



2016 SCRUTINEERING PRESENTATION:

- 1) GENERAL INFORMATION
- 2) SAFETY EQUIPMENT / CREW
- 3) CHECKING OF THE RALLY CARS
- 4) TYRES AND TYRE MARKING / CHECKING
- 5) CHECKING DURING THE RALLY
- 6) POST RALLY SCRUTINNING

1 / GENERAL INFORMATION

Information / Photos / Videos / ...



Scrutineers must not take photo or video without the approval of team manager



Information concerning scrutineering is strictly confidential:

- No scrutineering information to journalists
- No scrutineering information to be published on social networks (facebook / twitter ...)

Tabards

2016 WRC & RRC SPORTING REGULATIONS STATES:

APPENDIX III

5.2.6 Officials and marshals

...

The personnel should wear identifying tabards.

The recommended colours are:

- ...
- *Scrutineer: Black*



ELIGIBLE CARS

CLASSES	GROUPS
RC1	World Rally Cars: 1.6 T engine
RC2	S2000-Rally: 1.6T engine with a 28mm restrictor
	S2000-Rally: 2.0 Atmospheric
	Group R5 (VR5)
	Group R4 (VR4) (not eligible in Europe)
	Group NR4 over 2000cc (current N4)
RGT	RGT cars
RC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc – VR2C)
	R3 (atmo / over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc – VR3C)
	R3 (turbo / up to 1620cc / nominal – VR3T)
	R3 (diesel / up to 2000cc / nominal – VR3D)
RC4	Group A up to 1600cc
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc – VR2B)
	Kit-car up to 1600cc
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc
	R1 (atmo up to 1600cc - VR1A/VR1B and turbo up to 1067cc - VR1A/VR1B)

Group R4 cars conforming to the 2016 Appendix J, Art. 260 are not eligible in Europe

Super 2000-Rally cars conforming to the 2013 Appendix J, Art. 255A: maximum internal diameter of the restrictor is **28 mm**. Those cars are not allowed in ERC in 2016.

2 / SAFETY EQUIPMENT / CREW

Area for checking crew equipment:

- should be separated from the area for checking cars => avoid delays !
- Should be dedicated scrutineers for checking safety equipment for crew



For each crew (Driver + Codriver):

All items for each driver & codriver must be showed at pre-event scrutineering (including spare helmets / spare FHR)

Appendix 1: 2016 Driver / Codriver equipment				
Car n°		RALLYE		
Driver		Manufacturer	Standart numb	Model
	Helmet			
				Type
				Jet
	FHR			Full
	Overall		8856-2000	
	Gloves		8856-2000	
	Balaclava		8856-2000	
	Top underwear		8856-2000	
	Boots		8856-2000	
Socks		8856-2000		
Pants		8856-2000		
CoDriver		Manufacturer	Standart numb	Model
	Helmet			
				Type
				Jet
	FHR			Full
	Overall		8856-2000	
	Balaclava		8856-2000	
	Top underwear		8856-2000	
	Boots		8856-2000	
	Socks		8856-2000	
Pants		8856-2000		
Name		Signature		
<small>(team representative)</small>		<small>(team representative)</small>		

Driver & Codriver equipment Checking

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27).



Overalls – Embroidery:



<= WRONG

Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation.

Backing material of badges and thread used for affixing them to the overalls must be flameproof.

Printing on drivers' clothing must be carried out only by the manufacturer of the product and must be flameproof and in conformity with the standard ISO 15025.

Marking of FHR and Helmets at pre-event scrutineering:

- All FHR must be identified at pre-event scrutineering (specific sticker will be supplied by FIA Technical Delegate).
- Competitor number must be written on the sticker
- Stickers must be fixed so that it will be possible to see the sticker from outside the car



HEAD RESTRAINT device is compulsory for every driver & codriver

- Must be homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29.
- Marking of FHR: see FIA Technical List N° 29 (for 8858-2010 & 8858-2002)
- Any padding used between the driver and the HANS® yoke must not be more than 15 mm thick when the driver is seated in the car fully equipped with the harness tightened. The padding must be covered by a flameproof material in conformity with the standard ISO 15025 and the padding must not be wider than 8 mm on each side of the HANS® yoke

HELMETS FOR DRIVER & CODRIVER

P1 drivers in WRC event:

- Helmets homologated to the FIA Standard 8860 – Advanced Helmet Test Specification (Technical List N°33), must be worn.

Casques compatibles selon FIA 8860-2010
Approved helmets according to FIA 8860-2010



Casques homologués selon FIA 8860-2004
Approved helmets according to FIA 8860-2004



HELMETS FOR DRIVER & CODRIVER

Other drivers / codrivers than P1 in WRC and all drivers / codrivers in RRC:

- Must wear crash helmets homologated to one of the standards listed in FIA Technical List N° 25.
- Only helmets approved in accordance with FIA standard 8858 (Technical List N°41), 8860 (Technical List N°33) or 8859 (Technical List N°49) are authorised.

Snell SA 2000

NOT VALID AFTER 31.12.2014



FROM SIGNIFICANT CONSIDERABLE IMPACTS MAY EXCEED THE HELMET'S CAPABILITY TO PROTECT SEVERE HEAD INJURY. THIS HELMET HAS PASSED THE SNELL STANDARD TESTS TO NO OTHER STANDARD. SNELL SAFETY EQUIPMENT CORPORATION

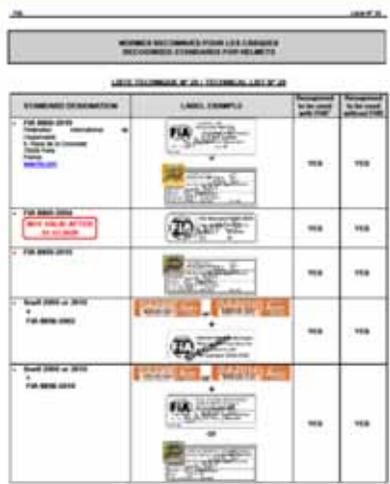
- **BS6658-85 type A/FR**
British Standards Institution
389 Chiswick High Road
London W4 4AL
UK
www.bsi-global.com

NOT VALID AFTER 31.12.2013



CERTIFIED TO BRITISH STANDARD
020403
BS6658-85 TYPE A/FR

CERTIFIED TO BRITISH STANDARD
78704
BS6658 TYPE A/FR



STANDARD IDENTIFICATION	LABEL SAMPLE	Approved for use in	Approved for use in
FIA 8858-2011		YES	YES
FIA 8860-2011		YES	YES
FIA 8859-2011		YES	YES
FIA 8858-2011		YES	YES
FIA 8859-2011		YES	YES

