



SCRUTINEER'S MANUAL

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1. Usual timetable

Session times might change - a detailed timetable will be issued as soon as the official timetable is published

When:	Time:	Action:	Who:	Series:
Thursday	09:30	Briefings for Initial Scrutineering	Chief Scrutineer + Scrutineering Team + FIA Technical Delegate	F2/F3
	Morning - Afternoon	Initial Scrutineering	Scrutineering Team + Chief Scrutineer	F2/F3
	After end of Initial Scrutineering	Briefing	All Scrutineers + Chief Scrutineer + FIA Technical Delegate	F2/F3
	After end of Initial Scrutineering	Training for the tyre checkers + tyre pressure + skid block + platform team	All Scrutineers + Chief Scrutineer + FIA Technical Delegate	F2/F3
	<hr/>			
Friday	Before start of Free Practice	Setup of mobile scales		F3
	Morning	Free Practice Session		F3
	Noon	Free Practice Session		F2
	During Free Practice	Tyre checks and weighing procedure	Tyre checkers + Weighing team + Chief Scrutineer + FIA Technical Delegate	F2/F3
	Before start of Qualifying	Setup of mobile scales		F3
	Afternoon	Qualifying Session		F3
	Afternoon	Qualifying Session		F2
	During Qualifying	Tyre checks and weighing procedure	Tyre checkers + Weighing team + Chief Scrutineer + FIA Technical Delegate	F2/F3
	After Qualifying	Checks on the platform to be carried out	Platform team + Chief Scrutineer + FIA Technical Delegate	F2/F3
	After Qualifying	Tyre return to tyre parc fermé	2 Tyre checkers	F2/F3
Saturday	Before Race 1	Tyre checks	Tyre checkers	F2/F3
	Noon	Race 1		F3
	Evening	Race 1		F2
	During Race 1	At disposition in the F1 Scrutineering garage	Scrutineers + Tyre checkers	F2/F3
	After Race 1	Checks on the platform to be carried out	Platform team + Chief Scrutineer + FIA Technical Delegate	F2/F3
	After Race 1	Tyre return to tyre parc fermé	2 Tyre checkers	F2/F3



Sunday	Before Race 2	Tyre checks	Tyre checkers	F2/F3
	Morning	Race 2		F3
	Noon	Race 2		F2
	During Race 2	At disposition in the F1 Scrutineering garage	Scrutineers + Tyre checkers	F2/F3
	After Race 2	Checks in the F2 Scrutineering area	Platform team + Chief Scrutineer + FIA Technical Delegate	F2/F3

2. Personnel and Procedures

Total personnel requirement:

Initial Scrutineering F2 + F3:

Initial scrutineering car

Drivers equipment

Amount persons:

	F2	F3
Initial scrutineering car	6	6
Drivers equipment	2	2
	<u>8</u>	<u>8</u>

After Initial Scrutineering the team will be split the following:

During the sessions (FP + Q):

Tyre checks in pitlane

Weighing checks mobile scales

Plank / brake disc nomination check (only FP)

Same scrutineers for F2 and F3

6

2

8

16

After Q + R1 + R2:

Parc fermé organization

Tyre checks

Tyre pressure checks

Platform scrutineers

Plank / brake disc checks

Extra Checks

Same scrutineers for F2 and F3

1

2

2

4

2

5

16

→ **F2 and F3 will use the same scrutineers for the whole weekend (Exception: Initial Scrutineering)**

→ **Total amount of Scrutineers 16 + 1 Chief Scrutineer**



3. Additional Requirements

- 780 kg reference weights (in total; F2 & F3 can use the same weights)
- Internet connection for FIA-Truck (with a minimum bandwidth of 20 Mbit/s)
- Fences and marshals for parc fermé area (50m fences; 3 marshals)
- 2 Fire marshals for parc fermé area (available after each session)
- 32A power connection for FIA-Truck

4. Mandatory requirements only for oversea race meetings

- 780 kg reference weights (in total; F2 & F3 can use the same weights)
- Office with desks / chairs / power connection (for 6 persons in BAH; for 3 Persons in SAU/BAK/SOC/ABU)
- Internet connection in the office (with a minimum bandwidth of 20 Mbit/s)
- Fences and marshals for parc fermé area (50m fences; 3 marshals)
- 2 Fire marshals for parc fermé area (available after each session)
- 32A power connection in the scrutineering garage
- Small fridge



5. Overview

5.1 Initial Scrutineering

- Short briefing to allocate the scrutineers to their groups
- Every group will get a briefing by an FIA Technical Delegate in the morning
- Scrutineers involved in Initial Scrutineering will split up into teams to check the safety equipment of the cars, driver clothes, transponder and templates
- Detailed information can be found below; All lists provided by FIA

5.2 Scrutineering during sessions

5.2.1 General

- Only during **free practice and qualifying sessions**
- Scrutineers divided into two teams
 - o tyre checks
 - o weighing checks
 - o plank / brake disc nomination checks
- Briefing for all scrutineers after Initial Scrutineering has finished

5.2.2 Tyre checks

- Tyre scanner collection by the scrutineers from FIA Technical Delegate 45 minutes before the session starts
- Each scrutineer has a defined area (usually 2 teams) under control
- Tyre scanning manual can be found on page 25
- Cars usually enter pitlane on travel tyres (wet tyre marked with a golden line in the center of the running tread) - **No need** to scan travel tyres
- **No scanning during pitstop practice / pitstop in race**
- Give priority to team members if they want to take tyre pressures
- At the end of every session collect all tyre scanner and return to FIA Technical Delegate



5.2.3 Weighing checks

- During free practice and qualifying
- No weighing checks will be carried out during the race

5.2.4 Plank / brake disc nomination checks

5.3 Scrutineering after sessions

5.3.1 General

- All cars arrive in parc fermé (see page 35)
- Build up the area with the FIA Scrutineer before the end of the session
- Help pushing cars
- Cars in parc fermé area must not be touched by anyone without express permission of the FIA Technical Delegate

5.3.2 After Qualifying

- When cars are in parc fermé: Start of tyre-, pressure- and platform-checks
- After platform checks finished, cars go to teams for plank and extra checks;
1 scrutineer per car required to supervise cars in teams' garage at all times

5.3.3 After Race

- Top 3 cars arrive under podium
 - o 3 scrutineers must stay at the podium to supervise the cars
 - o After podium ceremony top 3 cars go directly to parc fermé
 - o All other scrutineers go directly to parc fermé
- Start of scrutineering with the cars in parc fermé and continue with top 3 cars later:
 - o Tyre checks
 - o Tyre pressure checks
 - o Platform checks

6. Initial Scrutineering checks

6.1 Cars

Initial Scrutineering	8 Scrutineers
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→ Mandatory briefing for all scrutineers

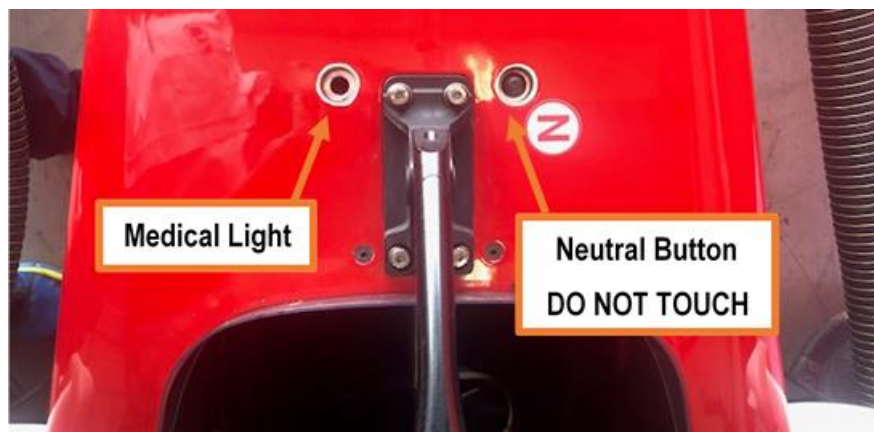
- Explanation directly at the car
- 12 scrutineers needed (6 F2 + 6 F3)
- Collect provided documents from FIA
- Report anomalies to the FIA directly
- Return documents when done

