Technical Regulations for all AWDC Trials.

AWDC Technical Regulations for RTV Class - Last Update 08/01/23

MS UK Section	MS UK Regulation ID	Regulation
		Scrutineering
J	3.1	Before taking part in any competition, or practice for any competition, all vehicles must be presented to the event Scrutineers for examination and approval.
J	3.1.1	The fact of obtaining a Scrutineer's approval at pre-event scrutiny does not indicate that the Scrutineer is accepting any responsibility for the safety or the roadworthiness of the vehicle, nor does it indicate that the vehicle complies in all respects with the Regulations. Please note that pre-event scrutineering or logbook inspection by a scrutineer is only a spot check of a limited number of key safety and eligibility features of a vehicle's condition. Alone it will not guarantee that the vehicle meets all applicable regulations or standards.
		Chassis & Body
J	5.2.1	5.2.1. Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, fluid filled batteries, gearbox, hydraulic reservoirs pressurised above atmospheric pressure, transmission shafts, chains, belts and gears, brakes, road wheels, suspension components including their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks, catch tanks and fuel system components (other than where such components comply with 5.13.1 and 5.13.2) such as to prevent there being a hazard.
J	5.2.1	Front engine vehicles to be fitted with a bonnet covering the engine and all its' major components.
J	5.2.1	Exposed transmission shafts, gears and chains to be guarded such as to prevent their being a hazard.
J	5.2.1	Where a radiator is not isolated from the driver/passenger compartment a suitable deflector to be fitted to prevent fluid directly coming into contact with the vehicle's occupants.
J	5.2.2	Cars must have a protective bulkhead of non-flammable material between the engine and the driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with suitable flame proof material that completely closes any gap at all times.
J	5.2.2	Magnesium is prohibited for bulkheads.
J	5.2.3	Have a complete floor of adequate strength rigidly supported within the driver/passenger compartment.
J	5.2.4	Not have the space normally occupied by passengers encroached upon in such a way that may impede extrication of the driver from that side, but may have the passenger seats removed.
J	5.2.6	Cars must have mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:
J	5.2.6	a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line
J	5.2.6	b) extend forward ahead of the axle line
J	5.2.6	c) extend downward behind the wheel.
J	5.19.1	All vehicles must comply with Safety Regulations as itemised under their Specific Technical Regulations and as detailed under the section headed Competitor Safety (Section K).
J	5.19.2	The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 7 seconds. If the vehicle is a single seater, the maximum time to exit the cockpit is 5 seconds.
J	5.20.1	Be of sound construction and mechanical condition and be well maintained.
J	5.20.2	Have positive fastenings for all doors and all hinged or detachable parts of the bodywork.
J	5.20.3	Have no temporary parts incorporated in their construction.
J	5.20.12	Not carry or pass any liquids in or through any tubes comprising part of the chassis structure, or safety roll-over bar.
P	56.1	The vehicle must have a minimum wheelbase of 127cm (50in).
P	56.2	56.2. Unless rear-engined, vehicles must have a bonnet or metal casing of solid flame retardant material covering or surrounding the engine, which is secured by fasteners of adequate strength and with a positive locking action.
P	56.2.1	56.2.1. Windscreens must be erected unless the event takes place wholly on private property or the SRs state otherwise.
P	56.2.2	56.2.2. Tailgates may be removed.
P	56.2.3	56.2.3. Be equipped with mudguards for all wheels which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must:

Technical Regulations for all AWDC Trials.

P	56.2.3	a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above
P	56.2.3	b) extend forward ahead of the axle line
P	56.2.3	c) extend downward behind the wheel.
P	60.2.2	Vehicles must be fitted with a substantial towing point front and rear, painted in a contrasting colour, unless the SRs state otherwise.
AWDC		Front and rear recovery points should be bolted with suitable grade fasteners and should allow quick connection of a recovery rope. i.e 50mm tow ball/hook. OR Front and rear recovery points may be enclosed (a loop) but a stamped, suitably rated D-shackle should be on hand for recovery.
AWDC		Recovery points should be coloured in a colour which is easily visible and contrasts the surrounding bodywork.
AWDC		Each vehicle should be equipped with a nylon rope of a minimum 25mm diameter. This rope must have a closed loop at each end and be of at least 4.5 metres in length. The use of chain or wire bond is prohibited. Polypropylene or hemp ropes are not advisable. N.B. Marshals may use any equipment approved by the Clerk of the Course. The use of a kinetic type rope is prohibited.
AWDC		If the vehicle has windows fitted, a suitable tool for breaking windows in the event of an emergency should be fitted inside the vehicle.
AWDC		Must be a company manufactured road going vehicle.
AWDC		Body must remain as original. No cutting of original body panels is allowed, unless it is for the provision for fitting a safety device.
AWDC		The front structure of the vehicle should not be significantly modified to improve approach angle. This includes maintaining the position of the front axle in relation to the most forward part of the car.
AWDC		Single Seaters are Prohibited.
AWDC		Vehicle should be full bodied. Tray backs are not allowed.
AWDC		Vehicle must have original front and rear bumpers.

Seats & Belts

J	2.1	All seat safety belts must be complete units sourced from a recognised manufacturer and fitted in accordance with the manufacturers' instructions, MS UK recommendations or FIA requirements. (See Drawing Nos. 39, 40, 41, 42 and 44.) Where the vehicle manufacturer's standard safety belts and associated fitments are not utilised, bolts must be of a minimum 7/16in UNF or M12 (grade 8.8).
J	2.2	All seats should be correctly located and securely anchored in such a way as to allow no movement in squab or backrest. When installing a Competition Seat, carry out the following checks before selection or purchase:
J	2.1.11	Seat belts once involved in a serious accident should be discarded as they are likely to have stretched. Belts subjected to oil, acid or heat should be replaced.
J	2.1.8	It is not permitted to mix parts of seat belts. Only complete sets as supplied by manufacturers are to be used.
J	2.1.9	Only one release mechanism is permitted on each seat belt configuration and this must be available for the wearer to operate whilst seated in the competing position.
J	2.2.1	Supports must be attached to the shell/chassis via at least 4 mounting points per seat using bolts with a minimum diameter of 8mm and counterplates, according to drawing No. K32. The minimum area of contact between support, shell/chassis and counterplate is 40 sq cm for each mounting point. In Series Production Cars manufacturers' standard seat mounting points may be used. If quick release systems are used, they must be capable of withstanding vertical and horizontal forces of 18000N, applied nonsimultaneously. If rails for adjusting the seat are used, they must be those originally supplied with the homologated car or with the seat.
J	2.2.2	The seat must be attached to the supports via 4 mounting points, 2 at the front and 2 at the rear of the seat, using bolts with a minimum diameter of 8mm and reinforcements integrated into the seat. Each mounting point must be capable of withstanding a force of 15000N applied in any direction.
J	2.2.3	The minimum thickness of the supports and counterplates is 3mm for steel and 5mm for light alloy materials. The minimum longitudinal dimension of each support is 6cm.
J	2.2.4	Headrests. On all vehicles where it is not mandatory (13) it is strongly recommended that a head restraint in the form of a headrest be fitted, as near to the driver's/co-driver's helmet as possible, to prevent whiplash of the neck and spine in case of impact. It is recommended that they comply with 13.
K	5.3.1	Have a normal adequate seat for the driver.
K	5.3.2	The seat must be rigidly located within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.

Technical Regulations for all AWDC Trials.

K	5.3.3	It must support and retain the driver within the vehicle.
K	5.3.4	The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.
K	5.3.5	Any other seats fitted must similarly comply and all seats must face forward.
P	56.3	Vehicles must be equipped with two fixed seats for the Driver and Passenger, unless the SRs state otherwise.
P	56.3.1	The rearmost part of these seats must not be behind the rear wheel axis.
AWDC		As a minimum, there should be a passenger seat fitted in the front of the car.
AWDC		Vehicles must have a suitable harness/seatbelt cutting device fitted inside the car, one for every occupant. It should be mounted somewhere easily reachable with the occupants securely belted in.

Engines

J	5.4.1	If forced induction is used, the coefficient will be 1.7:1. unless stated otherwise in Specific Technical Regulations or SRs.
J	5.4.2	Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed.
J	5.4.3	Vehicles fitted with electronic throttle control as standard original manufacturer's equipment for that vehicle are exempt from this requirement.