PROCEDURE: HELMET/ CHECKING

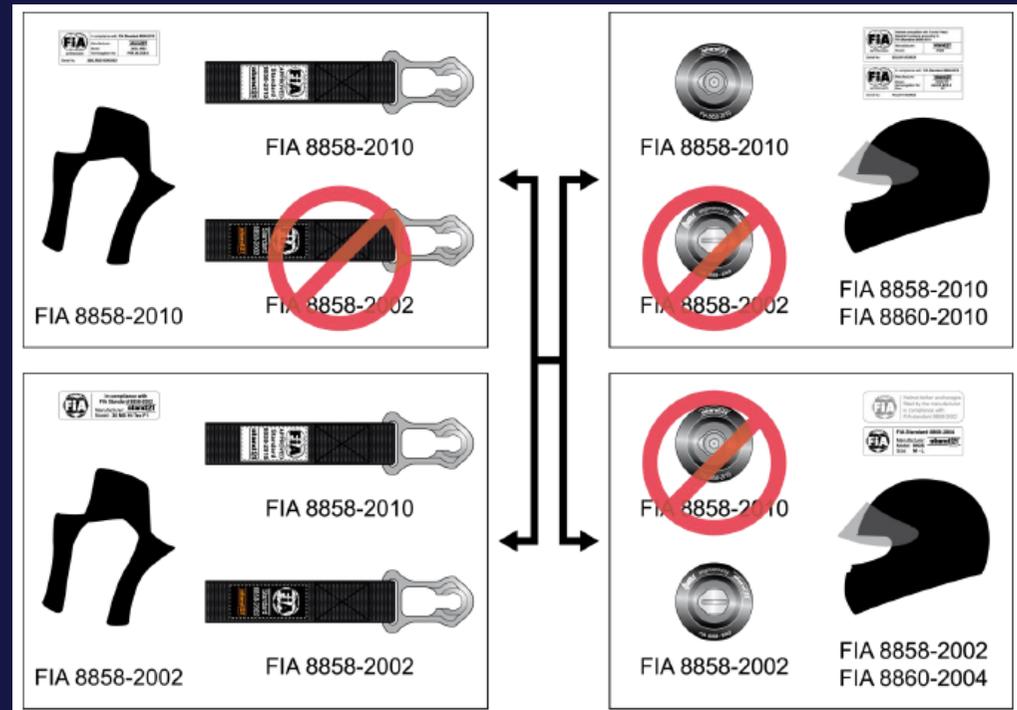
- Check type of Helmet
- Check helmet identification / homologation
- Check FHR anchorage
- Check if any damage on helmet

PROCEDURE: FHR / CHECKING

- Check type of FHR
- Check FHR identification / homologation
- Check FHR Tethers
- Check if any damage on FHR or Tethers

Appendix L – Check Compatibility Helmet / FHR

	FHR 8858- 2010	Tether (with end fitting) 8858-2010	Helmet anchorage 8858-2010	Helmet 8858- 2010, 8859- 2015, and 8860- 2010
HANS 8858-2002	X	YES	YES	YES
Tether (w/ end fitting) 8858-2002	NO	X	If me- chanically compatible	YES
Helmet anchorage 8858-2002	YES	If me- chanically compatible	X	NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	X



Checking of safety equipment during the Rally

- Before start of the shakedown for all crews
- During the rally (usually after finish of SS)



3 / CHECKING OF THE RALLY CARS

A/Check if cars are ready for scrutineering

- Check sump guards, protections are dismantled
- Check turbocompressors are ready to seal
- Check engine block is ready to seal
- Check transmission is ready to seal (if required)
- **turn back if required (no wire for sealing, no hole for sealing etc ...) => otherwise will delay everybody !**

B/ Required documents for pre-event scrutineering for every cars

FIA Homologation form of the car

 **FEDERATION INTERNATIONALE DE L'AUTOMOBILE**
Groupe / Group **A** Homologation N° **A-5762**

FICHE D'HOMOLOGATION CONFORME A L'ANNEXE J DU CODE SPORTIF INTERNATIONAL
HOMOLOGATION FORM IN ACCORDANCE WITH APPENDIX J OF THE INTERNATIONAL SPORTING CODE

Seul indicateur contraire, toutes les dimensions sont indiquées en mm
Unless otherwise stated, all dimensions are specified in mm

Homologation valable à partir du
Homologation valid as from **01 MAI 2015**

1. GENERALITES / GENERAL

101. CONSTRUCTEUR / MANUFACTURER
FORD MOTOR COMPANY LTD

102. MODELE ET TYPE / MODEL AND TYPE

a) Modèle et type
Model and type **FIESTA 1.0 ECOBOOST 140 PS**

b) Numéro de châssis type*
Typical chassis number* **WFOCKXGAKXXXXXX** (XXXXX-VARIABLE DIGITS) * Pour information uniquement
* For information purposes only

103. CYLINDREE / CYLINDER CAPACITY

Cylindree totale
Cylinder capacity **998.4** cm3 maximum

Cylindree corrigée
Corrected cylinder capacity **998.4 X 1.7 = 1696.00** cm3 maximum

104. MODE DE CONSTRUCTION / TYPE OF CAR CONSTRUCTION

a) Mode
Type Séparée
Separated Mono-coque
Unitary construction

b) Matériau du châssis / coque
Material of chassis / bodyshell **STEEL**

105. NOMBRE DE VOLUMES / NUMBER OF VOLUMES
2

A1) Voiture vue de 3/4 avant
Car seen from 3/4 front

106. NOMBRE DE PLACES / NUMBER OF PLACES
5

A2) Voiture vue de 3/4 arrière
Car seen from 3/4 rear




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101 4722 544 44 00
Fédération Internationale de l'Automobile - 2016

- + Safety cage homologation document (for FIA & ASN homologated safety cage)
- + fuel tank certificate (if not standard ...)
- + Catalytic converter homologation certificate (if not standard ...)

C/ Safety cage & anchorages for seat supports

Rollcage homologation certificate must be presented:

- Included into FIA homologation form (**VO**)
- Or ASN homologation certificate (must be valid for international events)

Remark: safety cage could also be built without certificate / in that case it must comply with art 253-8.2 from Appendix J.