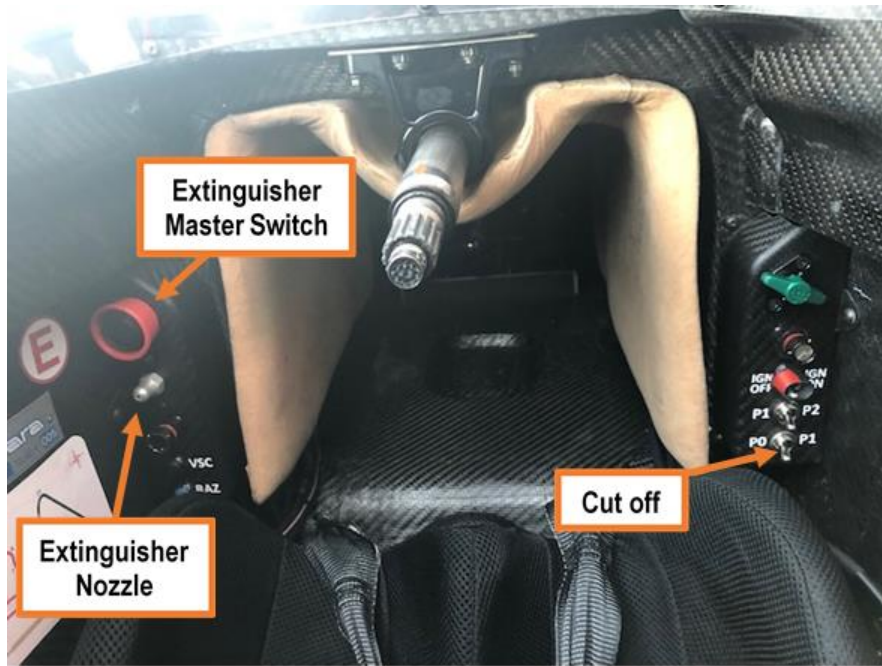
SAFETY BELTS

- FIA standard 8853-2016
- Labels must be present and valid on every strap
- Check straps for any damages
- Hologram on 1 strap



DASHBOARD, NEUTRAL BUTTON, MEDICAL LIGHT





STRAP HOLE POSITION



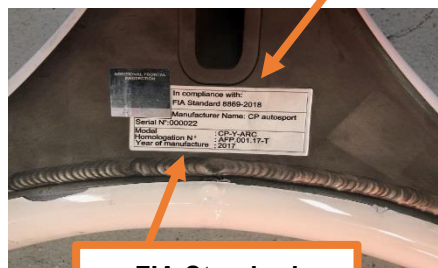
LEG PADDING

25 mm thick

Maximum distance between padding and pedal 100 mm

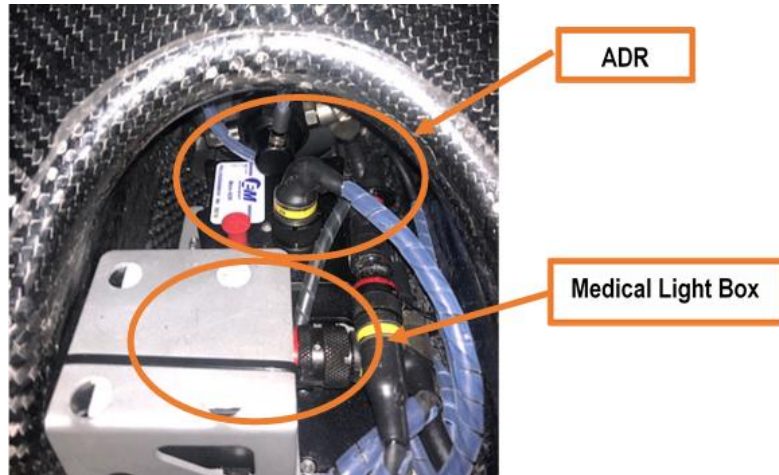


HALO



**FIA Standard
8869-2018**

ADR + MEDICAL LIGHT BOX

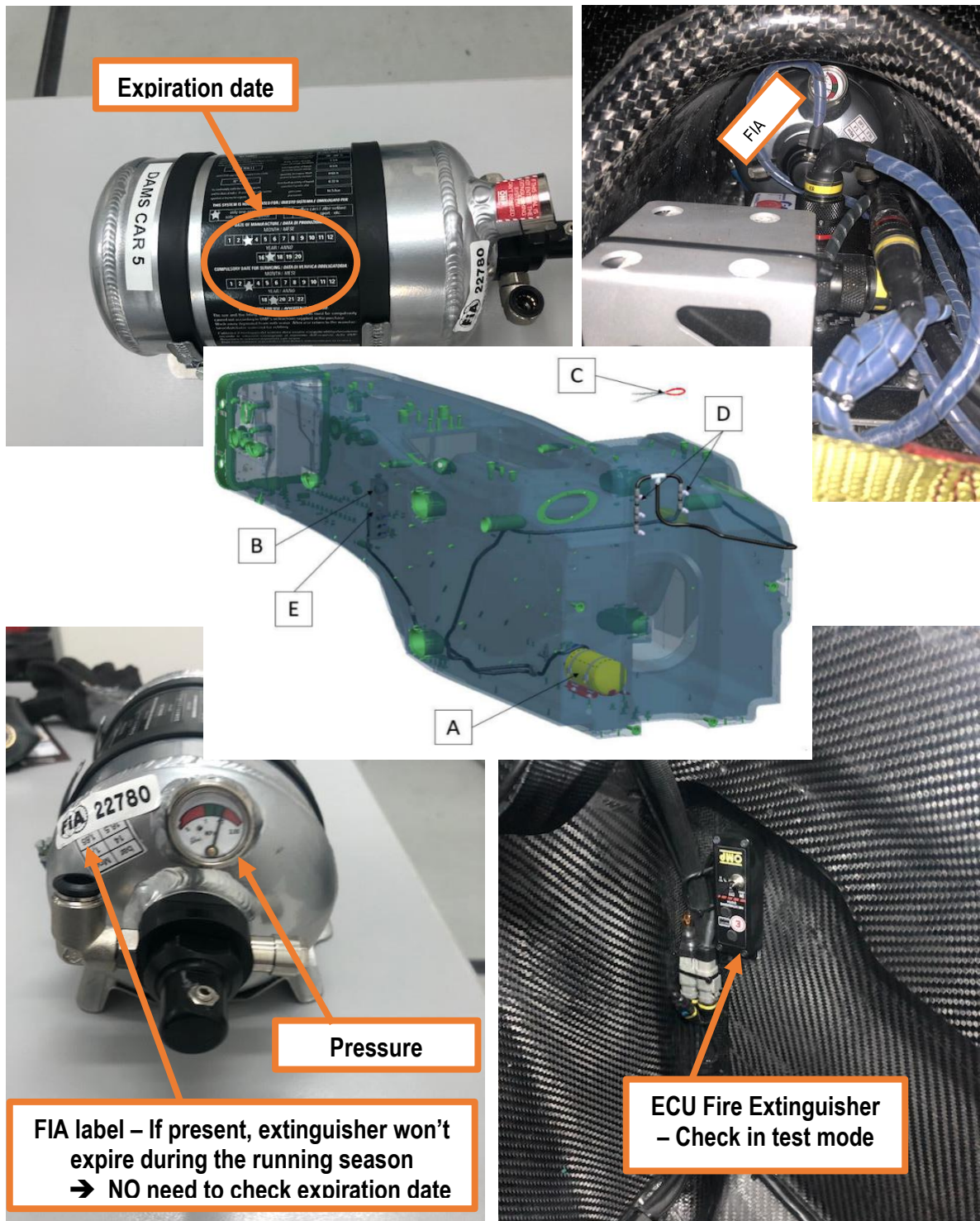


EXTRACTABLE SEAT

The holes of the foam seat insert must match the holes of the seat shell. The structural integrity of the seat may not be compromised. Only the edges may be trimmed for installation. The straps shouldn't be taped to the back of the seat and they must be accessible at any time when the seat is installed. The buckles must also be accessible at any time when the seat is installed.



FIRE EXTINGUISHER

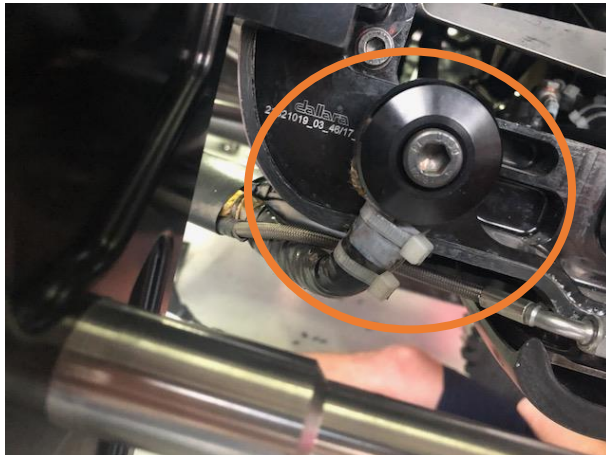


SAFETY WHEEL TETHERS – 2 PER WHEEL

Tethers mounted – Wheel side (same front and rear)



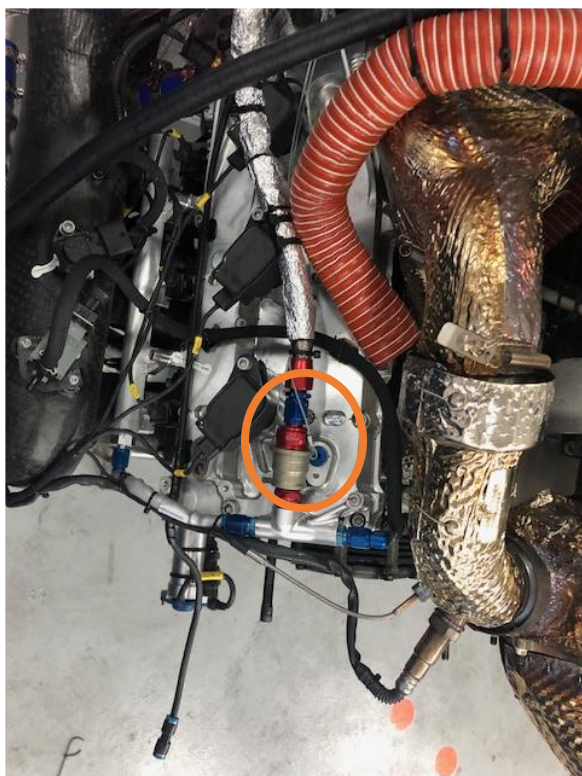
Front tethers mounted – Chassis side



Rear tethers mounted – Chassis side



BREAKAWAY VALVE









6.2 Driver equipment




Driver equipment	4 Scrutineers
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<p>➔ Mandatory briefing for all scrutineers</p> <ul style="list-style-type: none"> - Explanation directly at the team garages - 4 scrutineers needed - Split in F2 and F3 team - Collect provided documents from FIA - Report anomalies to the FIA directly - Return documents when done




OVERALL

 <p>Standard 8856-2000 RS.000.00 Manufacturer name Year of manufacture: 0000</p>	<p>Only valid for overalls manufactured before 01.01.2013</p>
 <p>Standard 8856-2000 RS.000.00 «Manufacturer's Name» Year of manufacture: 20XX</p> <p>+</p> 	
 <p>Standard 8856-2018 DC.XXX.XX-X "Manufacturer's name" Not valid after: 20XX</p> <p>+</p> 	<p>Only valid standard for F2</p>

UNDERWEAR AND BALACLAVA



<p>In compliance with FIA standard 8856-2000 Manufacturer name</p>	<p>Only valid for underwear manufactured before 01.01.2016</p>
<p>In compliance with FIA Standard 8856-2000 Manufacturer name Year of manufacture: 2016</p> <p style="text-align: center;">+</p> 	
<p>In compliance with: FIA Standard 8856-2018</p> <p>Manufacturer name: Name of manufacturer</p> <p>Homologation N°: DC.XXX.XX-X Not valid after: 20XX</p> <p style="text-align: center;">+</p> 	<p>Only valid standard for F2</p>

GLOVES

<p>In compliance with FIA standard 8856-2000 Manufacturer name</p>	<p>Only valid for gloves manufactured before 01.01.2016</p>
<p>In compliance with FIA Standard 8856-2000 Manufacturer name Year of manufacture: 2016</p> <p style="text-align: center;">+</p> 	
<p>In compliance with: FIA Standard 8856-2018</p> <p>Manufacturer name: Name of manufacturer</p> <p>Homologation N°: DC.XXX.XX-X Not valid after: 20XX</p> <p style="text-align: center;">+</p> 	<p>Only valid standard for F2</p>



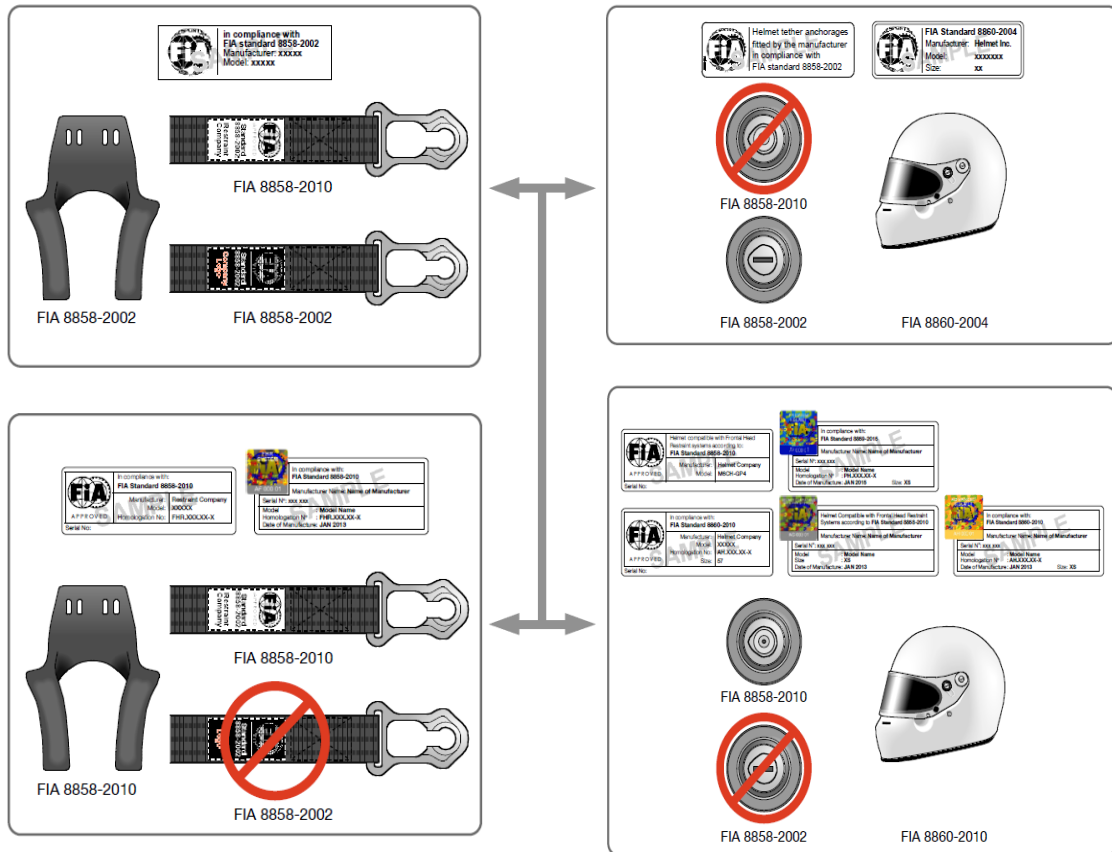
SHOES

<p>In compliance with FIA standard 8856-2000 Manufacturer name</p>	<p>Only valid for shoes manufactured before 01.01.2016</p>
<p>In compliance with FIA Standard 8856-2000 Manufacturer name Year of manufacture: 2016</p>	
<p>In compliance with: FIA Standard 8856-2018</p> <p>Manufacturer name: Name of manufacturer</p> <p>Homologation N°: DC.XXX.XX-X Not valid after: 20XX</p>	 <p>Only valid standard for F2</p>

SOCKS

<p>In compliance with FIA standard 8856-2000 Manufacturer name</p>	<p>No change in the labelling system</p>
<p>In compliance with: FIA Standard 8856-2018</p> <p>Manufacturer name: Name of manufacturer</p> <p>Homologation N°: DC.XXX.XX-X Not valid after: 20XX</p>	<p>Only valid standard for F2</p>

FHR-SYSTEM



HELMET

<p>Helmet with ABP</p> <p>In compliance with: FIA Standard 8860-2018-ABP</p> <p>Manufacturer Name: Name of Manufacturer</p> <p>Serial N°: XXX XXX</p> <p>Model: Model Name</p> <p>Homologation N°: AH.XXX.XX-X-ABP</p> <p>Date of Manufacture: JAN 2018</p> <p>Size: XS</p>	<p>New helmet standard</p> <p>FIA Standard 8860-2018-ABP</p> <ul style="list-style-type: none"> - higher energy absorption - better protection against projectiles - mandatory in F2 + F3
	<p>Visors manufactured before 01.01.2016 – NO</p> <p>Visors manufactured as from 01.01.2016 – YES</p>

6.3 Pit Stop Crew Helmets

1. Standard ECE 22.05

- Circle surrounding letter "E" followed by a number
- Approval number must start with 05



a = 8 mm min.



2. All valid FIA standards

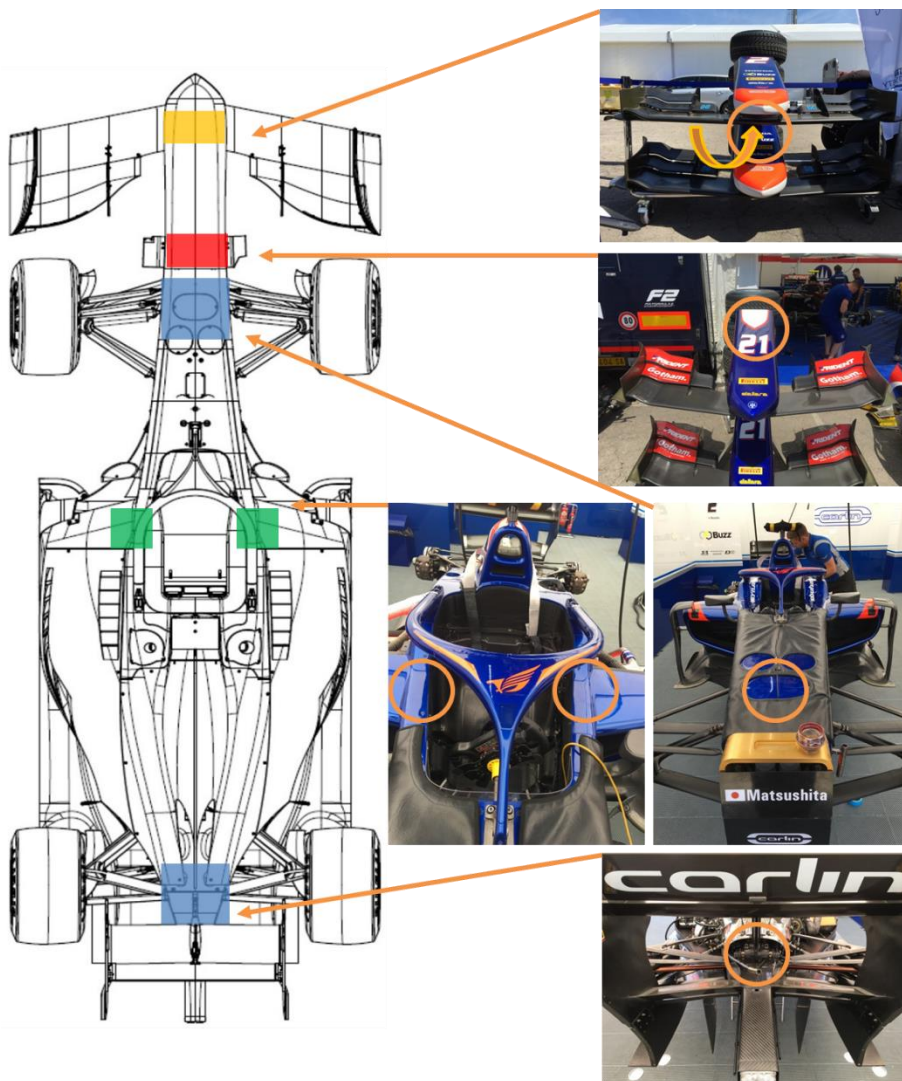
6.4 Transponder

Transponder checks	2 Scrutineers
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→ Mandatory briefing for all scrutineers

- Explanation directly at the car
- 2 scrutineers needed
- Split in F2 and F3 team
- Collect provided documents from FIA
- Report anomalies to the FIA directly
- Return documents when done
- Possibly help with initial scrutineering of car or driver equipment

Every car has different transponder (Chassis front, left, right & front crash box 1/2 & rear crash box 1/2)



6.5 Templates

Template checks

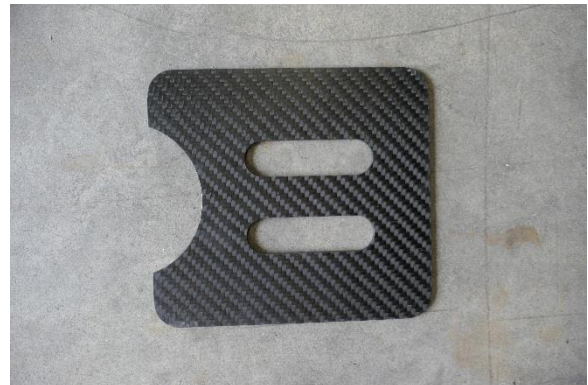
2 Scrutineers

→ First mandatory briefing for all scrutineers

- Explanation directly at the car
- 2 scrutineers needed
- Split in F2 and F3 team
- Collect provided documents from FIA
- Report anomalies to the FIA directly
- Return documents when done
- Possibly help with initial scrutineering of cars or driver equipment

LEG PADDING

- Verify leg cutout
- Insert and remove easily
- Insert as far as possible
- Checklist available



COCKPIT ENTRY

- Verify cockpit entry size
- Headrest must be removed before
- Insert and remove easily
- Checklist available





7. Tyre Checkers

Tyre checkers

6 Scrutineers

→ Briefing for tyre scanning, tyre pressure and plank check

During free practice:

- Collect tyre scanner 45 minutes before the session starts
- 6 scrutineers in pitlane
- 2 teams under control
- Scan as much as possible
- Report wrong tyres/anomalies to the FIA directly
- Return tyre scanner after the session

Qualifying:

- Collect tyre scanner 45 minutes before the session starts
- 6 scrutineers in pitlane
- 2 teams under control
- Scan as much as possible
- Report wrong tyres/anomalies to the FIA directly
- Go directly to parc fermé when the session is over

Parc fermé - Qualifying:

- 2 scrutineers scan ALL tyres of the cars
- Report wrong tyres/anomalies to the FIA directly
- Return tyre scanner when done
- Other 3 scrutineers help where it is needed
- Wait at the parc fermé until cars are released - Possibly help with extra checks

Race:

- Collect tyre scanner 45 minutes before the session starts
- 6 scrutineers scan all tyres in the grid (walk from first to last position)
- Report wrong tyres/anomalies to the FIA directly
- 3 scrutineers go to parc fermé when the session is over
- 3 scrutineers wait at the FIA Garage (pit entry)
- Built up the parc fermé for podium cars with FIA Technical Delegate

Parc fermé - Race:

- 2 scrutineers scan ALL tyres of the cars
- Report wrong tyres/anomalies to the FIA directly
- 3 scrutineers stay with the podium cars
- Bring the podium cars to the F2 / F3 parc fermé area
- Return tyre scanner when done
- Wait at the parc fermé until cars are released - Possibly help with extra checks



- FIA barcode & manufacturer's serial number
- Each tyre scanner is loaded with tyre data from all cars of one championship
- Hand-held barcode reader for tyre checking
- Dry and wet weather tyres
- All tyre scrutineers are allocated to the same tyre scanner for the whole event
- Each tyre scanner has a marking, e.g. F2 Tyre 1

1. Before sessions – Grid:

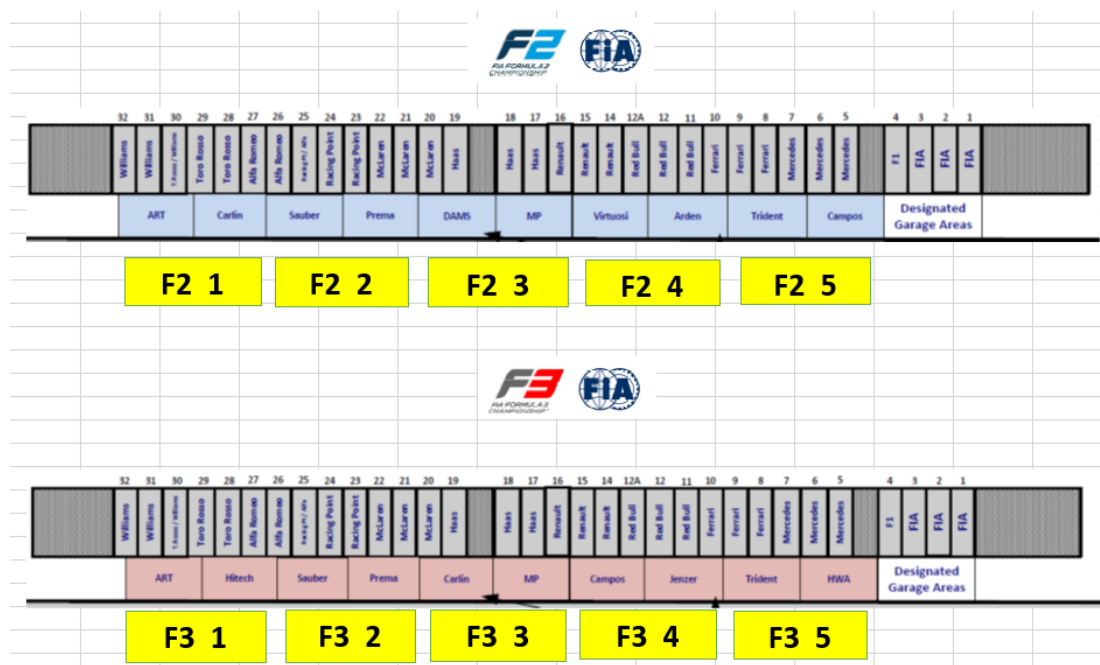
In the grid before the race, five tyre scrutineers will be needed.

These scrutineers will walk from the first position to the last position and scan **all tyres of every car** (no defined area per scrutineer).

2. During sessions:

For all free practice and qualifying sessions, five tyre scrutineers will be needed.

These scrutineers will remain in pit lane during the complete session and have a defined area (2 teams) under control.



A tyre check should only be done when a car leaves from the pit lane for a run, the tyres are changed or at the end of a session in pit lane or in parc fermé after qualifying or races.



Don't scan tyres:

- When the car is about to leave the pitlane
- When the team wants to check tyre pressures
- During a pitstop in the race
- After the 3-minute signal on the grid
- When cars are on travel tyres (wet tyre marked with a golden line in the center of the running tread)

3. After sessions – Parc fermé:

In parc fermé after qualifying and race, two tyre scrutineers will be needed.

These scrutineers will scan **all tyres of every car** in parc fermé (no defined area per scrutineer).

