

CONSUMER AGENCY'S GUIDELINES FOR FURTHERING THE SAFETY OF KARTING

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Consumer Agency's guidelines

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Legislative basis:

- Product Safety Act 914/1986

Target groups:

- service providers
- planning engineers
- control officials

THE FINNISH CONSUMER AGENCY'S GUIDELINES FOR THE PROMOTION OF SAFETY OF KARTING

The Finnish Consumer Agency has revised its guidelines for the promotion of safety of karting. The guidelines are based on the Finnish Product Safety Act (914/1986, with amendments).

The purpose of these guidelines is to define a minimum level for the safety of karting in accordance with the Product Safety Act, increase the safety of karting and to make the supervision pursuant to the Product Safety Act more effective, and to prevent accidents.

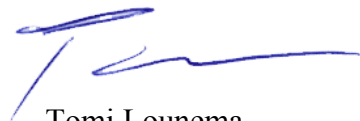
These guidelines enter into force on 30th January 2003 and they replace the guidelines issued in September 1997.

Director General



Marita Wilska

Deputy Director



Tomi Lounema

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THE FINNISH CONSUMER AGENCY'S GUIDELINES FOR THE PROMOTION OF SAFETY OF KARTING

1. PURPOSE OF THE GUIDELINES

The purpose of these guidelines is to define a minimum level for the safety of karting in accordance with the Product Safety Act (914/1986, with amendments), increase the safety of karting and to make the supervision pursuant to the Product Safety Act more effective, and to prevent accidents.

The Consumer Agency has drawn up these guidelines in cooperation with AKK – Motorsport ry, the Ministry of Social Affairs and Health, the Federation of Finnish Insurance Companies, and with representatives of the providers of karting services.

2. SCOPE OF APPLICATION

The guidelines apply to the determination of safety of indoor and outdoor karting within the scope of application of the Product Safety Act. The guidelines do not apply to the control of other ancillary services provided by karting tracks. Nor do the guidelines apply to track events that are outside the normal activities of the track, such as competitions, where stricter safety requirements are observed than those in these guidelines. The scope of application in these guidelines is hereafter referred to as karting.

The guidelines may also be applied to mini-motorcycling and other corresponding sports that take place on karting or similar tracks.

3. BASIC CONCEPTS

Driving rules: The service provider's rules governing driving.

Free area: The space between a driver sitting in a kart on the track and a fixed structure (excluding the protective barrier).

Indoor karting track: A clearly defined, mainly covered track, that has been designed and constructed for karting.

Kart: A four-wheeled motorised vehicle used on a karting track.

Logbook: A diary (e.g. calendar), in which a daily record is kept of such things as the number of users, special events, and any accidents or serious near-miss situations that have occurred.

Outdoor karting track: A clearly defined, uncovered track, that has been designed for karting. A track that has safety areas and track separators that has generally been inspected by AKK – Motorsport ry or an equivalent body involved in the sport.

Pit area: The area where the karts are serviced, from which the karts drive off and where they stop at the end of the driving time.

Protective barrier: Intended to lessen any impact of a kart on a building, other fixed structures, barriers or objects, and to prevent collision with persons. The protective barrier reduces the risk of injury and defines the track.

Safety document: Document prepared by the provider of karting services in which matters pertaining to the operation and safety of the karting track are defined.

Safety plan: The plan drawn up by the provider of karting services which clarifies, in accordance with the emergency services legislation, the dangers of the activity and the effects thereof, procedures for the prevention of dangerous situations and safeguards against them, safety personnel and their training and the plan for the familiarization of other staff, the necessary protective materials and the plan of action in the case of different situations of accident, danger and damage.

Signalling system: Intended for informing drivers on the track of any dangers (e.g. karts stopped on the track), overtaking bans and the end of driving time.

Structural maximum speed: The maximum speed attainable by the kart with respect to its construction.

4. *MINIMUM SAFETY REQUIREMENTS FOR KARTING TRACKS*

4.1 **General requirements**

A karting track, or the operation thereof, shall not constitute a danger, as referred to in Section 4 of the Product Safety Act, to the health or property of a customer using the services of the karting track.

The karting track must be safely usable at all times taking into account each group of drivers and the number of drivers. The prevailing weather conditions must be taken into account with respect to outdoor karting tracks.

