



*B* - Where it is not possible to mount belts and straps directly to the roll structure or frame of the car and they must be attached to a structural panel, for example, the panel must be suitably reinforced in a workmanlike manner to prevent distortion under load. Steel reinforcing plates of adequately large area and thickness must be installed to prevent the belt attachment from pulling through the panel under load.

*C* - Bolting directly to the floor panels, etc. without adequate reinforcement is not acceptable.

*D* - It is required that clip-in buckles on the driver restraint system must be secured with a cotter pin or locking wire to prevent accidental release.

### **7 - Life Span**

*A* - Belts must bear a legible date stamp from the manufacturer.

*B* - Driver restraint systems meeting SFI specifications expire after two years from date of manufacture. These belts shall not be used after the expiration date of the SFI certification. (ie. a belt manufactured in May 2009 shall not be used after May 31, 2011). Driver restraint systems meeting FIA specifications must have all belts labelled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels..