedals.
NP *	DRIVER'S LEG PROTECTION - Covers inside cockpit over sharp parts or moving suspension and steering components.
	EGRESS - 5 seconds max. to **actuate cockpit master switch and** exit to side of vehicle, from fully seated position with all safety equipment; wings must remain fixed in position. ALL DRIVERS.

ENGINE COMPARTMENT

ok	ENGINE - Four cycle piston engine, 610 cc maximum swept displacement. No hybrids. Waste heat recovery allowed.
NA	COMPRESSORS - Turbo or super chargers allowed if not OEM to engine; must be between restrictor and engine.
ok	AIR INTAKE SYSTEM ROLL OVER PROTECTION - All parts of air intake system (including throttle body or carb, air intake ducting, air cleaner & air box) must be within a surface defined by the top of the roll bar and the outside top edge of the tires.
ok (4)	AIR INTAKE SYSTEM - Any portion <350 mm above ground has Side Impact protection (per Rule 3.3.8). Supported if cantilevered (isolated to frame, rigid to engine)
ok	ELECTRONIC THROTTLE CONTROLS - ETC or "drive-by-wire" NOT permitted.
NP	THROTTLE PEDAL - Must have positive stop to prevent overstressing cable.
X	THROTTLE - Must have minimum of 2 springs at the TB, each capable of closing the throttle independently. TPS not acceptable as a return spring. Cable must have smooth operation with no binding or sticking; min. 50.8 mm (2 in) from any exhaust component.
*	RESTRICTOR - Must be circular; max. diam. 20.0 mm (0.7874 in) for gasoline fueled cars and 19.0 mm (0.7480 in) for E85 fueled cars. Cannot be movable. Aguardando passa-npassa
ok	INTAKE MANIFOLD - Securely attached to block or head with brackets & mechanical fasteners. OEM type rubber bushings not
ok	FUEL RAIL - Securely attached to block, head or int. manifold with brackets & mechanical fasteners.
ok	FLUID LEAKS - Oil, coolant, fuel - none permitted.
ok	EXHAUST OUTLET - Outlet 45 cm (17.7") max. behind rear axle centerline and 60 cm (23.6") max. above the ground.
C	EXHAUST SHIELDING - Exhaust components outside the body forward of main hoop must be shielded from people approaching the car.
	SCATTERSHIELD MATERIALS-For chains, 2.7mm (0.105") min. thick STEEL, 3 x chain width. For belts, 3mm (0.120") min. thick aluminum 6061-T6, 1.7 x belt width.
	SCATTERSHIELDS GENERAL - Required for clutches, chains, belts, CVT rotating parts, etc. No holes. 6mm diam M8.8 or 1/4" diam Grade 5 fasteners minimum. End parallel to lowest part of **front and rear** sprockets.
ok *	CATCH TANKS - Coolant overflow, crankcase breather & lube system vents must have separate catch tanks. 1 qt min. each. 100 deg. C mat'l. Behind firewall, below shoulder level. 3 mm min. dia. vent away from driver. PCV OK if routed to intake sys upstream of restrictor. Cannot attach breather to exhaust.
ok	COOLANT - Only 100% water. NO ADDITIVES WHATSOEVER.
ok	ON-BOARD STARTER - Required.
NA	GAS CYLINDERS - Proprietary manufacture & labeled, nonflammable gas, regulator on tank, securely mounted , axis not pointed at driver, to rear of Main Hoop within the frame envelope, or in structural sidepod, but not in cockpit, insulated from exhaust, appropriate lines & fittings.
NA	D'TRAIN FINGER GUARDS - Req'd to cover all drivetrain parts
NA	HIGH PRESSURE HYDRAULICS - Pumps and lines must have 1 mm thick steel or aluminum shields to protect driver and workers.
OK	VISIBLE ACCESS - To **all** items on Tech Sheet

