

2022 WORLD RALLY CHAMPIONSHIP SCRUTINEER'S MANUAL

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0. Introduction

The World Rally Championship has reached a level of professionalism on the part of the Manufacturers that has never been equalled since the creation of this Championship.

It has become essential that scrutineering in all the World Championship Rallies reaches the same high standard.

The purpose of this manual is to give a help to Chief Scrutineer for to manage all the technical aspect of a WRC event.

Here you can find the procedures that will help your preparation from the beginning until the end of your Event.

The Chief Scrutineer is the permanent link between FIA technical staff and scrutineers/organizer of the event.

O.1 Situations with Covid 19?

With the Pandemic we've to follow some different procedures to grant the health to all people involved in the rally.

If your country or Event has rules to avoid the spread of Covid-19, do not hesitate to inform us and apply your guidelines.

For health and safety reasons, we should use PPE, keep social distancing and limit to share objects and stuff between people. Please consider, if necessary, that all scrutineers are equipped with all PPE required (masks, disposable gloves, hydroalcoholic gel, etc.) and in the right quantity for cover all event.

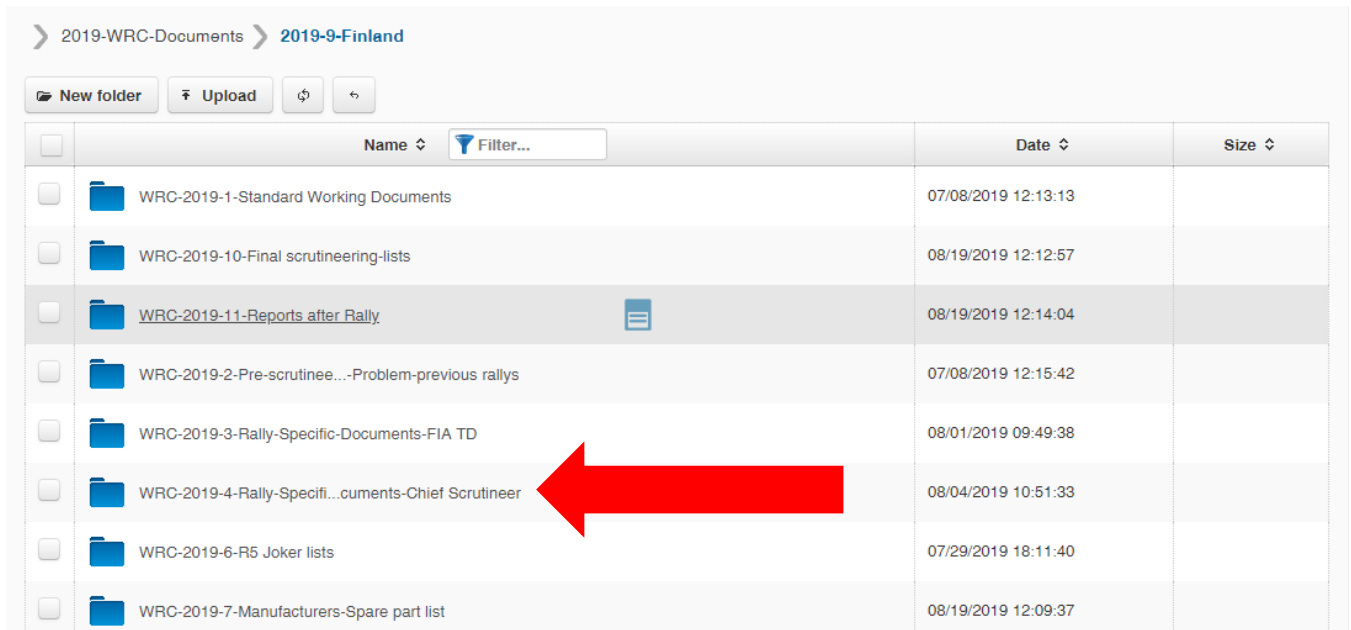
Please make sure that personal stuff remains personal and not shared with others.

Avoid handling over any kind of material between team member and scrutineers, when not definitely important.

Be careful and have a safe event!!

1. Before the event

Before your Event, you should send a valid email address to the FIA Technical Delegate Karmo Uusmaa (kuusmaa-consultant@fia.com). This need for to exchange communication and perform your FIA Box account, where you can find most of the information and document that you need for to organize your job.



Name	Date	Size
WRC-2019-1-Standard Working Documents	07/08/2019 12:13:13	
WRC-2019-10-Final scrutineering-lists	08/19/2019 12:12:57	
WRC-2019-11-Reports after Rally	08/19/2019 12:14:04	
WRC-2019-2-Pre-scrutineer...-Problem-previous rallies	07/08/2019 12:15:42	
WRC-2019-3-Rally-Specific-Documents-FIA TD	08/01/2019 09:49:38	
WRC-2019-4-Rally-Specific-Documents-Chief Scrutineer	08/04/2019 10:51:33	
WRC-2019-6-R5 Joker lists	07/29/2019 18:11:40	
WRC-2019-7-Manufacturers-Spare part list	08/19/2019 12:09:37	

1.1 Number of scrutineers

The minimum number of scrutineers is 27 (excluded the Chief scrutineer). It's important to note that Rally Days may be long.

1.2 FIA Technical staff requirements

FIA Technical staff needs, at his arrival, that the following material/places are ready:

1. Two cars (to be able to reach start/finish of SS) with all necessary passes to be able to reach all the zones of the rally (start/stop of special stages, service park, etc.).
2. Four sets of road books.
3. Four sets of maps.
4. Any other passes/card/bracelet that are specially necessary for your rally.
5. One office for FIA technical staff (max 5 persons) and one office for Intertek and Marelli (max 2 persons) in the Service Park. These offices must be able to be locked during day and night (several keys are necessary) and provided of electric power (220 V), tables, chairs and wifi.

1.3 Behaviour

As stated for WRC SR, scrutineers need to wear black tabard. This is useful for teams and drivers to recognise scrutineers during their tasks.

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

Information concerning scrutineering are strictly confidential:

- No scrutineering information to journalists
- No scrutineering information to be published on social networks, also in the day after the event!



2. The week of the rally

The following timetable is the typical week of your Event.

Day	Time	Person involved	Where	What
Tuesday	14:00/15:00	FIA Staff	Service park	Tyre lottery
Tuesday	Afternoon	FIA Staff	FIA TD's office	Set up of material
Tuesday or Wednesday	TBD by organizer – Before scrutineering	FIA Staff + Chief Scrutineer + all scrutineers	TBD by organizer Please consider the social distancing	Scrutineers briefing in English (up to 4 hrs if need a translation) This briefing is also used for e-Safety training for scrutineers
Wednesday	TBD by organizer (normally in the morning), 15/20 mins per car	FIA Staff + 9 scrutineers	Service park	Sealing and scrutineering of Manufacturer cars
Wednesday	1 hour before the end of the Sealing and scrutineering of Manufacturer cars	Assistant of FIA TD + scales team	Service park	Set up of scales for weight procedure of Manufacturer cars
Wednesday	From the end of Sealing and scrutineering of Manufacturer cars and for 1 hour	Assistant of FIA TD + scales team	Service park	Weight procedure of Manufacturer cars
Wednesday	TBD by organizer (normally in the afternoon)	FIA Staff + Chief Scrutineers + scrutineers involved	Scrutineering place	Scrutineering for all the other cars
Thursday	TBD by organizer	Assistants of FIA TD + scrutineers involved	Start of shakedown	Shakedown checks (usually clothes and tyres)
Thursday	08:00/10:00	FIA TD + scrutineers involved	Scrutineering place	Rechecks of the cars that failed pre event scrutineering
Thursday	If scheduled	FIA person + one scrutineer	End of SSS	General checks
Every day that there is a super stage	Official itinerary	FIA staff + Chief scrutineer + all scrutineers	Service park, end of stages, tyre fitting zone, technical zone, parc fermè	Checks and observing
Sunday	TBD by organizer (normally in the afternoon)	FIA Staff + Chief Scrutineers + scrutineers involved	Scrutineering place	Final checks

3. Detail of the tasks

Each task needs a minimum number of scrutineers, trained to manage their duty.

Our aim is to limit social distancing and avoiding any unnecessary contacts.

When possible to organize, try to keep number of different personal contacts as low as possible. For example:

- during event, try to have as Team Observer a scrutineer, who was already involved in the scrutineering of Manufacturer cars;
- at post event scrutineering, try to keep Team Observer with the same team/car, with whom he/she was during the event.

3.1 Sealing and scrutineering of Manufacturer cars

For this job we need of 9 scrutineers. More than this number creates confusion and disorder inside the team service. Those scrutineers must be ready 15 mins before the start in front of the first team scheduled.

Each scrutineer will have a specific role that must be the same from the beginning to the end of this phase. We suggest using the scrutineers that will involve like WRC team observer¹.

The timing for each car is fixed on 15/20 mins.

We suggest creating “electronic documents” for duties, to avoid the circulation of solid papers and when the task is finished, send the results to the Technical Delegate by email.

For each item to check/seal, please ask before the start of task to team manager any doubt. In this way, there will be only scrutineers operating on the car without mechanics around.

As soon the scrutineer ended his task, he/she have to leave the team also if overall the tasks are not completely finished.

Role	Item	Equipment	Task
Coordinator	All yellow boxes must be sealing, other colours checked (white by scrutineers and blue by Marelli)	Manufacturer’s sealing list ²	He/she: - follows all the scrutineers in order to record all numbers and makes the changes (if any); - checks the hologram on the rollcage (there are four); - is in charge also for to fix the sticker “approved car” if FIA TD say OK; - moves to the next car only if all the scrutineers are finished task; - records the time when scrutineering in each team actually starts and finishes.
1. Scrutineer	Engine fitted on car (plates + aluminium seals + plastic seal)	Seal template ² + specific plier ³	He/she crimps the seal for the new engine and takes the number of the plates and plastic plates
2. Scrutineer	Turbocharger fitted on car (plates + aluminium seal) and it spares	Seal template ² + specific plier ³ + gauge ³	He/she checks the diameter of the restrictor with the gauge, after will crimps the seal for all the turbos (4 or 6) and takes the number of the plates

¹ See the special sub chapter

² See appendix 1

³ Provided by FIA

3. Scrutineer	Transmission fitted on car (plates + aluminium seal)	Seal template ² + specific plier ³	He/she crimps the seal for the new transmission and takes the number of the plates
4. Scrutineer	Spare transmission for each car (plates + aluminium seal)	Seal template ² + specific plier ³	He/she crimps the seal for the new spare transmission (1 per car) and takes the number of the plates
5. Scrutineer	Front subframe fitted on car (FIA Sticker) + Spare Rear subframe fitted on car (FIA Sticker) + Spare Steering rack fitted on car (FIA Sticker) + Spare	Seal template ² + FIA hologram ³	He/she sticks on the hologram onto the part, following the Manufacturer's sealing list
6. Scrutineer	Shock absorbers: (FIA Sticker + Aluminium seal)	Seal template ² + specific plier ⁴ + FIA hologram ³	He/she sticks on the hologram onto the part, following the Manufacturer's sealing list and crimps the seal (5 or 7 sets per team)
7. Scrutineer	Checking of safety equipment fitted on cars	Car scrutineer sheet ²	He/she checks, followed by a FIA person, all the safety items on the car (seats, belts, extinguisher, etc) and road code items (lights, plate, etc). During those checks will also fill up the <i>car scrutineering sheet</i>
8. Scrutineer	Checking of safety equipment for driver and codriver	Specific form ²	He/she checks, followed by a FIA person, the FHR(s) and Helmet(s) shown for the driver and codriver

3.2 Weighting of Manufacturer cars

For this job we need the scale team. This team will be the same for all the rally. The minimum number for this team is 4.

One hour before the scheduled time, they will collect all the materials (see chapter 4) and, with the help of the Assistant of TD, put in place the scales.

For every car, they will check, over the weight, also the external circuit breaker (engine running, and headlights on).

If a team member wants to see the screen with his weight, please hide any other data.

When finished, they repack all equipment and following the timetable, they will go to set up scales for next scrutineering.

3.3 Pre event scrutineering

The scrutineering venue must be divided in 9 areas:

• Check in	is the first step of the scrutineering. The cars not ready for scrutineering (sump guard not removed, sealing parts without new wire, without numbers, etc.) must be refused. Only cars ready for sealing can continue the scrutineering. A table is useful to keep documents and papers (to avoid the direct passage from/to team members).
• General checks	it must be possible to check 2 to 3 cars at the same time (stickers, lights, etc) A table for each line is useful to keep documents and papers (to avoid the direct passage from/to team members).
• Safety checks	it must be possible to check 2 to 3 cars at the same time A table for each line is useful to keep documents and papers (to avoid the direct passage from/to team members).
• Sealing of the parts fitted on the cars	it must be possible to deal with 2 cars (minimum) at the same moment (minimum 2 vehicle lifts to be available)