Suspension

J	5.5.1	Be fitted with sprung suspension between the wheels and the chassis.
J	5.5.2	Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.
J	5.5.3	Cars of Periods A and B need not have sprung suspension, if originally built without it.
P	56.5	Vehicles must be fitted with sprung suspension between wheels and chassis, unless originally manufactured otherwise.
P	56.5.1	Where the top mounting of the shock absorber, whether or not it is fitted with a coilspring, is mounted directly to a main member of the roll-cage, a brace must be fitted between the mounting point and the chassis or those members of the vehicle frame acting as the chassis.
P	56.5.2	It is prohibited to mount the shock absorber by drilling and/or welding a stud or bolt directly to the roll cage (if a cage is fitted).
P	56.5.3	All mountings must be made with reinforcements in material at least the same thickness as the roll cage wall thickness.
P	56.5.4	The recommended mounting is shown in Appendix 1, drawing number 56.5.
AWDC		Suspension must remain as originally fitted to vehicle. No modifications are permitted.
AWDC		Anti roll bars must be fitted if they were originally.

Brakes

J	5.6.1	Be fitted with brakes that are operative and capable of stopping the vehicle as required.
J	5.6.2	Non-ferrous disc brakes are prohibited unless a Standard Part for that vehicle, or specifically authorised by the MS UK for a class or category of car.
AWDC		Independently operated brakes on any wheel is Prohibited.
AWDC		Brakes should be capable of locking all 4 wheels when stopped from a moderate speed.
AWDC		A handbrake should be fitted to the vehicle which is mechanically completely separate from the main braking system. It should also have a locking mechanism which can hold it on without assitance.

Steering

J	5.7.1	Have a steering wheel with a continuous rim not incorporating any reflex angles in its basic shape (except for Drag Race vehicles). 'D' shape wheels are permitted.
J	5.7.4	Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.
J	5.7.5	Rear wheel or four wheel steering is prohibited unless fitted on a Production vehicle by the manufacturer, or permitted under the Specific Technical Regulations, or SRs.
K	14.1.3	Steering Wheels. The types least likely to inflict injuries due to breakage should be selected. Uncovered wooden rims should be avoided.
AWDC		All steering controls should be operated by the driver ONLY. This includes independent/fiddle brakes, rear steer, front steer.
AWDC		Full hydraulic steering is prohibited. Steering must be done with a mechanical linkage between the steering wheel and the wheels.
AWDC		Four Wheel Steering is Prohibited.
AWDC		All steering joints and connections should be free of play and well maintained.

Wheels

J	5.8.1	Have not less than four road wheels and tyres (excluding the spare).

Technical Regulations for all AWDC Trials.

P	56.6	Vehicles may not be fitted with duplicated driving wheels unless Permitted by the SRs. The SRs may permit the use of TUV Approved hub adapters/wheel spacers up to a maximum of 30mm in depth.
AWDC		Reversing of standard un altered road wheels is prohibited

Tyres

J	5.9.4	The fitment and/or use of pressure control valves to wheels and/or tyres is not permitted.
AWDC		Vehicles must be fitted with wheels and tyres that are compatible and also acceptable to the organiser. A particular type and size of tyre may be prohibited by the ASRs. The use of dumper style, open-centered or very aggressive tread pattern tyres is prohibited in RTV and Classes 3 for all trials. At certain venues (for example Military venues) dumper style, open centered or very aggressive tread pattern tyres is be prohibited for every vehicle regardless of class.
AWDC		Any restrictions included in event specific requirements on aggressive tyre treads (open centered, dumper or very aggressive tread patterns) due to site limitations must be adhered to regardless of class.
AWDC		Hand cutting of tyres is strictly forbidden in RTV and Class 3.
AWDC		A spare wheel need not be carried.
AWDC		The use of tyre chains and studded tyres by competitors is prohibited.
AWDC		Must have a road legal tyre pattern.
AWDC		Maximum tyre size 33", unless factory fitted is bigger.

Cooling

J	5.10.1	Have any fluid carrying lines or tubes carrying coolants through the driver/passenger compartment painted red, and if non-metallic to be internally or externally metal braided hydraulic pressure hose.
J	5.10.2	Screwed hose clips (e.g. 'Jubilee Clips') may only be used in conjunction with a suitably swaged pipe.
K	14.1.7	Radiator Caps. These caps should be positioned or shielded in such a way that hot water or steam cannot scald the driver of the vehicle if they become opened or broken in an accident.
AWDC		All open radiators, expansion bottles whether front or rear mounted, must be covered in such a manner that nobody can burn themselves on the hot open/unprotected areas of the radiator. Special attention should be made to protect occupants from hot water from an exploding radiator or expansion bottle.
AWDC		Radiator must be located in original its original position.

Transmission & Axles

J	5.11.1	Have the transmission outside the driver/passenger compartment, beneath the floor or secured in casings or coverings of solid material.
J	5.11.2	Be equipped with a reverse gear in normal working order.
K	14.1.8	Clutch and Bell Housing Protection. It is recommended that a shield be placed to guard the clutch/ bellhousing and to protect in case of clutch/flywheel derangement. This can be a 1⁄8in steel plate or equivalent.
AWDC		Vehicles with automatic transmissions must have a starter inhibiting switch allowing it to start in park and/or neutral only.
AWDC		No locking Diffs to be fitted unless the same model vehicle was originally available with a locker or LSD fitted from the factory – a minimum of 500 of these must have been produced.
AWDC		The vehicle to be a built off a manufactured chassis and run same manufactured axles (i.e. Suzuki chassis to only run Suzuki axles).
AWDC		Must have original gearing (No form of crawler boxes allowed).

Oil & Fuel Systems

J	5.12.1	Have any oil lines passing through the driver/passenger compartment protected and, if nonmetallic, to be of internally or externally metal braided hydraulic pressure hose.
J	5.13.1	Have any fuel lines passing through the driver/passenger compartment protected and, if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications.
J	5.13.2	They may only be joined by screwed sealing joints or vehicle manufacturers approved joint.
J	5.13.3	If fitted with fuel fillers in a closed boot, or under closure, have collector/spill trays incorporated to drain outside the vehicle.
J	5.13.4	Use Pump Fuel (see definition Nomenclature and Definitions) except, subject to prior written authority having been given by the MS UK, where permitted otherwise under event SRs, and Championship Regulations.
J	5.13.5	If using LPG, the entire system must conform with Construction and Use regulations and LPG Industry Technical Association Code of Practice No. 11.
J	5.13.6	If using non-pump fuel have a 3 inch diameter 'Day-Glo' orange disc affixed immediately adjacent to the Competition Numbers on both sides.

Technical Regulations for all AWDC Trials.

K	14.1.2	Fuel Tanks and Pipes – every effort should be made to isolate fuel tanks and pipes from the driver/passenger compartment. The risk of fuel spillage from accident damage can be reduced by use of bag type tanks or by coating metal tanks with GRP. Tanks should be located so that they are given maximum protection by the structure of the vehicle. Vents should be designed to avoid spillage if the vehicle becomes inverted.
K	14.1.2	Fuel Fillers – these should be designed and located to reduce risk of damage. Filler caps should not be liable to open in the case of an accident. Simple screw caps are effective. The positive locking of the fuel filler caps is recommended. The filler pipe to the tank should be of minimum possible length and not protrude beyond the bodywork (6).
P	59.1.4	For Orienteering Events all vehicles must carry a small spill kit complying with J5.20.13.