(1) Regra não pede chapa em U, mas é boa prática e no Baja é regra.
(2) Pag48 T4.5.1
(3) Verificar com base pronta
(4) Verificar se tem borracha na fixação da frente do plennum

TECHNICAL INSPECTION (Cont'd)

FUEL SYSTEM

ok	FUEL SYSTEM ROLL OVER PROTECTION - All parts of the fuel storage, supply and fuel control systems, (including fuel rail, throttle body or carburetor), must lie within a surface defined by the top of the roll bar and the outside top edge of the tires.	ok *	FUEL FILLER NECK - Min. 38mm diam. & 125mm vert. height above top of tank. Fuel resistant, transparent sight tube, 6mm min. ID, 75mm min. vert. height, visible to fueler w/ non-moveable fuel level line 12.7-25.4 mm below top of sight tube. Sight tube must NOT run below top of tank. Clear filler tube allowed. Must prevent fuel spillage contacting driver, exhaust or ignition. Fueled w/o manipulating car in any way.
X	FUEL TANKS - Must lie within major structure of the chassis with full side impact protection & firewall between fuel supply & driver. Rigid tanks CANNOT CARRY STRUCTURAL LOAD & must be flexibly mounted. Bladders or bags in rigid container.		
C	BELLYPANS - Must be vented to prevent accumulation of fuel.	ok *	FUEL VENTS - Must exit outside of the bodywork, and have a check valve to prevent leakage if car inverted.
ok (1)	FUEL LINES - No plastic lines between f/tank & engine. Fuel injection systems use metal braided hose with threaded fittings or reinforced rubber hose & approved clamps. Must be securely attached and protected from rotating equipment & collision failure. High pressure injection systems see B8.9.2.		FUEL TYPE - 93 octane gasoline, 100 octane gasoline, E-85. (Mark type here)
		NP	FUEL STICKER - Appropriate sticker adjacent to fuel filler.

ELECTRICAL

(2)	PRIMARY MASTER SWITCH - On driver's right near roll bar, access from outside of car, rotary type, no relay, must kill ALL electrical systems. Marked with international symbol.	NP	BRAKE PEDAL O/TRAVEL SWITCH - Must cut ignition & fuel pump; no re-start if released or actuated a second time. Must NOT rely on programming to work. Not resettable by driver.
(2)	COCKPIT MASTER SWITCH - Pull-ON, Push-OFF, alongside & unobstructed by steering wheel, easily reached by driver. Must kill ignition & fuel pump(s). Marked with international symbol.	(3)	BRAKE LIGHT - Working RED brake light, clearly visible from the rear; on veh. centerline line; height between wheel centerline & driver's shoulders. **Round, triangle, or rectangular on black background. 15cm^2 minimum illuminated area. Sufficient brightness for visible activation in bright sunlight.**
NP	BATTERY - Attached securely to frame or chassis; hot terminal insulated; wet-cells in marine box if inside cockpit**; must be identifyable as Pb or LiFePO4, otherwise show mfr datasheet and mfr protection circuit info.** aguardando importação		

SPECIALIZED TESTS

X	MAIN HOOP & FRONT HOOP HEIGHTS - Helmet of 95th percentile male (PERCY) to be 50 mm (2.0 ins) below the lines between top of front and main roll hoops and between top of main hoop to rear attachment point of main hoop bracing. **Center of bottom circle placed minimum 915 mm (36") from pedals.**	X (3)	COCKPIT OPENING - Template passes down from above cockpit to centerline of top SIS tube or 350mm above ground if monocoque. Strg wheel & column, seat & padding can be removed. No removing firewall. No fore/aft translation of template.
NA	IMPACT ATTENUATOR - Test piece must be presented and be same as IA on car, unless standard attenuator design is used.	ok	COCKPIT INTERNAL CROSS SECTION - Fig. 9 template to pass from cockpit to 100 mm rear of pedals. Strg wheel and padding removable with no tools & driver-in can be removed.