The provider of karting services shall determine in advance the maximum number of drivers that can be on the track at one time in order for the track to be used safely. The service provider shall also determine in advance height restrictions for the drivers on the basis of the construction of the karts, as well as age limits. The maximum number of drivers on the track at one time and height and age limits shall be recorded in the safety document. For karts intended for adults the recommended minimum age limit is 13.

4.2 **Protective equipment for the driver**

The minimum protective equipment for the driver is a helmet, driving suit and driving shoes. The driver may not wear a scarf, removable belt or other flapping items of clothing that might reach the rotating parts of the kart. Long hair must be retained within the clothing. The use of driving gloves is compulsory for outdoor tracks, on indoor tracks it is recommended.

The use of a helmet is compulsory and the helmet must be fastened while driving. The helmet must be full-face and be of an approved type. Helmets conforming to Section 89 of the Road Traffic Act (267/1981) are safety helmet types approved in accordance with E regulation 22/04 or safety helmets conforming to the standard FMVSS218 (Decree on Vehicle Construction and Equipment (1256/1992) Section 129), or a helmet conforming to a higher standard of protection. Other norms relating to helmets include SNELL and BSI. Prior to driving, the personnel should ensure that the helmet is a suitable size for the user and that it is correctly fastened.

The use of a hood underneath the helmet is recommended for reasons of hygiene.

Young drivers under the age of 13 years old must use a separate neck brace to prevent head whiplash.

The use of a driving suit is compulsory. The driving suit protects the wearer from becoming dirty and from abrasion, as well as in possible fire situations. It also gives protection against the impact of loose objects and from the hot parts of the kart. The driving suit should be of fire retardant material. The properties of the driving suit can be ascertained from the supplier, for example. The use easily combustible material in driving suits, such as cotton, polyester and polyamide that have not be treated for fire resistance, is prohibited. Weather conditions should be taken into consideration in the case of outdoor tracks, and it is recommended that the service provider is able to provide the drivers with clothing appropriate for the weather conditions in addition to the driving suit.

Driving gloves provide protection against scratches. The driving gloves should be of fire retardant material and should provide a good grip on the steering wheel.

Driving shoes should have low heels, be sturdy and have thin soles which allow a good feel to the pedals. The laces of the driving shoes should be fastened so as to prevent the laces from getting caught in rotating parts.

It is the duty of the service provider to provide protective equipment for the driver's use (driving suit, helmet, hood and driving gloves, and, if necessary, driving shoes and weather-appropriate apparel). The service provider must regularly inspect the condition of the equipment and ensure proper storage and cleaning for the protective equipment. Hanging the driving suits well spaced on a clothes rack and procuring separate storage racks for the helmets enables the equipment to be well aired. Hoods and driving gloves made of fabric must be washed after each use. The helmet visors must be kept clean.

4.3 Track

Track width

The track must be a minimum of two (2) kart lengths wide. There must be free space on the outside of the kart around the driver (so-called free area) such that the driver is not able to touch the track structures, with the exception of the protective barriers, while driving.

The free area may be tested, for example, in the following way: a test person 180 cm ± 5 cm tall sits in a kart on a part of the track that can be regarded as the most adverse as far as the test is concerned. The driver raises both of his arms and lowers them over the sides of the kart. With the exception of the protective barrier, the arms may not touch the track railing. There may be several test areas on the track.

The number of karts on the track

The number of karts that can be on the track at any one time shall be restricted for reasons of safety and ventilation according to the group of users and the prevailing conditions. In addition, the numerical maximum number is calculated according to the following formula:

$$\text{maximum number of karts} = \frac{\text{track length (m)}}{30 \text{ m}}$$

If the service provider has karts of different engine capacities and different sizes, these may not be allowed on the track at the same time. Exceptions to this are special situations such as driving events arranged for family members. The use of different vehicles (e.g. kart, mini-motorcycle) on the track at the same time is prohibited.

Track surface

Loose objects may not be on the track surface during driving.

Obstacles and protective barriers

Fixed obstacles and structures on the track area must first and foremost be removed. If it is impossible to remove the obstacles, they must be cushioned by a protective barrier.