4. Wrong tyres/anomalies:

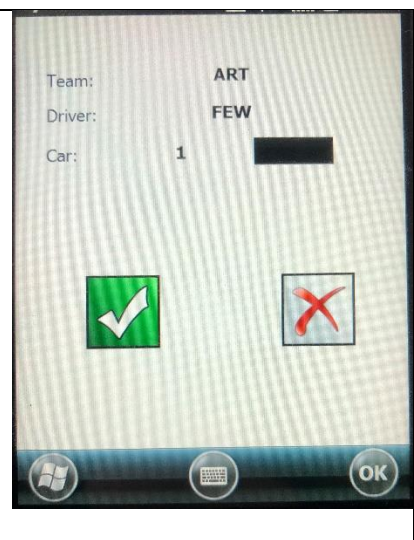
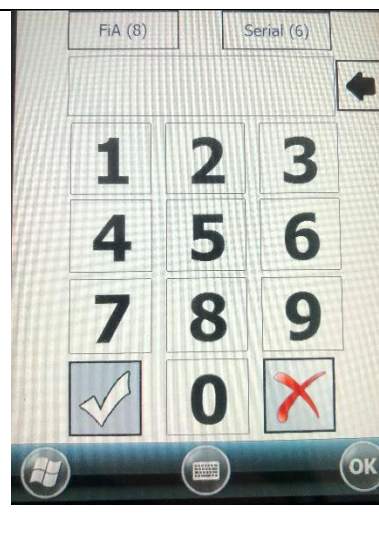
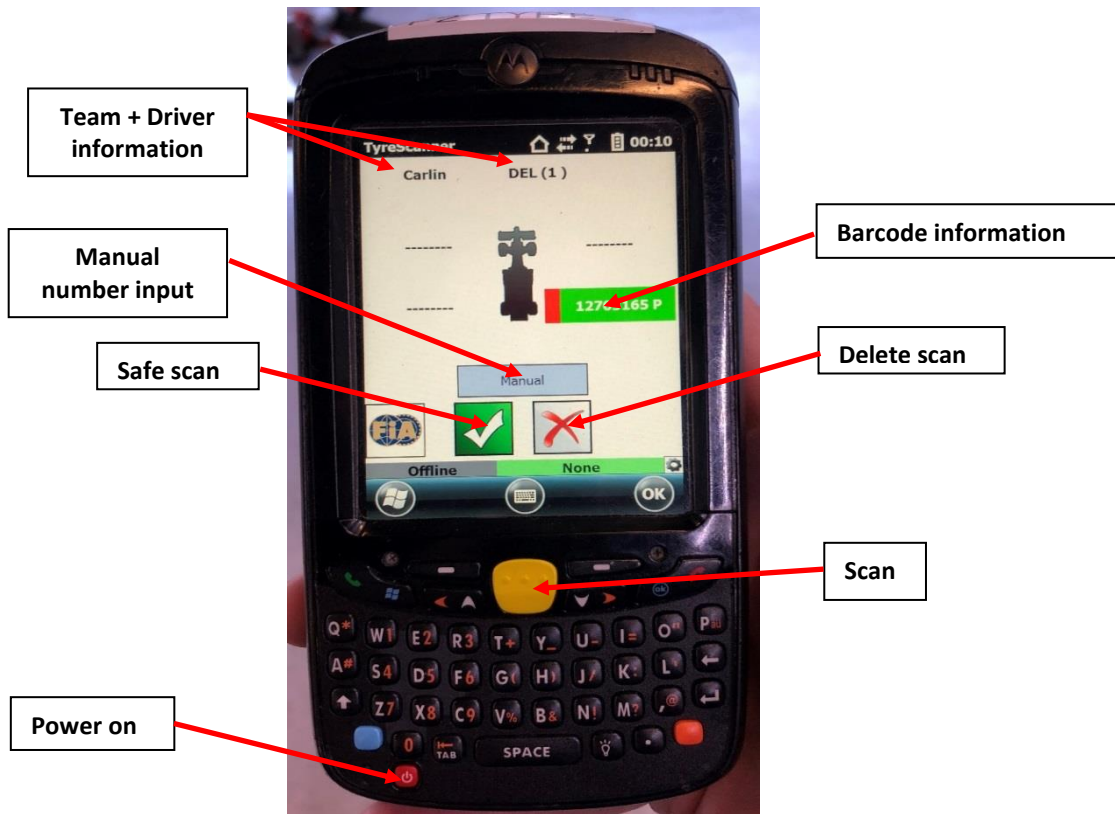
- Tyre cannot be found in the system
- Wrong starting number
- Wrong mounting side of the tyre
- Forbidden combination of soft and hard tyres

→ Please enter the incorrect information in the tyre scanner system and save the process!

After every session, the tyre checker has to return his tyre scanner to the FIA Scrutineering area where it will be uploaded, reset and charged for the next session.

8. Tyre scanning

Tyre scanning 5 Scrutineers





<p>Scan tyre</p>	<p>If barcode is non-readable input barcode number manually</p>	<p>If team, driver and starting number are correct press OK (green button)</p>
<p>Check if tyre is mounted at the correct position</p>	<p>Continue scanning up to all four tyres of 1 set; After finished with scanning of the set press OK (green)</p>	<p>Scans are confirmed and uploaded; please make sure that you always confirm (safe) the process</p>
<p>If an information is incorrect press false (red button)</p>	<p>Select correct team and driver</p>	<p>Afterwards continue scanning</p>



9. Tyre Pressure

Tyre pressure

2 Scrutineers

→ Briefing for tyre scanning, tyre pressure and plank/brake check

Parc fermé - Qualifying:



- 2 scrutineers
- At the end of qualifying - Meet at the parc fermé
- Collect documents and measurement tools from FIA
- Start tyre pressure checks
- Pay attention: Tyres on cars / Tyres in parc fermé
- Return documents and tools
- Wait at the parc fermé until the FIA Delegate releases the cars - Possibly help with extra checks

Parc fermé - Races:

- 2 scrutineers
- At the end of the race – Meet at the parc fermé
- Collect documents and measurement tools from FIA
- Start tyre pressure checks
- Pay attention: Tyres on cars / Tyres in parc ferme
- Return documents and tools
- Wait at the parc fermé until the FIA Delegate releases the cars - Possibly help with extra checks



- Minimum tyre pressure defined by Pirelli for every racetrack
- Protocols available to write down the measurements
- Pressures and temperatures checked in the car parc fermé or the tyre parc fermé
- Tyre pressures and temperatures checked on positions similar to pictures below
- **Scrutineers must be aware that pressures are very sensitive information**
- **No team personnel are allowed to see pressures / temperatures**

BARCELONA EVENT
10th to 12th May 2019

Tyre Pressure check

Session: Q R1 R2

Car Number: Temperature in °C
Pressure in PSI

Tyres on Car Tyres in parc fermé

Front Right	Barcode				
	Temperature	1.	2.	3.	4.
	Pressure				
Front Left	Barcode				
	Temperature	1.	2.	3.	4.
	Pressure				
Rear Left	Barcode				
	Temperature	1.	2.	3.	4.
	Pressure				
Rear Right	Barcode				
	Temperature	1.	2.	3.	4.
	Pressure				





10. Plank & Brake disc

Plank check after free practice	6 Scrutineers
Plank check after qualifying and race	2 Scrutineers

→ Briefing for tyre scanning, tyre pressure, skid block and brake check

Free practice:

- 6 scrutineers
- At the end of free practice – Meet at the FIA platform
- Help with plank / brake disc nomination checks
- Collect documents from FIA
- Write down the seal numbers
- Wait at the car
- Do not leave the position before the FIA Delegate releases the car

Parc fermé - Qualifying:

- 1-2 scrutineers
- At the end of qualifying - Meet at the parc fermé
- The cars will go on the platform first; Plank / brake disc checks only in the team garages afterwards
- Until then: Support scrutineer-colleagues where assistance is needed
- Collect documents and measurement tools from FIA
- Go to the team garages with the first car
- Start plank / brake disc check
- When one car is finished: check which of the required cars is done at the platform and start plank check one by one
- Return documents and tools

Parc fermé - Race:

- 1-2 scrutineers
- At the end of race - Meet at the parc fermé
- The cars will go on the platform first; Plank / brake disc checks only in the team garages afterwards
- Until then: Support scrutineer-colleagues where assistance is needed
- Collect documents and measurement tools from FIA
- Go to the team garages with the first car
- Start plank check
- When one car is finished; check which of the required cars is done at the platform and start plank check one by one
- Return documents and tools



- **After free practice sessions:** check of 3-6 cars; only seal numbers
- **After each qualifying session and after each race:** check of 3 cars completely (seal plus thickness)
- FIA Delegate will nominate cars that will be checked
- Check in team awning (or garages)
- Protocols available to write down the measurements

Allowed thickness

- o FIA Formula 2: 5mm +/-1mm
- o FIA Formula 3: 5mm +/-1mm

- Thickness must be measured in a single position around the periphery of one of the seven original skid block scrutineering holes
- Measure on multiple positions and write down the **max.** thickness of each hole




BARCELONA EVENT
06th TO 09th MAY 2021

Plank check

Session: Q R1 R2 R3

Car Number: Thickness in mm

(Maximum thickness across each scrutineering hole)

Date					
Time					
Front	Seal number				
	Thickness	1	2	3	4
Rear	Seal number				
	Thickness	5			





- Only for F2
- **After free practice session:** check of 3 cars; number on brake disc
- **After each qualifying session and after each race:** check of 3 cars completely (number plus thickness)
- FIA Delegate will nominate cars that will be checked
- Check in team awning (or garages)
- Protocols available to write down the measurements

