

SIMPSON PERFORMANCE PRODUCTS

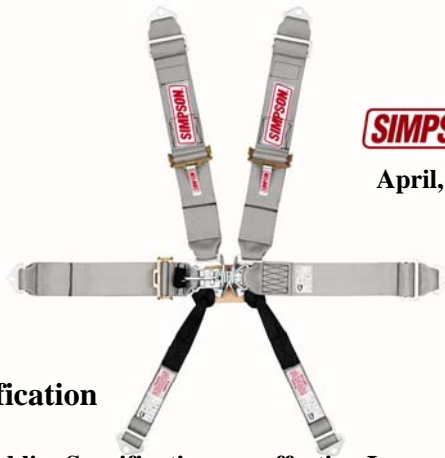
SAFETY FIRST

SIMPSON

April, 2006

RESTRAINTS SPECIFICATION 16.5

All NASCAR Sanctioned Races Require Belts to Meet SFI's 16.5 Stock Car Driver Restraint Assemblies Specification



Important Changes to SFI 16.5 Stock Car Driver Restraint Assemblies Specification are effective January, 2007. Making sure your restraint system is current with the SFI 16.5 specification is imperative to ensure your equipment is safe.

Important - Your Restraint System Should Be Replaced Every Two Years.

- SFI 16.5 Stock Car Driver Restraint Assemblies Specification – Changes Effective January, 2007**
- **New** Minimum width for all webbing changes to 1.72 inches
Was 3 inches for lap and shoulder and 1.75" for anti-submarine
 - **New** Minimum breaking strength for all webbing increases to 7,000 lbs.
Was 6,300 lbs. for lap and shoulder, 1,500 lbs. for anti-submarine
 - **New** Total load on the Restraint Assembly Test (Body block Test) will increase from 10,000 lbs. to 11,500 lbs.

- The Following Parts of SFI 16.5 Specification Remain Unchanged**
- Belts must be identified with manufacturer's name and the date manufactured.
 - All edges of hardware in contact with webbing must have a minimum radius of .025 inches. All other edges must be free from burs with no sharp edges.
 - Latch lever opens from left to right and must have provision to prevent unintentional release.
 - Cam Lock handle must be able to turn a minimum of 30 degrees before complete release of all belts
 - If used in mid-belt, roller adjuster must use a tension spring.
 - Attachment hardware must be bolt-in type. Clip on mounts and eye bolts are not allowed.
 - Wrap around tie mounts are not allowed for lap belts.
 - Wrap around type mounts for shoulder belts must terminate using 3-bar slider attachments.
 - Sternum belts, if used, may not have metal or hard surface hardware.

- **FACT - Simpson is a Leader. – Did you know that even before these specification changes are effective, Simpson 16.5 certified belts meet and even exceed the 11,500 lb. system strength requirement?**
- **FACT - Our goal is to protect our drivers even better.**

For Additional Information Visit the SFI Foundation online at www.sffoundation.com

**It is important to follow the manufacturer's mounting instruction for belts.
Instructions for Simpson belts can be found on our website at:
http://www.simpsonraceproducts.com/safety/safety.aspx?page=restraint_info**

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Our focus with restraint development is to load, restrain and control the driver earlier in the crash equation through the use of 6-point restraints, improved webbing, and proper mounting. Through testing, we have found that there is a delicate balance between strength and elongation of the webbing.

General Information, Terms and Definitions

Elongation:	This characteristic is important in “loading” the restraint earlier in the crash. The ultimate goal is to restrain the driver earlier by keeping the pelvis back and allowing the upper body to ride the load down in a more controlled fashion. Nylon traditionally stretches more than polyester. All Simpson belts are made of high quality Polyester material.
Tensile Strength:	Simpson Platinum polyester webbing has 20% more strength than standard nylon webbing. This combined with redesigned hardware has further improved the strength and retention during a crash. Many racers have reported having improved restraint during hard impacts and were impressed to find that these adjusters do not loosen up during the course of a race. Drag racers have also noted dramatic restraint differences under deceleration, especially after parachute deployment.
Wet Strength:	Nylon loses approximately 12% of its strength when wet and has a tendency to absorb water. Polyester restraints have a superior performance record showing no decrease in strength when wet. For this reason, SFI requires that belts be replaced every two years. All Simpson belts are polyester.
Chemical and Ultraviolet Resistance	Polyester restraints provide good resistance to chemicals, moisture and sunlight degradation. Over time all belts diminish in strength when exposed to the elements. Simpson Platinum Series Polyester Restraints offer better performance over nylon restraints when exposed to “racing conditions” such as sunlight and moisture (sweat) and abrasion. The performance for the driver is greatly improved. (Note: SFI Foundation recognizes this relationship of strength over time and requires belt dating as part of its certification compliancy program).

FACT – At Simpson, we are confident that we provide the strongest and safest belts available. Gear Up Safe With Simpson.

Simpson Platinum Series Restraints have prompted many positive comments from our drivers including high marks with regards to strength, elongation and restraint. Since 1959, Simpson Performance Products has led the motorsports industry in safety innovation. We continually elevate safety standards through our dedication to continuous development, refinement and testing. The Simpson Envelope of Safety reflects the highest standard of safety available.

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