

Appendix D12 – Level 1 Long Track Crash Protection Requirements for Training and Competition (KEF .020 to (KEF .020 to <.035)

Placement of Crash Protection

Crash protection is generally required in the Red Zone (see bottom of page for exceptions). Pads should be ruggedly connected to adjacent pads with Velcro at both the fronts and backs of pads. Pads should be positioned and secured so that skaters do not tend to slide under the pads in case of a crash into them, and the weight of the pads must rest on the ice, snow or ground. When pads are placed against obstructions they must be securely attached to the obstructions.

Should additional, or thicker padding be available it should be placed in priority i) in the Red Zone, starting from the centre of the Red Zone and radiating out towards the ends of the Red Zone, ii) in the Yellow Zone, and iii) in the Green Zone. For more information, see Level 2 Long Track Crash Protection Requirements for Training and Competition.

For guidance on placing multiple layers of pads with different compressibility, consult the Specifications and Guidelines, under item 4, *Foam Type Matters* and/or the section on *Adequate Quality Padding*.



Thickness of Crash Protection

Red Zone So long as there are no obstructions present within 2m of the rink in the Red Zone, no crash protection is required. However, if obstructions are present, they must be covered with at least 46cm (18 inches) of padding or encircled with at least 69cm (27 inches) of snow, up to 1.21m (4 feet) in height or the height of the obstruction (whichever is shorter). Even if no obstructions are present, it is good to have some pads or snow in these areas.

Yellow Zone No crash protection required.

Green Zone No crash protection required.