	A table for each lift is useful to keep documents and papers (to avoid the direct passage from/to team members).
<ul style="list-style-type: none"> Sealing of spare parts 	<p>it must be possible to seal all the spare components in a separate area, easily accessible for the team's minivans/trucks.</p> <p>A table for each line is useful to keep documents and papers (to avoid the direct passage from/to team members).</p>
<ul style="list-style-type: none"> Weighing of the cars 	<p>during this job, scrutineers need also record all the chassis numbers, make of tyres (for priority drivers) and type of fuel (for non-priority drivers)</p> <p>A table is useful to keep documents and papers (to avoid the direct passage from/to team members).</p>
<ul style="list-style-type: none"> Checking of tracking system 	SAS technicians will check the system and are in touch with FIA staff for the issues.
<ul style="list-style-type: none"> Appendix L checks 	a separate area (to avoid delays) for checking of driver and codriver equipment's;
<ul style="list-style-type: none"> Check out 	<p>scrutineer in charge must link with FIA appointed person for the approval of the car. If the car passed scrutineering, is possible to glue the OK sticker on rollcage, otherwise, need to show again the car the day after "rechecks of the cars that failed pre event scrutineering"</p> <p>A table is useful to keep documents and papers (to avoid the direct passage from/to team members).</p>

The car must be pushed by team members for each area. Only when the car is in the right place, team members opens all doors (included bonnet and tailgate) and move a little bit far to allow scrutineers to do the proper checks.

During the scrutineering, competitors are not allowed to fix their issues / problems on site. This is to avoid queue and delay of timing.

The timing suggestion is:

- 20/25 minutes for a car that need to seal the transmission;
- 15/20 mins for a car that need to seal the only the turbo;
- 10/15 mins for all other cars;
- The schedule should be planned, that at the same time are arriving cars, that need sealing of transmission and some cars, which do not need that.

This area also needs tables, chairs, electrical power and Wi-Fi for FIA technical staff (usually upto 5 persons).

We suggest to minimize the number of team members presenting each rally car. No more than 3/4 team members can follow the car during scrutineering:

- 2 team members with car;
- 1 team member presenting personal equipment;
- 1 team member for managing spare parts (transmission, turbocharger).

If there is a need for additional help (i.e loading, unloading spare parts), these additional team members cannot stay in the area during scrutineering process.

3.4 Rechecks of the cars that failed pre event scrutineering

The morning after scrutineering there is a window of 2 hrs for the rechecks. We need at least 4 scrutineers that checks the cars following the list of problem of the scrutineering.

3.5 Shakedown checks

At the start of shakedown, we'll check:

- the equipment of driver and codriver,
- position of drivers and codrivers in their seats,
- and tyres.

We suggest taking the scrutineers that will do the clothes checks during the rally and all the scrutineers that will use the barcode reader during the rally (tyre marking, tyre checking in TZ and tyre checking at the end of the stage).

If clothes checks will be scheduled, scrutineers should use disposable gloves. If these gloves are not damaged, they must be changed after every 10 cars and sanitized between each car.

3.6 Team observer

The team observer starts his job 15 minutes before the arrival of the “their” cars and leave after last car leaving the service bay.

Only for Manufacturer teams the observers must be the same from the shakedown to the last service of Sunday.

When the team observer of Manufacturer team finishes his job, we suggest that he/she join other colleagues to WRC2/3 service.

3.7 Tyre marking

The tyre marking team must be ready 15 minutes before the arrival of the first car. Must be available 2 lines and a big tent to avoid the rain or give shadow during sunshine. A marking zone must be organized also at the start of the shakedown. The schedule and barcode scanner + stickers will be provided by FIA.

3.8 Refuelling

A scrutineer or marshall must check that the crew follows regulations during refuelling operations (engine off, **crew out from the car**, no mobiles or similar...). This is also applicable for remote refuelling.

Social distancing is required also in this kind of task.

3.9 Weighting

The team must be ready 15 minutes before the first car. The schedule and scales and ramps will be provided by FIA. The scales must put in flat surface. Avoid sunshine and high temperature on the tablet of the scales (keep it cool during hot day). Every night the scales and the tablet must be recharged.

If a crew asks to see the screen with his weight, please hide any other data.

If the weight is measured as “Crew IN”, then it is possible to consider car windows as screen between scrutineers and crew members and to show them the weight without asking them to step out the car.

3.10 Tyre checks in TZ

The tyre marking team must be ready 15 minutes before the arrival of the first car. The team will check all the tyres (also the spare(s)). Be ready to use light if it is dark and water to clean rims/stickers/barcode for the checking.

For the checking of spare wheel, let crew member (ie. codriver) put the wheel on the ground and after that check it.