Protective barriers and fences must be constructed of energy absorbing flexible material (not concrete slabs nor fixed steel fencing). A protective barrier must be a minimum of 0.3 m and a maximum of 0.5 m in height. A suitable height for a protective barrier is, for example, two car tyres on top of each other. The protective barrier must form a continuous structure, so that no openings would occur in it when a kart crashes into it. If car tyres are used the tyres must be bound to each other in such a manner as to prevent them from becoming detached from each other in a crash, for example. There is no maximum height restriction for protective barriers next to walls.

Signalling system

The track must have a signalling system, which can be either signalling lights or a flag system. Yellow flashing lights or sufficiently powerful yellow warning lights can be used as signalling lights. A flag system (yellow, red, blue, black and white, black, chequered flag) requires an adequate number of track supervisors ready to wave the flags when necessary. Hand signals can also be used in addition to these. Hand signals can be those of the drivers (e.g. reporting slowing down or stopping) or warnings given by the supervisors (reporting the simultaneous use of accelerator and brake pedals). The number of different hand signals should be limited to the minimum possible.

The meanings of the signalling lights, flag system and hand signals should be explained to all those coming to drive karts. In addition, written instructions about their meanings must be located in a visible place e.g. at the cashier's desk or in the waiting area. The instructions must be at least in the Finnish and Swedish languages and, if necessary, in other languages. The staff must control that everybody obeys the signals given. The meanings of the flags in the flag system are shown in Appendix 1.

Pit area

The pit area should be located in such a way that no kart can be driven into the pit area other than by along the actual entrance lane. The kart drivers must be able to discern the entrance and exit points easily, and these should be clearly marked.

The entrance point must be located in a place where the speed of the kart is low. The entrance lane must be narrow enough to make overtaking impossible. The exit point should be at such a point on the track where overtaking is safe (the track width is three (3) times the length of a kart)

There are no special requirements for the exit point if the start occurs straight from the track and no karts leave the pit area during the driving time.

During the driving time the pit area must be closed to all except those who are driving and the personnel.

Public areas

The public areas should be separated from the track and pit area by a protective fence with a minimum height of 1 meter.

During the driving time access to the track must be prevented for all except those persons who are driving and the personnel. Access to the track can be prevented by railings, for example.

4.4 Kart

Fuel system

The fuel tank must be firmly attached to the frame. Fuel pipes must be flexible. The fuel tank must be manufactured in such a manner that there is no danger of leakage. The fuel tank must not be shaped to form part of the body construction. The maximum capacity of the fuel tank shall be 10 litres. The fuel tank must have a no-return valve or expansion tank for preventing fuel from leaking if the kart is at too great an angle.

Refuelling with the driver sitting in the kart is absolutely prohibited. When refuelling the kart engine must be switched off.

If the fuel tank is located on top of the engine the engine must be allowed to cool down sufficiently before refuelling.

The fuel used must be petrol which has the minimum possible evaporation and exhaust gas emissions. This is the kind of petrol used, for example, in small engines and which does not contain sulphur or benzene.

In order to ensure the purity of the inside air it is recommended that 2-stroke engines are not used on the tracks and that the engines are fitted with a catalyser. When acquiring new karts, the engines of the karts should be fitted with a catalyser.

Maximum speed

The service provider shall determine the maximum speed to be driven on the track on a track-by-track basis. The speed can be limited by, for example, an electronic limiter.

The maximum constructional speed of a kart for indoor and indoor-type tracks shall be a maximum of 60 km/hour, and for outdoor tracks 100 km/hour. The maximum speed for a child's kart shall be 30 km/hour.

Wheels and tyres

A safety locking method, such as split pins, self-locking nuts or circlips must be used for attaching the wheels to the axles.

Tyres that are completely worn and whose fabric is visible may not be used.

Bumpers

The bumpers of the karts should be such that the tyres of different carts are not able to touch one another. The bumpers should also be of such kind to prevent a kart coming from any direction whatsoever from driving unchecked on top of another kart or driver.

It is recommended to use bumpers that run all round the kart, where the frame has no points of discontinuity, and the frame is at the same height from the track in all places.

Transmission protection

The transmission must be protected in the whole rear-axle area in such a way that no rotating transmission parts cause a danger to the driver or to other persons.