8.1.2.3a Configuration minimale de l'armature de sécurité / Minimum configuration of the safety cage

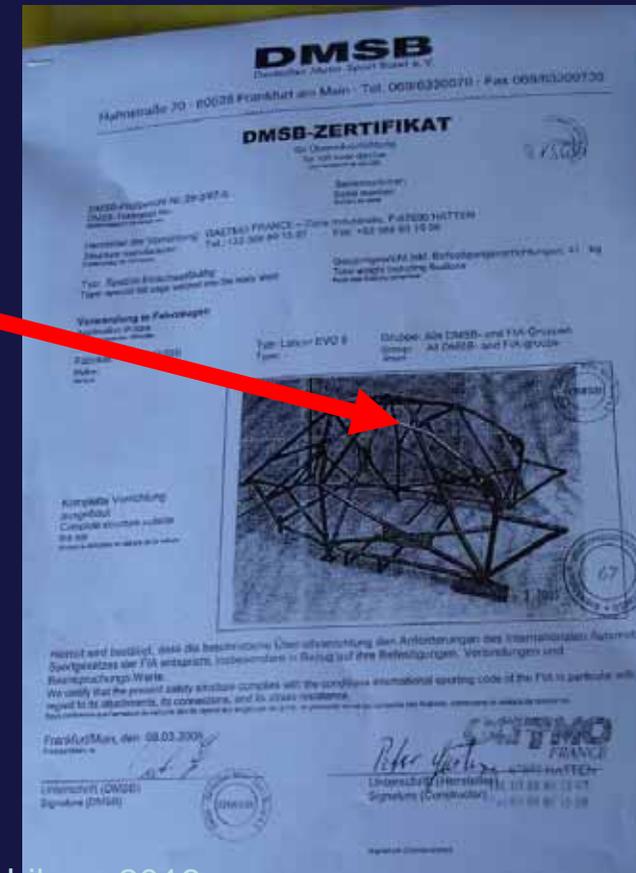
Le configuration minimale d'une armature de sécurité est définie de la façon suivante: / The minimum configuration of a safety cage is defined as follows:

Configuration minimale de l'armature de sécurité			Minimum configuration of the safety cage		
Voitures homologuées	Avec copilotes	Sans copilotes	Cars homologués	With co-drivers	Without co-drivers
entre les 01.01.2005 et le 31.12.2006	Dessin 253-35Aa	Dessin 253-35Aa asymétriques	between 01.01.2005 and 31.12.2006	Drawing 253-35Aa	Drawing 253-35Aa asymmetrical
entre les 01.01.2005 et le 31.12.2006	Dessin 253-35Bc	Dessin 253-35Bc asymétriques	between 01.01.2005 and 31.12.2006	Drawing 253-35Bc	Drawing 253-35Bc asymmetrical
après le 01.01.2006	Dessin 253-35Ca	Dessin 253-35Ca asymétriques	after 01.01.2006	Drawing 253-35Ca	Drawing 253-35Ca asymmetrical

Les entrées de portées et le renfort de toit peuvent différer conformément aux articles 253-8.1.2.1.2 et 253-8.1.2.1.3a / Co-drivers and roof reinforcement may vary according to Articles 253-8.1.2.1.2 and 253-8.1.2.1.3a

Rollcage Certificate Checking (ASN or FIA homologation)

- **ASN original certificate or FIA homologation form must be presented at pre-rally scrutineering.**
- **Safety cage fitted in the car and homologation document (photos / drawings) must be 100% identical**



Non Homologated modification
⇒ ROLLCAGE IS **NOT**
ACCEPTABLE

Safety cage checking



Welding :

- For all safety cages, weldings must checked carefully:

Weldings must be carried out along the whole perimeter of the tube.

- Check also carefully seat belts tubes



Safety cages / cables & lines



Inside the cockpit, the passage of the following elements between the side members of the bodyshell and the safety cage is forbidden :

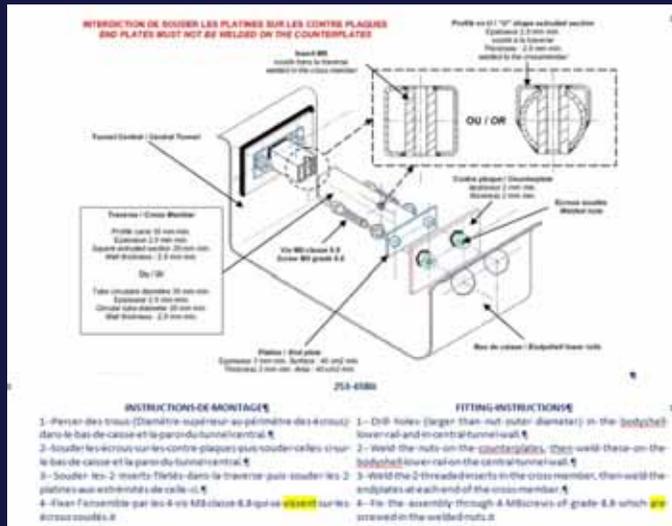
- * **Electric cables**
- * Lines carrying fluids (except windscreen washer fluid)
- * Lines of the extinguishing system

Checking of anchorage points for fixing the seat supports:



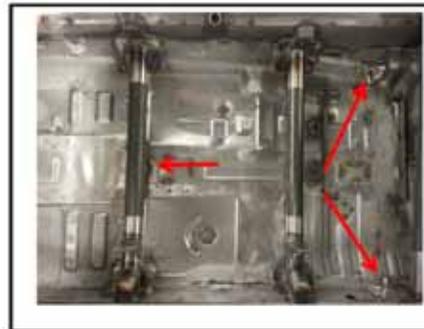
Must be:

- 1- Standard production part
- 2- VO homologated parts (see FIA homologation form from the car)
- 3- Built as per article 253 from Appendix J

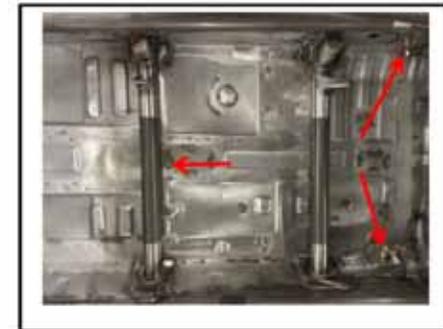


Extension		
9	Seat Mounting Bracket and Location of Harness Mountings; (Material: Steel); 40x2 mm Tubes Pillar for driver and co driver seats, Tolerance ± 1 mm for diameter and ± 0.25 mm for thickness	100 & 101

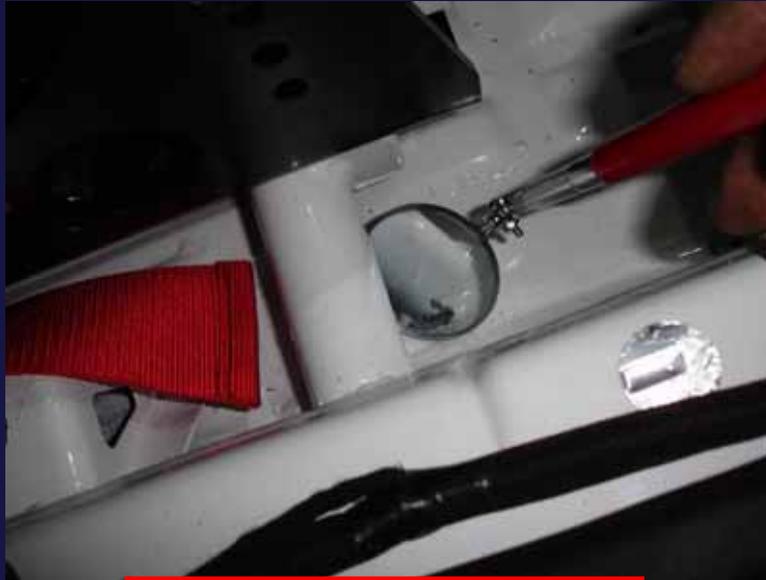
100 Left hand side



101 Right hand side



Welding for anchorage points for fixing the seat supports



WRONG



WRONG

Welding :

- Must be carried out along the whole perimeter of the tube.