Electrical Systems

J	5.14.1	If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present the battery must be situated behind the base of the Driver's or Passenger/Co-Driver's seat. Any wet batteries in driver/passenger compartment must be enclosed in a securely located leak-proof container.
J	5.14.2	Have batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.
J	5.14.5	Have the battery earth lead, if not readily distinguishable, identified by a yellow marking.
K	8.1	The circuit breaker, when operated, must isolate all electrical circuits with the exception of those that operate fire extinguishers.
K	8.5	The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), and the 'On' and 'Off' positions clearly marked.
K	14.1.1	(a) Batteries – precautions should be taken to reduce the possibility of acid burns from batteries in case of accidents. Batteries should be secured within a non-conductive leak-proof compartment.
K	14.1.1	(b) Electrical System – all wiring should be secured and well protected to reduce the risk of fire from electrical short circuits.
AWDC		Modified vehicles and AVT vehicle must be equipped with a circuit breaker. This must isolate the battery from all electrical circuits and must cut the engine at the same time. The switch location is optional. For modified vehicles the operation must be possible from both inside and outside the vehicle. The circuit breaker control(s) must be identified by a red spark on a white edged blue triangle. If a diesel engine is fitted with an electric stop it must be connected to the circuit breaker. If it is a pull cable stop system a second cable must be fitted next to the isolator switch and marked clearly "pull to stop engine" on a plate 75mm x 50mm white background with red lettering. Recommendation only for RTV class.

Exhausts

J	5.16.1	Have the exhaust system isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).
J	5.16.2	Have no part of the exhaust system protruding to the rear of the bodywork more than 15cm.
J	5.16.6	Have all exhaust outlets terminating behind the mid-point of the wheelbase of the vehicle and within 150mm of the outside of the bodywork periphery in plan view. Side exhausts not to protrude more than 4cm.
AWDC		If all enveloping body is fitted, have supplementary protection for exhaust systems that protrude outside the bodywork.

Silencing

J	5.17.1	The reason for Silencing (SOUND CONTROL) is to reduce environmental impact and to keep Motor Sport running. Environmental Protection legislation has increased the pressure on activities generating noise and Local Authorities have the power to suppress any noise source deemed to be causing a nuisance. Our system of control is acceptable to most Environmental Bodies and must be considered as part of eligibility to Compete in events.
J	5.17.7	Temporary Silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.
J	5.18	Details of sound test available in blue book under J5.18
AWDC		In all AWDC events, vehicles must conform to a maximum permitted noise level as laid down in the current MS UK 'Blue book'. The current requirement as listed in the 2018 MS UK blue book is a Max of 100dB at 0.5m with the engine at 2/3 maximum revs. Continuous noise testing will take place during events and competitors will be advised of excessive noise. WARNING: Temporary silencers, bypass pipes and the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out noise checks on vehicles utilising temporary parts in exhaust systems. Please refer to section E of the current MS UK Yearbook. Measurements to be taken at 4500 rpm max (or two thirds throttle opening if no tachometer fitted or diesel engine) with engine at normal working temperature.

Technical Regulations for all AWDC Trials.

Windscreens and Sidescreens

AWDC	If fitted, to have windscreens of either laminated glass or plastic, of a minimum thickness of 4mm (except STV or where the standard equipment is used). plastic sidescreens, where fitted, should also have a minimum thickness of 4mm unless fitted otherwise by the original manufacturer.
AWDC	The use of mesh or net hinged sidescreens on open vehicles to retain the limbs of driver and passenger in the event of a roll-over is advised. The use of a sun roof with glass is not permitted in Modified vehicles it has to be replaced with a metal panel.

Roll Over Protection System (ROPS)

The basic purpose of the roll over bar is to protect the driver/passenger if the vehicle turns over or is involved in a serious accident. This purpose should not be forgotten, and in consideration of this, it is strongly recommended by AWDC that all roll bars and/or ROPS should be built in accordance with the MS UK specifications detailed in Sections (K) or (P). Following these guidelines will lead to a proven and recognised design suitable for offroad motorsport.

The ROPS must be designed to withstand compression forces resulting from the weight of the vehicle coming down on the roll bar/cage structure, and to take fore and aft loads resulting from the vehicle skidding along the ground on its roll structure.

Within AWDC, full rollcages for standard classes are optional and for all modified classes full roll cages are mandatory .

The minimum requirement for standard classes is a screen or roof frame which extends past the height of driver and passenger and fitted by the manufacturer. It is strongly recommended to fit a central roll hoop with rear bracing bars and central diagonal for any open topped vehicle competing in the standard classes. Details of these are available in the MS UK Blue Book section (K) page 179 as illustration 1.

As a full roll cage is not a requirement for RTV or Class 3, the detailed regulations are not included in this document. If you wish to view them, please check any of the modified class documents.