Brakes

The functioning of the brakes must be tested every day and adjusted if necessary. The brakes must have sufficient power and must apply at least to both rear wheels simultaneously.

If brake cables are used these must be at least 2.5 mm in diameter, or equivalent to this cross-section if two cables are used.

Steering

The steering shall be conducted with a steering wheel which has the shape of a closed circle. The steering wheel may not be made of aluminium, which might break in a collision. Flexible cable or chain steering systems are prohibited.

The steering wheel hub must be closed with a steel plate to prevent the steering wheel from pressing on the steering axle in a crash.

All the parts of the steering system must be attached in a secure manner such as by means of circlips, self-locking nuts or screws.

Seat

The seat must be shaped in such a manner that the driver remains firmly in place, and on curves and during braking is able to resist movement in both a sideways and forward direction.

The seat must be firmly fastened to the kart. The seat attachment bars may not under any circumstances come through the seat.

The driver must be fitted for the kart and the seat. If the shape of the seat is altered by padding, the amount of padding on the seat must not be so great that the side protection of the seat disappears and the steering wheel comes too close to the driver's chest. There must be no sharp parts or angles within the driver's reach or in the driver's seat.

Pedals

The pedals must not protrude in any position beyond the frame and bumpers.

The brake pedal must be fixed to the frame at two points. The brake pedal must be shaped in such a way as to prevent the foot from slipping off the pedal.

The accelerator pedal must be fitted with a return spring. The accelerator cable at the carburettor end must also have a return spring, which returns the throttle lever to the idling position.

If an extension part must be used for the pedals, steps must be taken to ensure that the extension part remains firmly in place.

Exhaust pipe

The end of the exhaust pipe must be behind the driver. The exhaust pipe must not cause any fire danger to the driver and the exhaust pipe should be shielded if necessary. The exhaust pipe must not protrude beyond the extremities of the kart structures.

Two-seater karts

The driver of a two-seater kart must have sufficient experience of driving a two-seater kart. The driver should receive training from the service provider or his representative in driving a two-seater kart.

The passenger must be equipped with the same protective equipment as the driver (driving suit, helmet, hood, driving gloves and driving shoes.)

4.5 Building and surroundings

The air quality of an indoor karting track must be monitored. Driving must be stopped if the amount of carbon monoxide exceeds the maximum permitted limit. In this case the service provider must ensure that the persons exit the area and go to fresh air and wait until the air quality has improved.

The ventilation shall be designed and dimensioned in such a manner that the carbon monoxide content of the indoor air in the driving area and working zone is less than 35 mg/m³ (8 hour average) (HTP-arvot (Concentrations known to be harmful) 2002). There must be a continuously operating measurement and alarm system for the carbon monoxide content in the air. The functioning of the carbon monoxide meter and alarm system shall be checked regularly. If the amount of carbon monoxide exceeds the maximum permitted limit, driving must be stopped and steps must be taken to ensure that the persons move out of the area and action must be taken to improve the air quality.

Instructions for measuring the amount of ventilation is available from, for example, the standard SFS 5512 Air conditioning. Measurements of air flows and pressure conditions in air conditionings systems.

The regulations in the legislation concerning occupational safety must be observed in respect of the exposure of the personnel to noise.

The lighting of the indoor area must be sufficiently powerful, even and glare-free. There must be no dark areas on the track.

For outdoor karting tracks, an environmental permit in accordance with Section 35 of the Environmental Protection Act (86/2000) must be obtained from the appropriate environmental authorities.

4.6 Guidance for customers

The personnel should familiarise the driver on the use of the controls (brake, accelerator). The driver must be given adequate information on the regulations and the rules of the road (incl. that bumping and cutting in is prohibited), and be given instructions on what to do in problem situations. Problem situations may be, for example, the kart stopping, breaking or getting stuck in the tyre barrier. The driver must be made familiar with the signalling system (lights, flags, hand signals).

Particular attention must be paid to the teaching of young and/or inexperienced persons. Before the driving starts the personnel must ensure that all the drivers have understood the

instructions and rules that have been given. The knowledge of the rules of those who have previously driven on the track may be ascertained by a random type of testing.