NON-COMPLIANCE / COMMENTS:

(1) abraçadeiras enconstando
(2) Falta adesivo. Verificar com carro ligado.
(3) Manualmático pega no gabarito

Continue on Page 6 if necessary.

APPROVED BY: DATE:

2013 FSAE INSPECTION SHEET

CAR NUMBER:
SCHOOL:
ENGINE MODEL:
ENGINE BORE X STROKE:
ABS? YES/NO

IMPORTANT

THIS FORM MUST STAY WITH THE CAR UNTIL THESE PARTS OF INSPECTION HAVE BEEN COMPLETED

PART 2

FUEL SYSTEM & TILT TABLE INSPECTION

tilt	FUEL SPILLAGE - No fuel spill permitted when car is tilted to 45 degrees in the direction most likely to create spillage; Tanks must be filled to scribe line.	tilt	VEHICLE STABILITY - All wheels in contact with tilt table when tilted to 60 degrees to the horizontal.
NP	FUEL STICKER - Fuel sticker in place adjacent to F/T filler. MARK TYPE OF FUEL USED (e.g. 93, 100 or E-85) ON THIS FORM		FUEL TYPE

NON-COMPLIANCE / COMMENTS:

APPROVED BY: DATE:

PART 3

NOISE LEVEL & BRAKING PERFORMANCE INSPECTION

noise	NOISE LEVEL - 110 dB (A) ("A" scale) maximum during a static test, gearbox in neutral, **UP TO** a specified rpm (see Rule B.10.2.4). Microphone level with the exhaust outlet(s), 0.5 m (19.7") from the outlet(s), at 45 degrees to the outlet. If multiple outlets, all to be checked. If movable tuning or throttling device, see B.10.2.3.		BRAKING PERFORMANCE - Must lock-up all four wheels on dry asphalt at any speed. If adjustments are made to the vehicle after three failed attempts before retest, the car may run on the Practice Track without the final Brake Performance Tech Sticker. verificar em teste
verificar em teste	MASTER SWITCH - Master switch on RHS of main roll hoop must cause engine to stop when actuated. (Perform at end of noise test)		
	NOISE LEVEL:		ATTEMPTS:

NON-COMPLIANCE / COMMENTS:

APPROVED BY: DATE:

TECHNICAL INSPECTION (Cont'd)

NON-COMPLIANCE / COMMENTS (CONT'D):

APPROVED BY: DATE:

FORMULA SAE - DRIVER COCKPIT CHECKS

Car #	**University:**

Driver's Name	Helmet Line.	Head Rest-Fore & Aft	Head Rest-To Edges	Lap Belt	Shoulder Belts	Sub Belts	Egress	Drivers License	Inspector

REALIZAR VERIFICAÇÕES COM PILOTOS E CANDIDATOS

Helmet 50 mm (2 ins) min. below lines between Main & Front Hoops and between Main Hoop & rear attachment point of Main Hoop Bracing
Head Restraint - Fore & aft, 25.4 mm (1 inch) max. to back of helmet.
Head Restraint - Helmet contact point 50 mm minimum from any edge.
Lap Belt - Over hip bones and tight.
Shoulder Belts - 10 deg. up & 20 deg. down to horizontal and tight.
Sub Belts - Tight.
Less than 5 secs. "go" to BOTH feet on ground. **Must include actuation of cockpit master switch.**

FORMULA SAE - DRIVER COCKPIT CHECKS

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Driver's Name	Helmet Line.	Head Rest-Fore & Aft	Head Rest-To Edges	Lap Belt	Shoulder Belts	Sub Belts	Egress	Drivers License	Inspector

Helmet 50 mm (2 ins) min. below lines between Main & Front Hoops and between Main Hoop & rear attachment point of Main Hoop Bracing
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Sub Belts - Tight.
Less than 5 secs. "go" to BOTH feet on ground. **Must include actuation of cockpit master switch.**