- Thickness must be measured in one position around the brake disc



BAHRAIN EVENT
25TH TO 28TH MARCH 2021

Brake check

Session: Q R1 R2 R3

Car Number:

Date		
Time		
Front	R L	
Seal number		
Thickness		
Rear	R L	
Seal number		
Thickness		



11. Weighing

Weighing checks	2 Scrutineers
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→ No additional briefing
 → Explanation before free practice in the pitlane

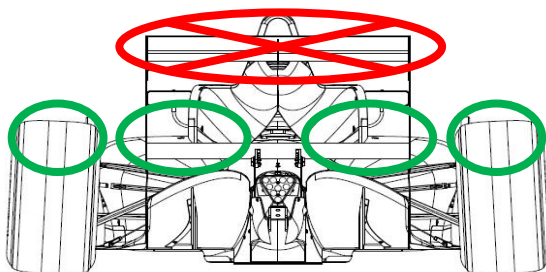
During free practice:

- 2 scrutineers
- Before free practice starts – Meet at the FIA garage (pit entry)
- FIA Technical Delegate will select cars by random
- Steer and push the car onto the mobile scale (bring gloves)

During qualifying:

- 2 scrutineers
- Before qualifying starts – Meet at the FIA garage (pit entry)
- FIA Technical Delegate will select cars
- Steer and push the car onto the mobile scale (bring gloves)

→ Don't use the top element of the rear wing for pushing the car





12. Platform

Platform checks

4 Scrutineers

→ Additional platform briefing

Parc fermé - Qualifying:

- 4 scrutineers
- When qualifying started – Meet at the FIA platform
- Built up the parc fermé area with FIA Delegate
- When first cars arrive go to platform
- Push car on the scrutineering platform
- Start platform checks
- When one car is finished on the platform; get the next required car after conformation of the FIA Delegate

Parc fermé - Race:

- 4 scrutineers
- In the middle of the race – Meet at the FIA platform
- Built up the parc fermé area with FIA Delegate
- When first cars arrive go to platform
- Push car on the scrutineering platform
- Start platform checks
- When one car is finished on the platform; get the next required car after conformation of the FIA Delegate

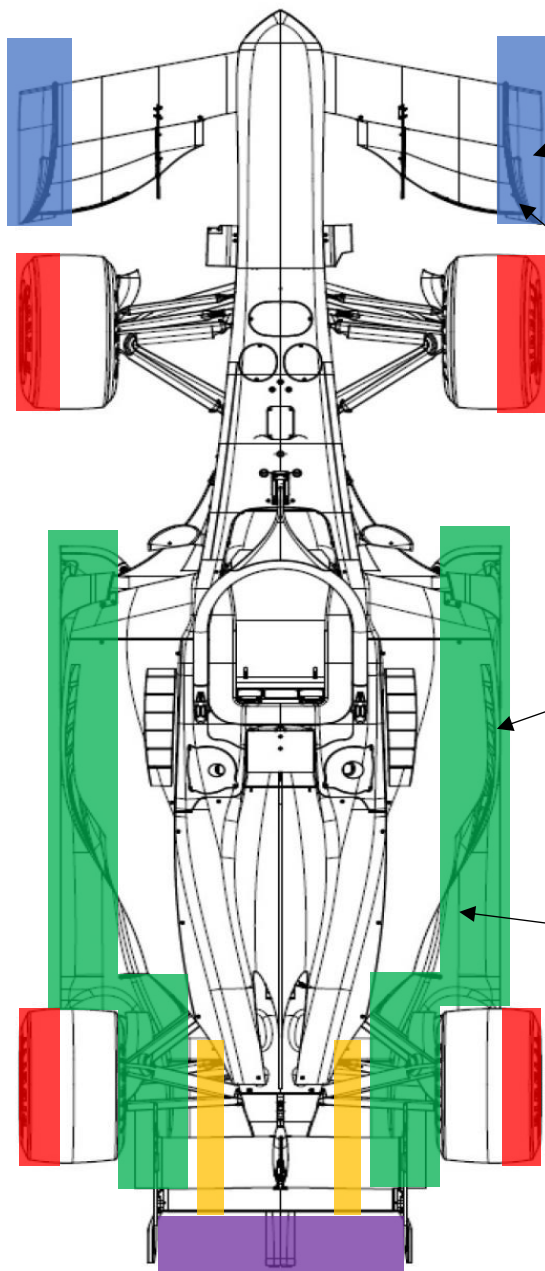
Three persons are required for this job. These persons will be trained to push the car on the scrutineering platform and to carry out all the checks.

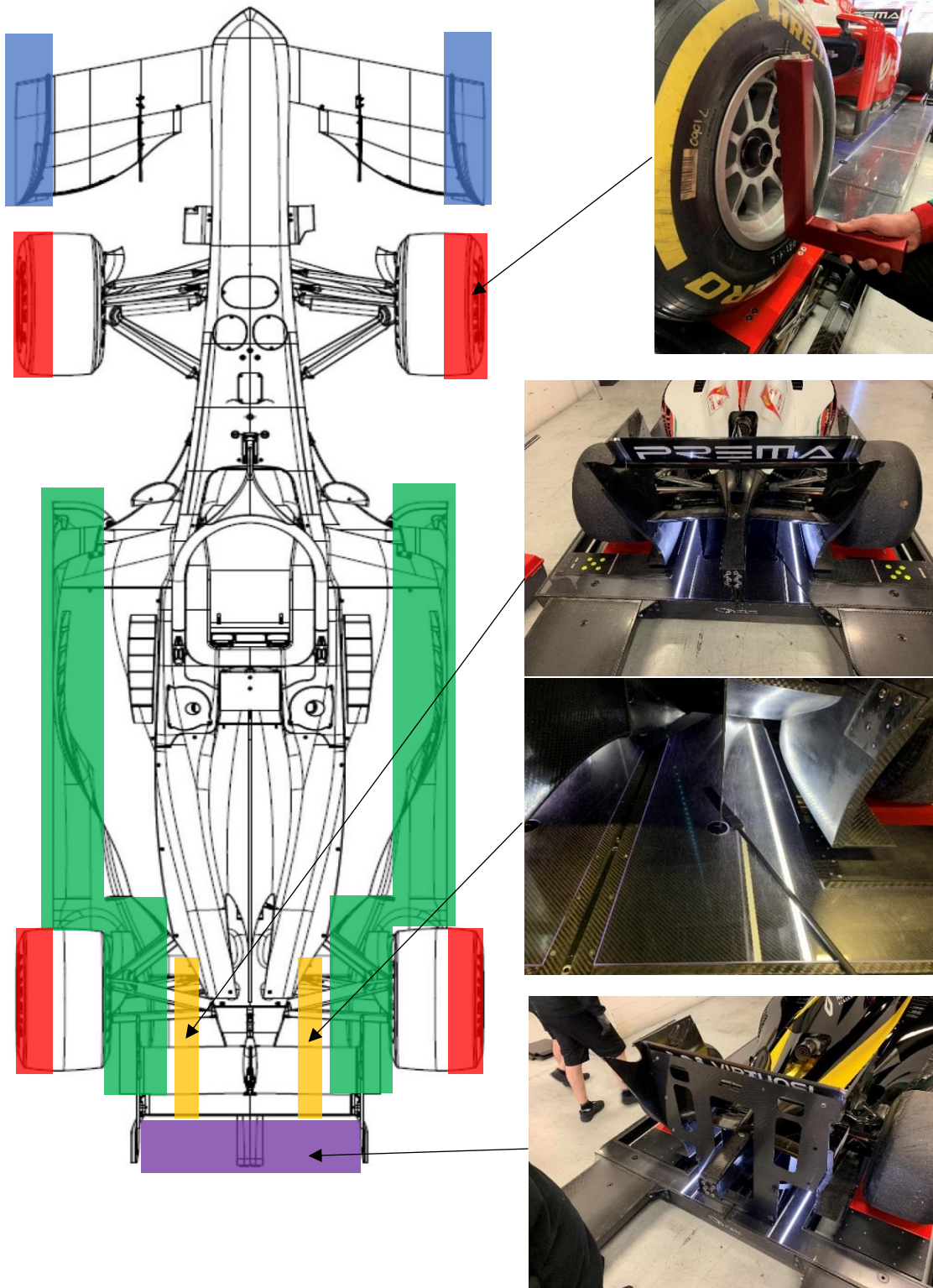
→ Platform crew: Same persons throughout the complete event

Regular checks:

- | | |
|----------------|------------------------|
| → Car weight | → Rear diffuser height |
| → Camber | → Front wing |
| → Floor height | → Endplate |

Below you can find a visual summary of the different checks that are carried out on the measuring platform.