AWDC	If a roll cage (ROPS) is fitted to a car in a class that doesn't require it, that roll cage should be designed and built in such a way to not present additional hazards to the occupants or anyone outside of the vehicle. For this reason it is strongly recommended to follow the guidelines as detailed in the Blue Book. These guidelines can also be found in our Modified classes regulations.

Fire Extinguishers

K		*Existing vehicles competing prior to 1st January 2019 may comply with the following until 1st January 2022. New build vehicles from 1st January 2019 must comply with Appendix 3.*
K		*Appendix 3. A fire extinguisher/extinguishing system must be carried on all vehicles, the minimum requirement being that the system be charged with one of the permitted extinguishants and be operable by the driver whilst normally seated either by manual operation or by a mechanically/electrically assisted triggering system.*
K		*All extinguishers must be serviced in accordance with the manufacturers guidelines, or every 24 months , whichever is sooner, or replaced.*
K	3.1	Capacities. Extinguishers are classified as Small, Medium or Large, and designated as Hand-Held or Plumbed-In. Dry powder extinguishers are prohibited.
K	3.1.1	Small, Hand operated.
K	3.1.2	(a) Medium, Plumbed-In, for discharge into both cockpit and engine compartment. (b) Medium, Hand-Operated, for discharge into both cockpit and engine compartment.
K	3.1.3	Large, Plumbed-In, for discharge into both cockpit and engine compartment.
K	3.1.4	Large, Plumbed-In, for discharge into Engine compartment, plus Medium, Hand-Held for Driver or Rally Co-driver use.
K	3.1.5	Hand-operated for cockpit (International).
K	3.1.6	Permitted Extinguishants AFFF, ZERO 2000.
K	3.4	Hand-held extinguishers
K	3.4.1	Must not be carried loose but should be retained in positive quick release brackets, secured to the vehicle by a minimum of two 6mm bolts.
K	3.4.2	Extinguishers with pressure gauges are recommended.
K	3.4.3	The tare weight of the unit must be clearly marked on the cylinder.
K	14.1.4	Fire Extinguishers. Even small extinguishers carried in a vehicle can extinguish or contain fires before they develop seriously. Minimum recommendation is for a 1.75 litre AFFF extinguisher or equivalent with BS4123/EN3 approval (EN3 minimum size is 2 litre AFFF) and a rating of at least 34B. More sophisticated equipment is required in many events and full vehicle systems are highly recommended (see 3).

Fire Extinguishers - Appendix 3 for new build vehicles from 1st January 2019

Technical Regulations for all AWDC Trials.

K	3.2.1	Where a hand-held fire extinguisher is required the vehicle must be equipped with at least one fire extinguisher in compliance with 3.2.2 to 3.2.7 hereunder or with FIA Standard 8865-2015 (Articles 3.2.2 to 3.2.5 hereunder do not apply in the latter case).
K	3.2.2	Permitted extinguishants: AFFF, Clean Agent, powder or any other extinguishant homologated by the FIA
K	3.2.3	Minimum quantity of extinguishant: • AFFF foam (includes: FireSense, Zero 2000, F-TEC etc) 2.4 litres • Gas (includes: Novec 1230, FX G-TEC/N-TEC, Viro3, Zero 360, Extreme etc) 2.0 kg • Powder 2.0 kg
K	3.2.4	All extinguishers must be pressurised according with the manufacturer's instructions. Powder extinguishers must be pressurised to 8 bars minimum, 13.5 bars maximum. Furthermore, each extinguisher must be equipped with a means of checking the pressure of the contents.
K	3.2.5	The following information must be visible on each extinguisher: • Capacity • Type of extinguishant • Weight or volume of the extinguishant • Date the extinguisher must be checked, which must be no more than two years after either the date of filling or the date of the last check, or corresponding expiry date.
K	3.2.6	All extinguishers must be adequately protected. Their mountings must be able to withstand a deceleration of 25g. Furthermore, only quickrelease metal fastenings (two minimum), with metal straps, are accepted. Antitorpedo tabs are required. It is prohibited to mount bottles outside the main structure.
K	3.2.7	The extinguishers must be easily accessible for the driver and the codriver