

MEMBER OF



Self-Extraction Policy

17 February 2025

Version #5

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The ability of a *Driver, Co-Driver or Navigator* to exit a competition vehicle in a reasonable time reduces the risk of death or serious injury in the event of an incident. The FIA and some other ASNs mandate a minimum Self-Extraction time, and Motorsport Australia also mandate a minimum Self Extraction time.

The objective of this Self-Extraction Test is to ensure that all competitors can get out of their competition vehicle quickly. Practicing the test is strongly encouraged to ensure each *Driver, Co-Driver or Navigator* knows the best way to self-extract from their *Automobile* before being tested.

Any advice or assistance (other than assistance during the actual test) from an official or competitor to help a *Driver, Co-Driver or Navigator* pass the extraction test is encouraged.

DEFINITIONS

Self-Extraction Test – A group of up to 3 attempts to pass the Occupant Self Extraction Test

Retest – A Group of 3 additional attempts to pass the Occupant Self Extraction Test

Self-Extraction Test Attempt – a single timed attempt to pass the Occupant Self Extraction Test

The Occupant Self-Extraction Test

Introduction

- Unless the *Rules* require a lesser time, each occupant in an *Automobile* taking part in a *Competition* must be able to self-extricate and be clear from their *Automobile* in 10 seconds or less.
- A Self Extraction Test provides each occupant with a maximum of 3 attempts to pass. If unable to pass, the occupant will not be permitted to commence or continue in the relevant *Competition*.
- If having successfully completed the test, the *Automobile* is modified such that it may affect the result or the CMO determines that the fitness of the occupant has changed such that it may affect the result, the test may be conducted again.
- Normally, the official monitoring the test will be a scrutineer.

Preparation

- The test will take place at any time during an *Event* where the *Automobile*, occupant/s and the official who will supervise and time the test will be in attendance.
- Each occupant must be attired for the relevant *Competition* in accordance with Technical Appendix – Schedule D.
- The *Automobile* must be presented as it would be for Competition and on the ground including:
 - The steering wheel and all other parts of the interior in place; and
 - The window net and/or each racing net fitted.
- At the commencement of the test, each occupant must be seated in the *Automobile* with the safety harness fastened and any radio lead, cool suit, drink straw, helmet air tube etc connected.

Test

- The occupant must not remove any apparel during the test, e.g. helmet, frontal head restraint, gloves etc.
- The test will start under the instruction of the official and with the *Driver* having their hands on the steering wheel, and any other occupant with their hands in their lap.
- Each occupant must self-extract without assisting each other or, without external assistance.

An occupant may exit the *Automobile* through any opening, e.g. door, hatch, window.

How often should a *Driver, Co-Driver or Navigator* be tested?

It is the requirement of this policy that each *Automobile* occupant must be able to self-extract from the automobile they are competing in faster than the maximum time listed in the *Rule* and that each *Driver, Co-Driver or Navigator* pass the test once in each calendar year they compete unless the *Automobile* is modified such that it may affect the result or the CMO determines that the fitness of the occupant has changed such that it may affect the result.

If an occupant is competing in more than one *Automobile*, then the occupant must be tested in each of the *Automobile/s* they are competing in every 12 months.

NOTE: It is NOT mandatory for any/all Drivers, Co-Drivers or Navigators to have completed a self-extraction test before competing in an Automobile. Initial Self Extraction Testing of Drivers, Co-Drivers or Navigators will be performed as time permits. Continued Self Extraction Testing will prioritise Drivers, Co-Drivers or Navigators in Automobile/s who have the longest time since last being tested and being longer than 12 months.

Recording of a Test result

The result of a Self-Extraction Test must be noted in the *Automobiles'* logbook. The entry in the logbook must note the occupants licence number, the date of the test, and the result of the test (Pass or Fail).

If an occupant fails the extraction test, and fails all permitted retests, then the **Extraction Test Failure Document** must be filled in. This document must contain a list of all occupants who failed the Self Extraction tests at that event and must be returned to Motorsport Australia with the post event documentation.

When to test an occupant

It is permissible to test a *Driver, Co-Driver or Navigator* and *Automobile* at any time. This testing may be completed at an event, or during pre-event scrutineering. If a retest is required, the test may also be performed outside of an event with the approval of a Qualified Scrutineer. Any test may only be performed with all parties involved in the testing being present in person. Recorded video or streaming of a test will not be accepted as proof of completing of a Self-Extraction Test.

Testing of occupant extraction times can be performed in several ways, including:

Testing as part of Scrutineering

Self-Extraction Testing may be combined with the scrutineering of an *Automobile* either at an event or during pre-event scrutineering. Combining scrutineering and extraction testing allows scrutineers to check an *Automobiles'* logbook for the *Driver, Co-Driver or Navigator* most recent test and ensure that tests are only performed on *Driver, Co-Driver or Navigators* for whom their last test was more than 12 months ago.

Testing at the end of a Stage/Leg/Session

Conducting a Self-Extraction Test at the end of a Stage/Leg/Session is another way to efficiently test occupants. At the end of a Stage/Leg/Session, each *Driver, Co-Driver or Navigator* will be fully attired, and the *Automobile* is in a competition condition.

The decision on where and when to test remains with event officials, and a *Driver, Co-Driver or Navigator* must comply with any valid request from an official to perform the test.

What to do if an occupant fails the extraction test?

If a *Driver, Co-Driver or Navigator* fails the Self-Extraction Test, then that *Driver, Co-Driver or Navigator* must be officially informed that they have failed. At this point, a *Driver, Co-Driver or Navigator* may request a retest. Permission for a retest, and the timing of any retest is at the sole discretion of the Chief Scrutineer.

If a *Driver, Co-Driver or Navigator* fails the Self-Extraction Test, and all permitted Self-Extraction Retests, the Clerk of the Course must be informed of the *Driver, Co-Driver or Navigators'* failure to pass the test and that the *Driver, Co-Driver or Navigator* is no longer permitted to compete in that *Automobile* at that event.

Said *Driver, Co-Driver or Navigator* is permitted to request a retest in a different *Automobile*. If the *Driver, Co-Driver or Navigator* passes the Self Extraction Test in the different *Automobile*, then they are permitted to continue at that event only in the *Automobile* that they have passed the Self-Extraction Test in, and only if a change of *Automobile* is permitted in the *Rules*.

If, at an event a *Driver, Co-Driver or Navigator* fails a Self-Extraction Test, and all permitted Retests, then that *Driver, Co-Driver or Navigator* is also permitted to request a Retest between events. A Retest between events is in the same manner as a Self-Extraction Test performed at an event. The timing and location of a Retest between events is at the sole discretion of a qualified Scrutineer. If a qualified Scrutineer is not available to perform the Retest between Events, then that *Driver, Co-Driver or Navigator* will need to wait until the next event. Only one Retest between events is permitted for any *Driver, Co-Driver or Navigator* and *Automobile* if the Retest is failed.