



<b>To</b> :	Restraint Cables Manufacturers, Test Houses and ASNs	<b>Ref.</b> :	FIASDH-22-011
<b>From</b> :	FIA Safety Department		
<b>Date</b> :	20 July 2022	<b>Pages</b> :	1
<b>Subject</b> :	New FIA Standard 8864-2022 "Restraint Cables"		

We would like to inform you that the FIA recently published a new FIA Standard for Restraint Cables, which can be found on the FIA website at the following link:

[https://www.fia.com/sites/default/files/8864-2022\\_restraint\\_cables\\_-\\_v1.0.pdf](https://www.fia.com/sites/default/files/8864-2022_restraint_cables_-_v1.0.pdf)

The new FIA Standard offers several improvements in relation to the current FIA Standard 8864-2013. The main improvements are:

- i. Expand the scope of the Standard to retain parts of the car (such as wheel assembly, rear impact structure, aerodynamic devices, etc.).  
The current standard was drafted to only retain wheel assembly.
- ii. The FIA and cables manufacturers understand now the relationship between energy, cable length and peak force.  
This will enable to ensure that all cables fitted to the car actually absorb the minimum energy for a specific car part.
- iii. Definition of a clear pass/fail criteria for the cable during the sled test without the need of data processing.  
The old standard required processing the sled test data after the test.
- iv. New dynamic cut test procedure has been introduced while reducing the number of tests from two to one.  
The new cutting test is intended to simulate the actual conditions faced by the cable during an accident. In addition, the number of sled tests has been reduced, with the intent to reduce the laboratory tests costs.
- v. Simplified test rig and data processing.
- vi. More accurate ageing test.

The Manufacturers can start to submit products for homologation as from the 29<sup>th</sup> of June 2022.

We remain at your full disposal for any further information you may require.  
With the best regards,

Safety Department