The driving rules must be clearly on view in such a place that the driver can read them before going into the pit area. The driving rules must be displayed in the Finnish and Swedish languages at least, and in other languages if necessary. The meanings of the flags must also be clearly displayed if flags are used as the signalling system.

The customer must be told, already at the time of making an agreement (when the customer makes a booking), of any age or height restrictions and that driving under the influence of intoxicants (alcohol, drugs and other intoxicating substances) is prohibited. The restrictions must be clearly made known at the ticket sales desk, by a sign, for example. The service provider may, if necessary, use a breathalyser to check the blood alcohol content.

A model of the minimum information to be given to the customer is in Appendix 2.

5. EMERGENCY ARRANGEMENTS AND SAFETY TRAINING FOR PERSONNEL

All personnel must know how to call for help and know the different means for calling help. Written instructions about telephoning for help, together with telephone numbers and addresses, as well as road instructions for emergency vehicles, must be available next to the telephone.

All personnel must know about the division of duties among the staff (who rescues, gives first aid, telephones for an emergency vehicle, guides people etc.) and about the determination of leadership responsibility in accident situations.

Safety training as well as readiness training which provides practical revision in the emergency procedures, the use of emergency equipment, resuscitation and the actions taken in the most common accidents or attacks of illness must be arranged for all personnel at least once a year. In particular, there must be practice on emergency procedures and cooperation between the staff. The personnel training must also include the recognition of the symptoms of carbon monoxide poisoning and first aid.

In the case of outdoor tracks, the instructions for giving an alarm (emergency number, address) as well as the contact information for the track service provider/person-in-charge must be clearly displayed.

6. EMERGENCY EQUIPMENT AND FIRST AID ARRANGEMENTS

The karting track must have an up-to-date safety plan in accordance with the emergency services legislation as well as a sufficient amount of serviced fire extinguishing equipment. The fire extinguishing equipment must be located in a clearly visible place, be easily accessible and be clearly marked. There must be a sufficient number of persons among the personnel with training in initial fire extinguishing, at least one person on each work shift.

There should be at least one person that has had first aid training (Finnish Red Cross FA1 or equivalent) for each work shift. Brush-up training must be arranged at sufficiently frequent intervals for the personnel that have had first aid training (e.g. the Finnish Red Cross FA card is valid for three years). All personnel should be given basic training in first aid.

There must be an adequate amount of first aid equipment in the immediate vicinity of the track. The first aid cabinet should be clearly marked.

7. OPERATIONS CONTROL

Operations control is the continuous monitoring of conditions and of the level of safety. Operations control must be carried out on a daily basis, at a minimum prior to allowing customers onto the premises, as well as during periods of peak usage.

An operations logbook must be kept for the service provider's control. The daily routine inspections, number of visitors and the times of special usage (e.g. corporate visits, children's turns) are to be recorded in the operations logbook. Serious kart malfunctions, accidents that have occurred and serious near-miss situations must also be recorded in the logbook.

Indoor air quality must also be recorded in the operations logbook, especially in cases where the alarm limits for carbon monoxide content are exceeded.

8. MONITORING OF SAFETY

Under Section 3 of the Product Safety Act, the service provider that supplies the service is responsible for the safety of the karting track and for monitoring the safety. When the karting track is in use the service provider must control track safety on a daily basis.

Each day before opening the track the shift manager or his delegated representative must check the cleanliness and safety of the track. The condition and cleanliness of the driving suits, helmets, neck braces and driving shoes, and the availability of clean hoods and driving gloves must also be inspected. The inspection must be recorded in the operations logbook.

The pit staff must inspect the technical condition (bearings, controls, seat fastenings, brakes, tyre condition, etc.) of the karts daily before opening the track, and also during the day if necessary. The daily inspection must be recorded in the operations logbook.

There must be a separate logbook for the karts, in which any defects found in the karts, faults that have come up and repairs are recorded.

8.1 Supervisory staff

The track must have a sufficient number of supervisory staff trained for the job. There must be a minimum of two track supervisors. The minimum age for a supervisor is 18 years old. The supervisory staff must have visual contact with each other and must be able

to see the entire track area. Staff training includes going through the safety plan and the emergency alert system, and customer guidance and matters pertaining to driving safety.