13. Parc fermé

Parc fermé

2 Scrutineers

→ Mandatory briefing for all scrutineers

Parc fermé - Qualifying:

- 2 scrutineers
- At the beginning of qualifying – Wait at the parc fermé
- Built up the parc fermé area with FIA Technical Delegate
- Support scrutineer-colleagues where assistance is needed
- Possibly push cars into defined area
- Guard the cars in parc fermé
- Support platform crew (push fences aside, reorganize car position...)
- Wait until the FIA releases all cars

Parc fermé - Race:

- 2 scrutineers
- At the beginning of the race – Wait at the parc fermé
- Built up the parc fermé area with FIA Technical Delegate
- Support scrutineer-colleagues where assistance is needed
- Possibly push cars into defined area
- Guard the cars in parc fermé
- Support platform crew (push fences aside, reorganize car position...)
- Wait until the FIA releases all cars

- Parc fermé is a closed area
- Fire marshal required in parc fermé to cover fuel samples taken by FIA
- Organization of parc fermé with FIA Technical Delegate
- **No team personnel are allowed in parc fermé without permission of FIA Technical Delegate**
- **Pirelli team members are allowed to go into parc fermé for tyre checks**
- Cooling devices for cars can be installed by teams after approval of FIA Technical Delegate



Appendix: Checklists

Event: Driver's Equipment	Date
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Teamname	Car numbers:
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Art.	Description	FIA Standard	01	02
TL No. 74	Overall <i>Only Valid Standard in F2: FIA 8856-2018</i>	FIA Standard 8856-2000 FIA Standard 8856-2018		
TL No. 74	Underwear (Pants, Shirt, Balaclava)	FIA Standard 8856-2000 FIA Standard 8856-2018		
TL No. 74	Gloves	FIA Standard 8856-2000 FIA Standard 8856-2018		
TL No. 74	Shoes	FIA Standard 8856-2000 FIA Standard 8856-2018		
TL No. 74	Socks	FIA Standard 8856-2000 FIA Standard 8856-2018		
TL No. 29	FHR-System FIA 8858-2002 strap only in combination with FIA 8858-2002 HANS FIA 8858-2010 strap in combination with 2002 & 2010 Padding no more than 15 mm thick, covered by flameproof material, not be wider than 8 mm on each side of the HANS yoke	FIA Standard 8858-2002 FIA Standard 8858-2010		
TL No. 69	Helmet Same manufacturer for Helmet and Visor No modifications to the Helmet	FIA Standard 8860-2018-ABP		
	Visor Carbon visor strips mandatory FIA label on Visors manufactured as from 1.1.2016			
	Pit stop crew helmets ECE 22.05 – European motorcycle road helmet DOT – USA motorcycle road helmet JIS T8133-2015, class 2 – JPN protective helmet			
	Number of crew helmets			



Event: Initial Scrutineering		Date		
Teamname		Car and chassis numbers:		
Art	Description	Car	01	02
	Chassis Number (e.g.: F218 – 001)			
	Engine number			

	Fuel tank certificate			
15.6	The seat must be equipped with receptacles which permit the fitting of belts to secure the driver and one which will permit the fitting of a head stabilization device. No modification to seat shell Belts must be accessible while driver and seat are in the car			
15.6	The seat must be removable without the need to cut or remove any of the seat belt			
	Seat cover non flammable and non combustible material holes must match with seat shell			
15.9	Conformity and condition of the headrest Original part, Comfort padding max. 10 mm thick No cracks or damages, only transparent tape			
15.6	Conformity and condition of the seat belts FIA Standard 8853-2016 No visible damages / cuts			
15.9	Leg padding 25 mm thick Length up to 100 mm behind pedals			
13.1.1	Distance of the pedals to the front of the survival cell 300 mm			
	ADR Number Fitted and working (Dashboard LED working)			
	Medical Light Box fitted LED working (next to Halo front fixation)			
	Correct quick release mechanism for steering wheel fitted (by pulling a concentric flange) Only by mechanic			
15.2	Fire Extinguisher Make (OMP EX 036.11) Discharging into cockpit and engine compartment? Pressure Gauge Expiration date (FIA seal available + visible) Check in test mode (test only done by mechanic) Dashboard LED working			
15.2 / 15.3	Position of the driver's extinguisher and master switch Extinguisher nozzle not pointing towards driver			



Event: Initial Scrutineering		Date		
Teamname		Car and chassis numbers:		
Art.	Description	Car	01	02

15.2 / 15.3	Identification of the driver's extinguisher and master switch Master Switch: red spark in blue triangle of at least 50 mm Extinguisher: Letter "E" in red inside a white circle of at least 50 mm with a red edge			
15.2 / 15.3	Position of the external extinguisher / master switch Right side			
15.2 / 15.3	Identification of the external extinguisher and master switch Master Switch: red spark in blue triangle of at least 50 mm Extinguisher: Letter "E" in red inside a white circle of at least 50 mm with a red edge			
	Check of N – button Presence of clutch disengagement marked with a letter "N"			
	Presence of car numbers and driver's name			
16.1	Camera system or camera dummy weights fitted			
	Roll hoop access			
	Breakaway valves between tank and engine correctly fitted?			
5.2	Ballast Security of ballast if fitted Position of ballast			
15.12	Rear light in working order 3 rear lights 80% min			
15.1	Two wheel tethers present per wheel No visible damages / cuts FIA Standard 8864-2013 Energy absorbed by each cable: 7 kJ			
	Conformity of the Halo FIA Standard 8869-2018 Serial number Properly mounted Condition of the Halo (visible damages)			
	Templates – see separate checklist			
	Driver's equipment – see separate checklist			

Comments:
Signature: Chief Scrutineer
Date:



<i>Event: Initial Scrutineering - Templates</i>																	<i>Date</i>				
<i>Description :</i>	<i>Car numbers:</i>																				
	<i>01</i>	<i>02</i>	<i>03</i>	<i>04</i>	<i>05</i>	<i>06</i>	<i>07</i>	<i>08</i>	<i>09</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>14</i>	<i>15</i>	<i>16</i>	<i>17</i>	<i>18</i>	<i>19</i>	<i>20</i>	<i>21</i>	
<i>Fitting of the head stabilisation device in the extractable seat</i>																					
<i>Fitting of the cockpit opening template</i>																					
<i>Internal cross section of cockpit - only cockpit padding present?</i>																					



<i>Event: Initial Scrutineering - Transponder</i>							<i>Date</i>
<i>Car no.</i>	<i>Chassis - Front</i>	<i>Chassis - Left</i>	<i>Chassis - Right</i>	<i>Front crash box 1</i>	<i>Front crash box 2</i>	<i>Rear crash box 1</i>	<i>Rear crash box 2</i>
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