Damages:

- Check if are not damaged / bended

D/Safety Checking

Roll cage padding

- Areas close the driver helmet must be covered
- Must be mounted well (not turning around safety cage !)
- **Where the occupants' crash helmets could come into contact with the safety cage**, the padding must comply with FIA standard 8857-2001, type A (see technical list n°23 "Roll Cage Padding Homologated by the FIA") **and must be permanently fixed to the cage.**

• Windows' film

- Silvered or tinted films (if allowed by supplementary regulations) / openings on the film are mandatory - **opening equivalent to the surface of a circle of 70 mm in diameter**)
- Otherwise transparent and colourless anti-shatter films on the side windows and the glass sunroof is mandatory (If not laminated glass)



- Seats

- All the occupants' seats must be homologated by the FIA (8855/1999 or 8862/2009 standards), and not modified.
 - Validity 5 years from manufacturing: 8855/1999 (SEE TL n°12)
 - Validity 10 years from manufacturing: 8862/2009 (SEE TL n°40)
- 8862/2009 compulsory for WRC / S2000(1.6L Turbo) / R5**

FIA 1208 9702

SIÈGES HOMOLOGUÉS SUR LA BASE DE LA NORME FIA 8855-1999
SEATS HOMOLOGATED ON THE BASIS OF THE FIA STANDARD 8855-1999

NON VALABLE APRÈS LE 31.12.2016
NOT VALID AFTER 31.12.2016

NOUVELLE ÉTIQUETTE EN VOIESUR A
COMPTER DU 01.01.2012 JUSQU'AU 31.12.2012
NEW LABEL IN EFFECT FROM 01.01.2012
UNTIL 31.12.2012

NOUVELLE ÉTIQUETTE EN VOIESUR A
COMPTER DU 01.01.2014
NEW LABEL IN EFFECT AS FROM
01.01.2014

LISTE TECHNIQUE N° 12 / TECHNICAL LIST N° 12

N° Homol.	Constructeur du siège Seat manufacturer	Modèle Model	Date	Supports à utiliser Supports to be used	52000 ¹⁾
CS.826.97	OMP	OMP CHAMP	12.97	Létréaux Létréaux	✓
CS.826.97	OMP	Rouzet	12.97	Létréaux Létréaux	✓
CS.836.97	SPARCO	ATLAS VTR	12.97	Létréaux Létréaux	
CS.831.97	SPARCO	EVO 2 VTR	12.97	Létréaux Létréaux	
CS.832.98	SPARCO	TOURING GC	08.98	Létréaux Létréaux	✓
CS.900.98	MOBO	Mirage S	04.98	Létréaux Létréaux	
CS.904.98	OMP	ARS	01.98	Létréaux Létréaux	
CS.905.98	SPARCO	TOURING VTR	01.98	Létréaux Létréaux	✓
CS.906.98	EKTOR	EKTOR HD	12.98	Létréaux Létréaux	
CS.911.98	OMP	Grp Carbon	04.99	Létréaux Létréaux	
CS.912.98 ²⁾	SUBIRGADON & p.A	Monaco VTR ³⁾	06.98 ²⁾	Létréaux Létréaux	
CS.913.98	MOBO	Roady	08.98	Létréaux Létréaux	
CS.914.98	MOBO	Rouzet	08.98	Létréaux Létréaux	

¹⁾ Index de sa vitesse à la 50 de cette section / Please refer to the end of this section

²⁾ Siège conforme au Règlement technique 2000 (200-2011) 2000-2016 Annex 2 / Seat in compliance with the 2000 technical regulations 2000-2011 2000-2016 Annex 2

³⁾ Siège conforme au Règlement technique 2000 (200-2011) 2000-2016 Annex 2 / Seat in compliance with the 2000 technical regulations 2000-2011 2000-2016 Annex 2

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FIA 1208 9702

SIÈGES DE COMPÉTITION HAUTE PERFORMANCE HOMOLOGUÉS SELON LA NORME FIA 8862-2009
ADVANCED RACING SEATS HOMOLOGATED ACCORDING TO THE FIA STANDARD 8862-2009

NON VALABLE APRÈS LE 31.12.2011
NOT VALID AFTER 31.12.2011

NOUVELLE ÉTIQUETTE EN VOIESUR A
A COMPTER DU 01.01.2012
NEW LABEL IN EFFECT AS FROM
01.01.2012

IMPORTANT / IMPORTANT

Utilisation des supports homologués sous réserve du Règlement Technique de la catégorie concernée /
Use of the homologated brackets subject to the Technical Regulations of the category concerned

LISTE TECHNIQUE N° 40 / TECHNICAL LIST N° 40

N° Homol.	Constructeur du siège Seat Manufacturer	Modèle Model	Supports à utiliser Brackets to be used		Date
			501 Floor	Donneur Back	
AS.002.04	OMP ¹⁾	HTS-ONE	HTS-500	NA	01.04.04
AS.002.10	RACETECH	RT4-20W14R	RT9-1000M	RT9-10000M	18.01.10
AS.002.10	RACETECH	RT9-20W14R	RT9-1000M	RT9-10000M	18.01.10
AS.004.10	RACETECH	RT4-20W4R	RT9-1000M	RT9-1000M	07.02.10
AS.006.10	RACETECH	HTS-20W4R	RT9-1000M	RT9-1000M	07.02.10
			Supports alternatifs / Alternative brackets		
			RT9-1000M/HTS1	RT9M/HTS1	04.03.10
			HTS-1000M/HTS1	HTS1000M/HTS1	
			HTS-20W4R-113	HTS1000	17.06.10
AS.006.10	SPARCO ²⁾	HTS-20W4R-113/HTS-20W4R-113/HTS-20W4R-113/HTS-20W4R-113	HTS-1000M	NA	05.03.10
AS.007.10	OMP	HTS-ONE E	HTS500	NA	28.07.10
AS.008.10	OMP	HTS-ONE R	HTS500	NA	28.07.10
AS.009.10	CITROËN RACING	M-01	CR-5000R10	NA	28.07.10
			Supports alternatifs / Alternative brackets		
			Support M01	NA	08.04.14
			Alternative 1 ³⁾	NA	

