

REFERENCE	BT_2010_FR20_18
DATE	6 th August 2010
SUBJECT	Roll hoop fitting enforcement
PART	Roll hoop /tub

The New Formula Renault 2.0 is homologated under the FIA safety norms. To pass this test the roll hoop has to cope with a defined force (49.5 kN against both directions of x axis, 13.2 kN against y axis and 66.0 kN against z axis).

Our measurement and calculations shows that the current FR 2.0 roll hoop can cope with higher forces than what is requested by the regulations.

However, we have experienced two severe incidents where the roll hoop played his part in protecting the driver and eventually came off the car in a later part of the incident. This is not acceptable by Renault Sport who is more than ever concerned by the safety of its racing cars.

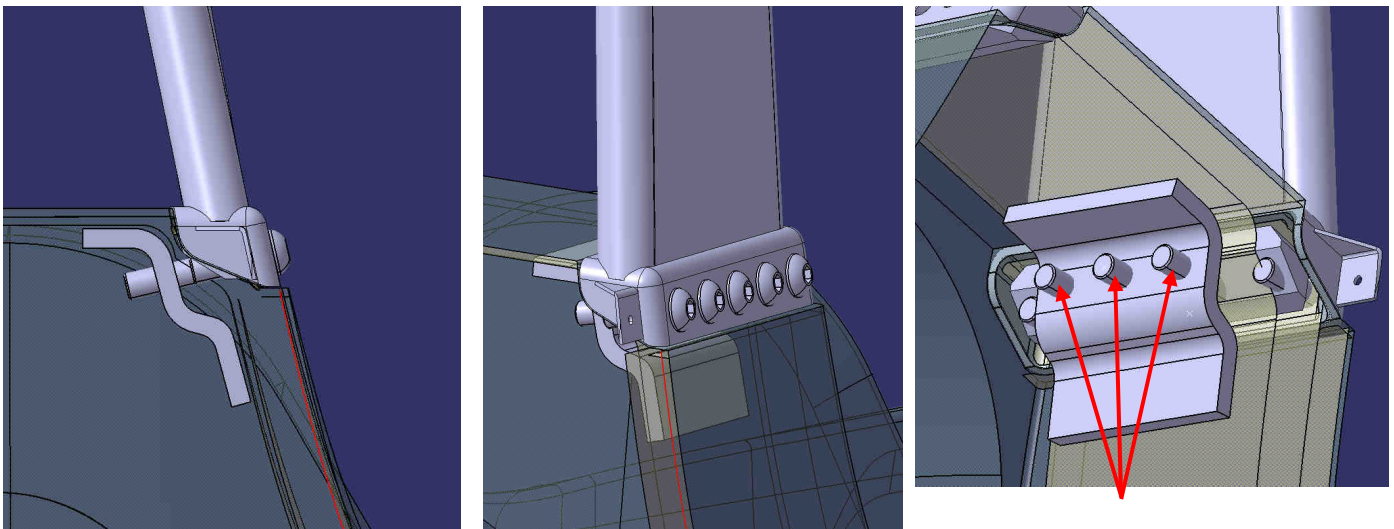
Both the tub and the roll hoop already exceed the objectives but the bonding between those two elements can still be improved. To reinforce the fitting of the roll hoop, an update must be conducted by a Caparo technician at your premise before your next race.

This update will appreciably increase the resistance of the roll hoop, for instance moving from 65 kN to 101 kN against y axis.

Regarding the cars which are not yet updated, we kindly ask the teams to prepare the cars for the Caparo intervention, respecting the following instructions:

- **Remove roll hoop fairing**
- Remove engine cover
- **Remove the complete engine from the chassis**
- Remove the fuel tank filling pipe
- Ideally remove fuel cell or at least protect carefully the fuel tank filling hole

The modification consists in replacing the 10 fitting screws by specific screws with a bigger diameter and adding stiffening plate from the inside.



M8 Knuts must be tightened here on both sides (Torque = 23 N)