The number of drivers must be taken into account when evaluating the need for increasing the supervision. With respect to the supervision, it must be ascertained that the karting track and the required equipment are safe in terms of the features mentioned in point 4.

The supervisory authorities in accordance with the Product Safety Act are the Consumer Agency, the Provincial State Offices, and the local product safety supervising authorities.

8.2 Insurance

The service provider shall have operational liability insurance against accidents. The karts must also have third party traffic insurance. Third party liability traffic insurance does not, however, cover accidents that occur during racing or practice time for racing in an area that is separated from other traffic. The service provider should discuss the necessary insurances with his own insurance company.

9. SAFETY DOCUMENT

The karting track must have a written safety document which contains, as per the model in Appendix 3, the minimum information for the safety of the karting track and the arrangements for supervision in accordance with the requirements.

The accident record contains details of accidents that have occurred as well as serious near-miss situations. The accident record provides the basis for assessing risk and for developing the karting track safety system.

The safety document can incorporate the safety plan referred to in the emergency services legislation as one part. The Finnish National Rescue Association's safety plan guidebook can be used to assist in preparing the safety plan.

The safety document must be kept in a place where the staff, including stand-in and temporary employees, can easily find it.

The safety document must be updated when there is a change in the situations or conditions.

Accidents that have occurred and particularly serious near-miss situations must be reported at the earliest possible opportunity to the Consumer Agency, the Provincial State Offices, or the local product safety supervising authorities (Section 3, Product Safety Act).

10. IMPLEMENTATION OF THE GUIDELINES

AKK – Motorsport ry, the Ministry of Social Affairs and Health, and the Federation of Finnish Insurance Companies aim to contribute to seeing that these guidelines are followed.

Discussions regarding the implementation of these guidelines and on the implementation of any other guidelines, as well as on matters relating to improving the safety of karting, can be initiated at the instigation of the Finnish Consumer Agency or AKK – Motorsport ry, the Ministry of Social Affairs and Health, and the Federation of Finnish Insurance Companies

11. ENTRY INTO FORCE

These guidelines enter into force on 30th January 2003 and they replace the guidelines issued in September 1997.

12. OTHER REGULATIONS, GUIDELINES AND RECOMMENDATIONS

- Decree on Emergency Services (857/1999)
- Decree on Environmental Protection (169/2000)
- Decree on Health Protection (1280/1994)
- Decree on Vehicle Construction and Equipment (1256/1992)
- Emergency Services Act (561/1999)
- Environmental Protection Act (86/2000)
- Health Protection Act (763/1994)
- Land Use and Building Act (132/1999)
- Product Safety Act (738/2002)
- Road Traffic Act (267/1981) new Act enters into force in 2003

- Karting rulebook 2002. AKK-Motorsport ry.

- Initial fire extinguishing guide. Finnish Association of Fire Chiefs, Helsinki 2000.
- Safety plan, guide for enterprises and institutions. The Finnish National Rescue Association. Helsinki 2001.
- Structural fire safety in buildings. Regulations and guidelines. The National Building Code of Finland E1. Ministry of the Environment, Helsinki 2002.

- HTP-arvot 2002 (Concentrations known to be harmful). (Ministry of Social Affairs and Health. Occupational safety statutes 3. Tampere 2002.
- Indoor air guide. Ministry of Social Affairs and Health Guides 1997:1. Helsinki 1997.
- Indoor climate and ventilation in buildings. Regulations and guidelines. The National Building Code of Finland D2. Ministry of the Environment, Helsinki 1987.
- Salonen RO, Pennanen A, Alm S, Eklund T, Nylund NO: Techniques for reducing the emissions of ice resurfacers and the effect of ventilation on ice stadium air quality problems. Publications of the National Public Health Institute 1994;B7:127.

- SFS 5511. Air conditioning. Indoor climate in buildings. Field measurements of thermal parameters.
- SFS 5512. Air conditioning. Measurements of air flows and pressure conditions in air conditioning systems.
- Federal Motor Vehicle Safety Standard No. 218. Motorcycle Helmets.

Appendix 1

Flag signals

Yellow flag or yellow flashing light:

Danger on the track, reduce speed, prepare to stop, overtaking forbidden.