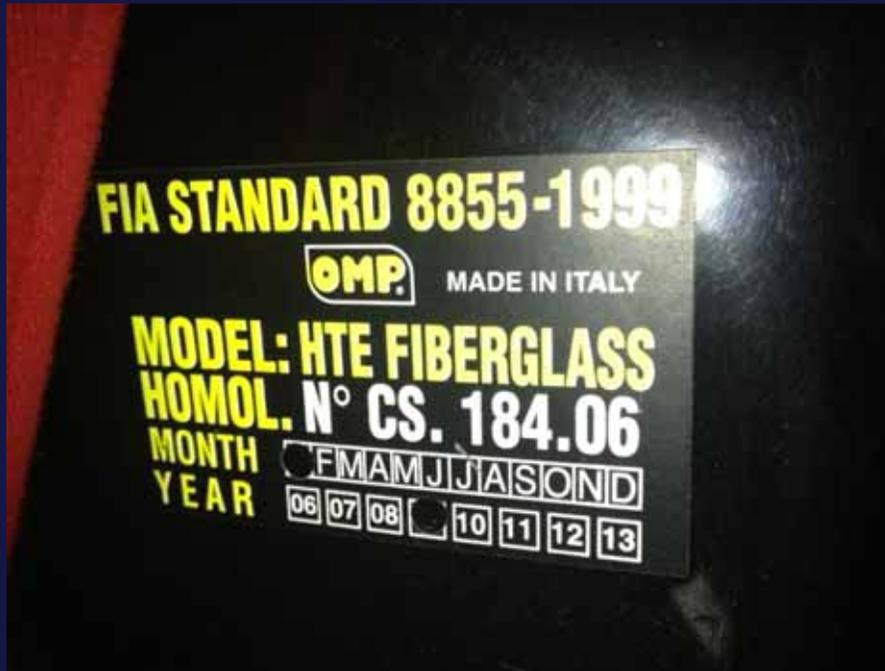
¹⁾ Index de sa vitesse à la 50 de cette section / Please refer to the end of this section

²⁾ Siège conforme au Règlement technique 2000 (200-2011) 2000-2016 Annex 2 / Seat in compliance with the 2000 technical regulations 2000-2011 2000-2016 Annex 2

³⁾ Siège conforme au Règlement technique 2000 (200-2011) 2000-2016 Annex 2 / Seat in compliance with the 2000 technical regulations 2000-2011 2000-2016 Annex 2

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Checking of the seat FIA homologation label



FIA Standard 8855 - 1999	
ABC Seats Ltd.	
Model: Super Champion 1996	
Homologation N° CS.001.96	
Date of Manufacture : June 1996	

 COMPETITION SEAT AB 00311	In compliance with : FIA Standard 8855-1999
	Manufacturer Name : Name of Manufacturer
Serial n° : xxx xxx	
Model : Model Name	Homologation N° : CS.xxx.xx
Date of Manufacture : MAY 2012	

 COMPETITION SEAT AB 00311	In compliance with: FIA Standard 8855-1999
	Manufacturer Name: Name of Manufacturer
Serial N°: xxx xxx	
Model : Model Name	Homologation N° : CS.xxx.xx
Not valid after : 2019	

Extinguishers

Extinguishing system / mandatory

- All cars must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) **or with FIA Standard 8865-2015**. The system must be used in accordance with the manufacturer's instructions and with Technical Lists n°16 **and n°52**.
- **Extinguishing systems in compliance with FIA Standard 8865-2015 (Technical List n°52) are compulsory for cars of the RC1 class of the FIA World Rally Championship.**
- In rallies, the minimum quantity of extinguishant for systems of Technical List n°16 must be 3 kg.
- **Scrutineers must refer to technical list n°16**
- If any doubt scrutineers must refer to the homologation form of the mounted system (number of nozzles for engine / cockpit / maintenance etc ...)
- Inspection period for bottle is max. 2 years
- Bottle mounted well (25 g...)
- E-sign outside
- **It must be secured by a minimum of 2 screw-locked metallic straps and the securing system must be able to withstand a deceleration of 25 g.**



- Hand held extinguisher (1 or 2)
 - Metallic mounting (2 straps minimum)
 - Approved qty's and stuff, see Art 253 item 7.3.3
 - Sticker: Bottle volume, type, weight and next inspection date (filling date is acceptable as an inspection date).
 - Inspection period for bottle is max. 2 years
- **Extinguishing system / mandatory and Hand held extinguisher**
 - Anti-torpedo tabs are required



Extinguishing system maintenance:

Appendix J:

All cars must be equipped with an extinguishing system in compliance with FIA Standard for plumbed-in Fire Extinguisher Systems in Competition Cars (1999) or with FIA Standard 8865-2015

The system must be used in accordance with the manufacturer's instructions and with Technical Lists n°16 and n°52.



6 – MAINTENANCE

Maintenance operations are the following:

- Regularly check manometer pointer (it must remain in the green area).
- Regularly clean the system according to the following rules:
 - 1) Disconnect the valves from the fittings and the fittings from the tube.
 - 2) Blow pressurized air into the tube, the fittings and the valves.
- Check integrity of the tubes (their being cylindrical) and the coupling of the connections to avoid any possible leak.
- Carry out the control box test at regular intervals (par. 5)
- Regularly check the working of the tie rods by temporarily unloosing the cable from the mechanical valve.
- Please let the overhaul be carried out every two (2) years (FIA rules) by OMP (or any other Companies authorized by OMP) starting from the date printed on the sticker of the bottle.
- In case of accident without neither fire nor activation of the system, it is anyway advisable to carry out the above mentioned tests.
- In case of activation of the system without fire, it is advisable to carry out the above mentioned tests and to let the system be refilled directly by OMP (or any other Companies authorized by OMP).
- In case of activation of the system with fire it is necessary to let the system be refilled by OMP (or any other Companies authorized by OMP) replacing the fittings, the valves and, if necessary, the tubes.

Position of the Driver and Codriver seats / Must be in front of main rollbar



WRONG



WRONG

SAFETY BELTS

The use safety belts in compliance with 8853/98 FIA standard is compulsory

Validity stated in label (each part)

Not valid after ... -is a last year to use

Inspect for stretching and damages, no structural modifications!



WRONG !

Damaged seat belt



For rallies, two belt cutters must be carried on board at all times. They must be easily accessible for the driver and co-driver when seated with their harnesses fastened.

Seat Belts / must be fitted correctly



WRONG !

If there is a cushion between the homologated seat and the occupant, the maximum thickness of this cushion is 50 mm



WRONG !