Red flag:

Immediate and absolute cessation of driving, return to the pit area at a low speed paying attention to any place of accident. (Racing stopped for safety reasons, e.g. occurrence of accident).

Flag with black and white triangles:

Final warning to driver (e.g. dangerous driving) before being black-flagged.

Black flag:

Order to stop driving. Return to the pit area within one lap.

Blue flag:

Give room for a quicker driver to overtake.

Black and white chequered flag:

End of race. Drive one slow lap and return to pit area.

The flag signals are based on the national karting rules of AKK-Motorsport ry and on the international karting rules of the FIA.

Appendix 2

Instructions for karting track customers

Members of the public are absolutely forbidden to enter the track or pit area.

Entry to the track or pit area is only with the permission of a member of staff.

Follow the driving instructions given.

Driving under the influence of intoxicants is forbidden.

- If this is your first time driving, or the first time on a different track, please ensure that you receive sufficient detailed instructions about the kart, the way to drive, the signalling system, etc. Please turn to the staff for advice. They are there to help you.
- When driving use a correctly-sized driving suit, hood and helmet, and driving gloves. Remember to fasten the helmet strap.
- Ensure that you know the flag signals before going onto the track. If you can't remember the meaning of a flag, drive to the pit area and ask for further instruction.
- Do not begin by driving at the maximum speed. Get to know the kart and track first.
- If you notice something wrong with the kart, drive to the pit area immediately. A faulty kart is a safety risk to you and to other drivers on the track.
- Do not cause problems for other drivers on the track. Cutting in, bumping and other similar conduct is forbidden.
- If you notice that a driver in front of you has spun on the track, or if you notice anything else amiss on the track, raise one hand as a signal to those behind you that there is something amiss on the track.
- If you yourself spin on the track, get stuck in a tyre barrier or your kart develops a technical fault, raise a hand as a signal to those behind you and to the staff that you need assistance. Do not get out of the kart. Keep your legs and arms inside the kart when you are on the track area.
- If you want to do a slow lap in between, move off the driving line and use a hand to signal those behind you which side you want them to overtake you. You can follow the same procedure if someone behind you is driving much quicker than you.
- When you arrive in the pit area, do not get out of your kart until the engine has stopped.

These instructions have been written by the Consumer Agency in collaboration with AKK – Motorsport ry.

Appendix 3

Safety document

1. Person responsible for safety
 - name of person, contact information and definition of duties. The duties include the supervision, planning and guiding of general safety, responsibility for initial fire extinguishing equipment and first aid equipment, monitoring of accidents and overseeing that the emergency routes are passable.
2. Person responsible for safety during a work shift
 - name or position of person, contact information and definition of duties; leadership responsibilities in accident situations
 - the person responsible for safety during a work shift must be present and available in the track area.
3. Users and user groups
 - the maximum number of drivers at one time specified by the service provider
 - specific instructions for determining the safety of children (e.g. age and height limits).
4. Care of track and equipment
 - cleaning program for the track
 - storage and care of driving suits, helmets, hoods, driving gloves and driving shoes
 - description of the kart maintenance system
 - instructions for daily and regular inspections.
5. Instructions in case of accidents
 - instructions for alerting help and the back-up system
 - division of duties and responsibility for leadership
 - operating procedure and giving first aid (also for when the carbon monoxide content of the air exceeds the limit values)
 - list of first aid and emergency equipment.
6. Accident bookkeeping and investigation of the cause of an accident
 - including accidents and serious near-miss situations
 - description of the organisation of accident bookkeeping and investigation.

The descriptions and definition of duties and the details about these to be shown in the track safety document must be appropriate with regard to the extent of the track, the user groups and the number of users.

Appendix 4

Contact organisations and bodies

The following list shows the official and other organisations and bodies that can provide guidance and good advice when starting a karting operation and during the operation of such. They can provide information on existing regulations and hints for improving safety. The list is for guidance and may not include all organisations and bodies.

- Consumer Agency
- Local business development officer
- Local building regulation authority
- Local health authority (product safety and food matters)
- Local environmental authority
- Insurance company
- Local emergency services department (fire inspector)
- Local Occupational Safety and Health Inspectorate
- Employment and Economic Development Centre