GENERAL CIRCUIT BREAKER

Article 253-13:

The general circuit breaker must cut all electrical circuits, battery, alternator or dynamo, lights, hooters, ignition, electrical controls, etc.) and must also stop the engine.

...

As for the outside, the triggering system of the circuit breaker must compulsorily be situated at the lower part of the windscreen mountings for closed cars. It must be marked by a red spark in a white-edged blue triangle with a base of at least 12 cm.

This outside triggering system only concerns closed cars.

Application :

- Compulsory fitting for all cars taking part in speed races on circuits, **in rallies** or hill-climbs.
- The fitting is recommended for other competition

Steering column

Article 253-4: Steering

- The column adjusting system must be locked and must be operated only with tools.

Need to be checked mainly on Group N cars / R1 cars / R2 cars

Steering column / Quick release

WRC: The quick release mechanism is compulsory on WRC Kit Variants with extension number 300/01 WRC.



R5: The quick release mechanism is compulsory and must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel.

The release must be operated by pulling the flange along the steering wheel axis.

Cameras



Inboard camera must be fitted properly / safely

Inboard camera must carry the Promoter Approval Sticker

Safety triangle



Sporting regulations:

40.2.3 Red Triangle Each competing car must carry a red reflective triangle

Need to be checked at pre-event scrutineering and when competitors are applying for Rally 2

SOS/OK SIGNS



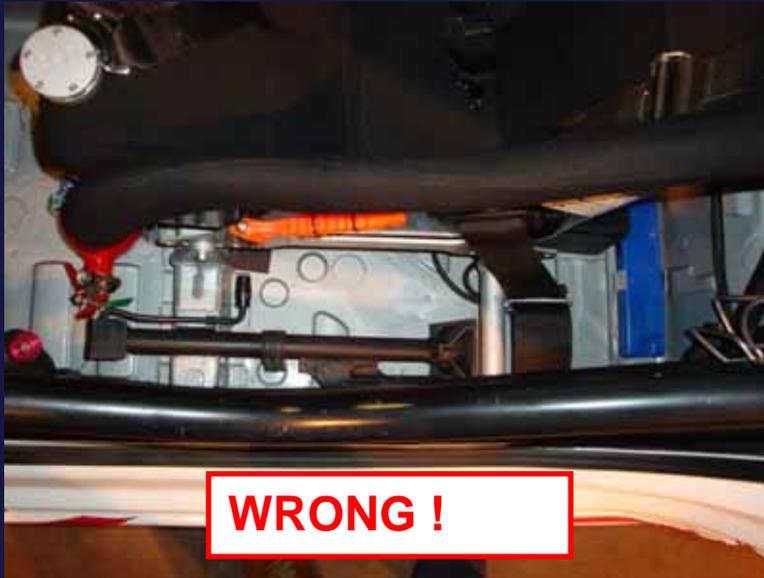
2016 Sporting Regulations:

40.2 SOS/OK SIGNS

40.2.2 Each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3)

Need to be checked at pre-event scrutineering and when competitors are applying for Rally 2

Tools and Spare parts



ARTICLE 252 from Appendix J:

- Only the following accessories may be installed in the cockpit: spare wheels, tools, spare parts, safety equipment, communication equipment, ballast (if permitted), windscreen washer water container (Touring Cars (Group A) and Grand Touring Cars (Group B) only).
- **All spare parts and tools must be fixed either behind the driver's and/or co-driver's seats or underneath the driver's and/or co-driver's seats.**



WRONG !

Fuel connection and fuel pumps



Article 253 from Appendix J:

- Lines containing fuel or hydraulic fluid may pass through the cockpit, **but without any connectors inside except on the front and rear bulkheads according to Drawings 253-59 and 253-60**, and on the braking circuit and the clutch fluid circuit.



If brake fluid / clutch fluid tanks are fitted inside the cockpit, they must be protected by a leakproof and flameproof cover.

WRONG !

MUDFLAPS

7.7 Mud flaps (in Rallies only)

...

- In any case, transverse mud flaps are accepted under the following conditions:
 - - They must be made of a flexible plastic material at least 4mm thick (minimum density = 0.85g/cm³).
 - - They must be fitted to the bodywork.
 -
 - - The bottom of these mud flaps must be no more than 10 cm from the ground when the car is stopped, with nobody on board.
 - - Above and over the entire height of the tyre, the entire width of the tyre must be covered (seen from behind)..

**COMPULSORY FOR
GRAVEL RALLYS**



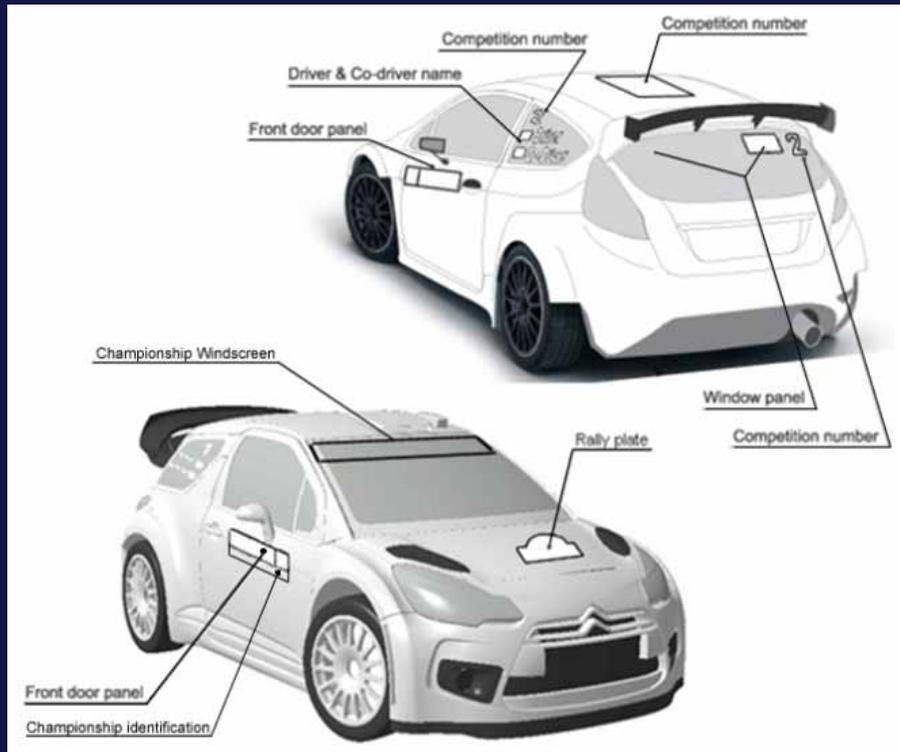
REAR VIEW MIRROR SIDE VIEW INDICATOR



Article 252 / Appendix J:

- If the original rear view mirrors incorporate direction indicators and if the article of Appendix J applicable to the vehicle permits the replacement of the rear view mirrors, the **direction indicators must be retained without necessarily being integrated in the rear view mirrors.**
- If the original rear view mirrors do not incorporate direction indicators, **direction indicators must be retained but they may be moved from their original position.**

E/ Advertising Checking



- Door numbers must be directed correctly (number to front)
- **Driver and Codriver name + Flag** appear on both windows (right and left)



WRONG

F/ Weight Checking – Pre-rally scrut.:

NECESSARY TO CHECK & RECCORD:

- Weight
- Number of spare wheel
- Chassis number
- FIA Passeport number (for WRC / RRC / R5 / S2000-Rallye/ S1600)



G/ Sealing of the parts

Engine block sealing: **All competitors**

Turbocompressor: **All cars fitted with Turbocompressor: 1 turbo fitted on car + 1 Spare**

FIA Pop-off valve + INSERT: for **R5 cars ONLY** / must be checked and sealed

Transmission: **All FIA Priority Drivers**

1 set fitted on car + 1 spare set (Non priority drivers = organisers' decision)

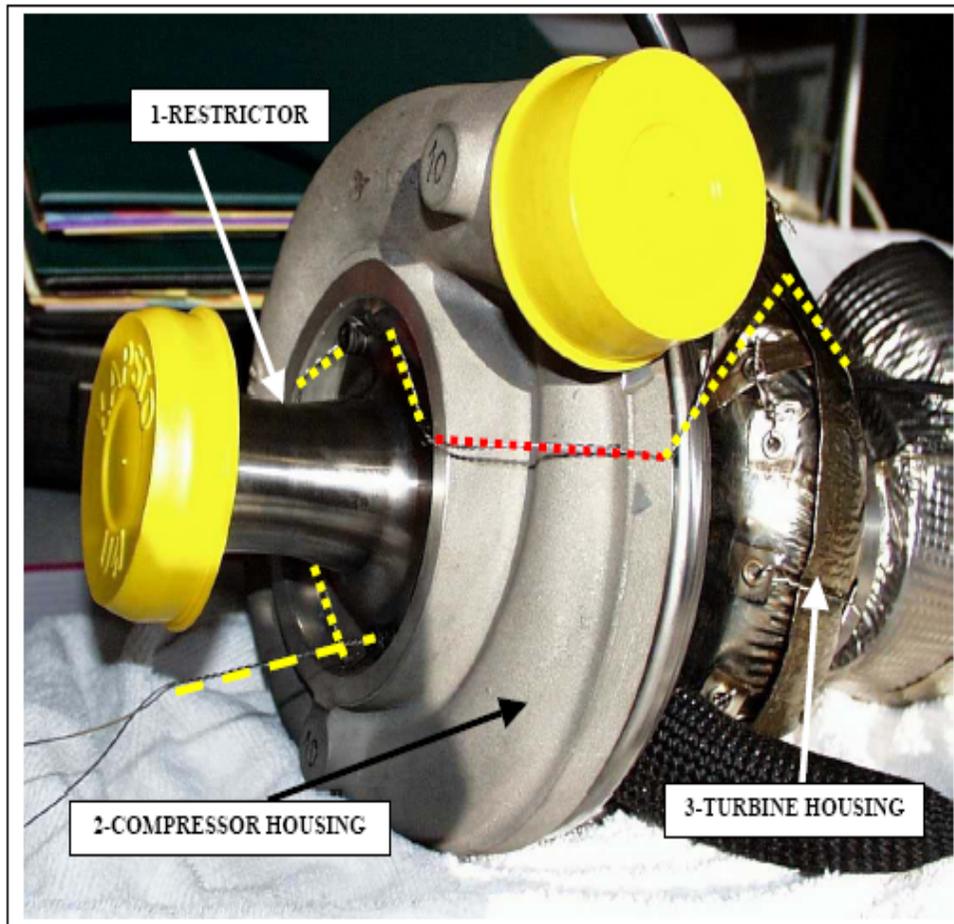


Sealing procedure for all parts



- 1 aluminium seal / maximum 20mm from the studs or screw
- 1 FIA Plate with unique number
- 1 aluminium seal
- Use ONLY FIA sealing pliers

Sealing of Turbocharger



- Check dimensions of the restrictor
- Check that restrictor is not moving
- Check that wire is fitted as per Appendix J

Turbo restrictor sizes:

WRC = 33mm diam

RRC = 28mm diam

R5 = 32mm diam

R3T = 29mm diam

Porsche R-GT:

Must carry a sealed restrictor:

38mm (Dumas) / 39mm (Tuthill)

The articles 254-6.1 (Group N) and 255-5.1.8.3 (Group A) from Appendix J state :

The restrictor must be made from a single material and may be pierced solely for the purpose of mounting and sealing, which must be carried out between the mounting screws, between the restrictor (or the restrictor/compressor housing attachment), the compressor housing (or the housing/flange attachment) and the turbine housing (or the housing/flange attachment) (see drawing 254-4).

Sealing of Turbocompressor for R2 cars fitted with turbocharged engine:

FIA FEDERATION INTERNATIONALE DE L'AUTOMOBILE
Groupe / Group **A**
Homologation n° **A-5762**

FICHE D'HOMOLOGATION CONFORME A L'ANNEXE J DU CODE SPORTIF INTERNATIONAL
HOMOLOGATION FORM IN ACCORDANCE WITH APPENDIX J OF THE INTERNATIONAL SPORTING CODE

Seul indicateur valable, toutes les dimensions sont indiquées en mm
Single official value, all dimensions are specified in mm

Homologation valable à partir du
Homologation valid as from **01 MAI 2015**

1. GENERALITES / GENERAL

101. CONSTRUCTEUR / MANUFACTURER
FORD MOTOR COMPANY LTD

102. MODELE ET TYPE / MODEL AND TYPE
a) Modèle et type / Model and type: **FIESTA 1.6 ECOBOOST 145 PS**
b) Numéro de châssis / type / Typical chassis number: **WFOCKXGAKXXXXXX** (XXXXX-VARIABLE DIGITS) * Pour information uniquement / * For information purposes only

103. CILINDRES / CYLINDER CAPACITY
Cylindres / Cylinders: **160** cm³ maximum
Cylindres corrigés / Corrected cylinder capacity: **160** x **1.7** = **168.30** cm³ maximum

104. MODE DE CONSTRUCTION / TYPE OF CAR CONSTRUCTION
a) Mode / Type: Séparé / Separated Monocoque / unitary construction
b) Matériau du châssis / coque / Material of chassis / bodyshell: **STEEL**

105. NOMBRE DE VOLUMES / NUMBER OF VOLUMES
2

106. NOMBRE DE PLACES / NUMBER OF PLACES
2

A1) Voiture vue de 3/4 avant / Car seen from 3/4 front
A2) Voiture vue de 3/4 arrière / Car seen from 3/4 rear



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Site: www.fia.com

- Ford Fiesta R2 (A5762)
- No restrictor required for R2 cars fitted with turbocharged engine
- Turbocharger must be sealed

For R5 cars- pop-off valve:

- check that pop-off valve is homologated (see technical list n°43)**
- remove from the car**
- check opening pressure (using FIA tool)**
- FIA homologated insert must be fitted**
- sealed / 2 bolts + link to intake manifold**



Sealing of transmission parts



At least 2 bolts must be sealed together
must be impossible to open the sealed part



WRONG !

WRONG TRANSMISSION SEALING



Sealing of Engine Block



- **Engine block seal must be visible when bonnet is opened**
- **Must be possible to check the engine seals in Parc Ferme and or Technical Zone**

4 / Tyre marking & tyre Checking:

FIA Tyre bare-codes are compulsory for **ALL CARS** and for **ALL COMPETITORS**



**SCAN
ONLY FIA
BARE
CODE**

For all types of tyres and all drivers:

60.1.4 BARCODE NUMBER

Each tyre must have either:

- Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different colour as defined by the FIA) supplied by the 2016 FIA-approved barcode supplier, or:
- A single moulded barcode number supplied by the 2016 FIA-approved barcode supplier. These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

Rally - Tyre marking zone



- Make sure a tent is available in case of rain (for both tyre marking and tyre checking ...)!!!
- 2 lines must be available
- Light must be available

Tyre marking procedure



1) Check bare code numbers for all competitors

2) Mark all competitors' wheels with stickers + pencil

Sticker must be close to the tyre valve

!

Will be easier to find it for checking !



Tyre Checking / Technical zone

TC2C

2015 TYRE MARKING RECORD SHEET

CAR n°	Tyre Marking Zone		Technical Zone	
	NUMBER OF WHEELS MARKED	CO-DRIVER NAME AND SIGNATURE	NUMBER OF WHEELS CHECKED	REMARKS
1	5	Tagestein	5	
7	5	Gibson	5	INCIDENT SHEET
9	6	Alex	6	INCIDENT SHEET
2	5	Arttila	5	
4	5	Aukerman	5	INCIDENT SHEET
5	5	Breit	5	INCIDENT SHEET
6	5	Malden	5	
20	5	Kennard	5	
3	5	Ngile	5	
8	5	Marti	5	
21	6	Tomčuk	5	INCIDENT SHEET
24	5	Szeleppanik	5	



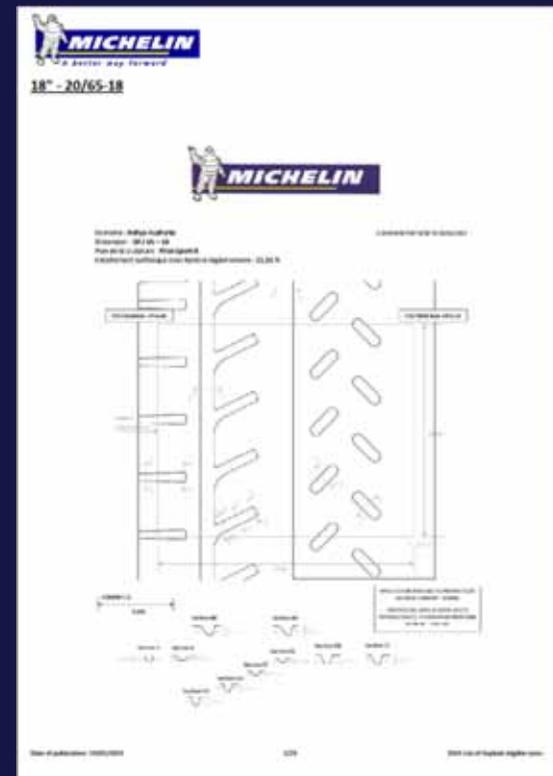
Tyre Checking (Sticker + Bare code / End of SS)



- Make sure some paper and water will be available for cleaning bare codes on tyre

Hand cutting or modification of the specified tread pattern is not permitted / Tarmac + Gravel

All tarmac tyres must be homologated
No modification on tread pattern allowed



5 / CHECKING DURING THE RALLY

Weight Checking

Could be:

- Technical zone
- Before remote refuel
- Before remote service
- After end of SS



- The number of spare wheels fitted in the car should be recorded
- If 2 spare wheels are fitted in the car and if the car is as close as 35 Kg to its minimum weight, the second spare wheel should be removed (see Appendix J – Articles 255A, 254A , 254 , 260 and 261)
- **If underweight discovered, repeat measuring 3 times and record results, take signature to the non-conformity list**

Make sure you will have a tent in case of rain (for all weight checking ...)!!!



Wheelbase Checking



N°	Driver	Class	Car	Homol. Number	Wheelbase					N°
					Minimum	Nominal	Maximum	Checked 1	Checked 2	
1	OGIER	RC1	VW Polo WRC	5744	2442.3	2467.0	2491.7			1
2	LATVALA	RC1	VW Polo WRC	5744	2442.3	2467.0	2491.7			2
3	NEUVILLE	RC1	Hyundai I20 WRC	5763	2544.3	2570.0	2595.7			3
4	SORDO	RC1	Hyundai I20 WRC	5763	2544.3	2570.0	2595.7			4
5	OSTBERG	RC1	Ford Fiesta WRC	5729	2464.1	2489.0	2513.9			5
6	CAMILLI	RC1	Ford Fiesta WRC	5729	2464.1	2489.0	2513.9			6

REFUELING



Scrutineer



WRONG !

TYPES OF FUEL

59.1.1 All P1, P2 and P3 drivers must use FIA fuel as provided by the FIA-appointed supplier.

59.1.2 Unless otherwise detailed in the rally supplementary regulations, **RGT and non-priority drivers may use commercially available pump fuel. This fuel must be dispensed directly into the competing car from pumps at filling stations or** from organiser distribution points which are marked in the road book.

REFUEL COUPLINGS

59.3.7 Cars equipped solely with FIA specified refuel couplings and using fuel as per Art. 59.1.2 **must transport the adaptor in the car and show it at pre-event scrutineering.**

Procedure:

58.2.3 **The relevant personnel must be wearing clothing which will provide adequate protection against fire.**

Car not running on 4 Wheels and Tyres



On a road section that is a public road, a competition car may only be driven on four freely rotating wheels and tyres. Any infringements will be reported to the Stewards who may impose a penalty up to exclusion.

Retirement / RALLY 2



Check if rollcage is damaged before the team starts to repair the car !!!



6 / POST RALLY SCRUTINEERING



Necessary to
prepare 4 to 5
separate boxes



All necessary
measurement tools
must be available