3.11 Tyre checks at the end of SS

The tyre marking team must be ready 15 minutes before the arrival of the first car. The team will check only the 4 tyres on the corners. One scrutineer stops the car in front with a specific STOP sign and keep the position till the other scrutineers finish the check. Be ready to use light if it is dark and water to clean rims/barcode for the checking. If the car has technical problems that could increase from the addition stop (i.e. fire from brakes, big delay, etc.), skip the check. Puncture is usually not the reason for not stopping.

3.12 Checking of clothes at the end of SS

Normally done with FIA person. The team must be ready 15 minutes before the arrival of the first car. One person per side will check all the clothes, including socks and long sleeves underwear. If the car has technical problems that could increase from the addition stop (i.e. fire from brakes, big delay, etc.), skip the check. Puncture is usually not the reason for not stopping.

Scrutineers should use disposable gloves. If these gloves are not damaged, they must be changed after every 10 cars and sanitized between each car.

3.13 Checks in TZ

Many checks could be done in Technical zone, i.e. wheelbase, sealing checks, width measurement, etc. The maximum number of people involved are three (over tyre checking team). The schedule will be provided by FIA. The Technical Zone must be flat and covered by a big tent to avoid rain or give shadow during sunshine.

3.14 Fuel checks

This check is done by FIA and Intertek. We need only a person with fireproof clothes and an extinguisher ready to use. Please also prepare a table and tent to avoid rain or give sunshine shadow during the checks.

3.15 Checking of road section

One scrutineer is with one FIA appointed person. The duty is following the rally route and reach the STOP of the SS. The ideal profile for this scrutineer is that speak English and knows the roads to reach the stages.

3.16 Restart after retirement

All cars must be checked by FIA before repairing. P1/P4 cars are parked directly into its service bay under Parc Fermè rules. Prepare with organizer, how to manage with retired cars, specially with Priority – when they are returned to Service, where they will be parked/how the repair timing is counted/which scrutineers will be observers for these cars etc. Usually all other cars than P1/P4 must be collected in Parc Fermè, waiting FIA inspection before repairing.

3.17 Judges of fact

The organisers should provide enough judges of facts to make sure that the service rules are respected.

3.18 Post event checks

The workshop used should be divided into separate areas (up to six) so that it is not possible to see the vehicle being examined in the next area. Lift in these bays are appreciated.

The size of each box must allow the following:

- when rally car is parked, possibility to fully open door(s) on both sides,
- in addition to the space of the car, following bench and table.

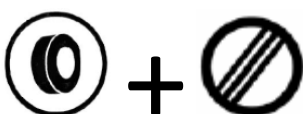
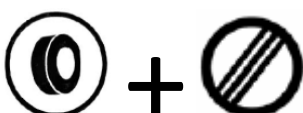
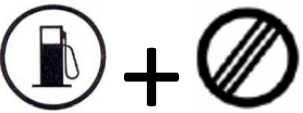
Every box needs a bench with a vice for dismount gearboxes and/or heavy parts. Many basins for the drain of liquids could be useful.

We recommend not to have more than 3 scrutineer per car, PPE measures apply.

For number of team members, our aim is maximum 4 team members per car (including different mechanics, engineer etc.)

4. Specific equipment for scrutineers or duty

Some task needs an equipment in order to manage his duty. We will provide most of the equipment (highlighted in yellow) necessary for scrutineering, but we would ask you to ensure some stuff:

Scale team	<ul style="list-style-type: none"> Wireless scales with tablet with own chargers Ramps for scales A car able to load FIA scales and FIA ramps A tent to avoid rain or hard sun A system to avoid the overheating of tablet during hot days (ice cubes in a leak proof bag is enough) 100 kg of calibration weights with a certificate of calibration from your national calibration institute, for our scales in the event of any dispute
Tyre marking team	<ul style="list-style-type: none"> Barcode reader with own chargers Stickers Two tents to avoid rain or hard sun Paint marker (not water based)  <ul style="list-style-type: none"> Sign Tyre marking record sheet⁴ Tyre marking incident sheet⁵
Tyre checking team	<ul style="list-style-type: none"> Barcode reader with own chargers A tent to avoid rain or hard sun  <ul style="list-style-type: none"> Sign Water and tatters (or equivalent) for to clean barcode Tyre marking record sheet⁶ Lights (in case of darkness)
Refuelling zones	 <ul style="list-style-type: none"> Sign
Sealing	<ul style="list-style-type: none"> Sealing Pliers Gauges Sealing templates Sealing record sheet⁷
Scrutineering	<ul style="list-style-type: none"> Car scrutineer sheet Technical list Presentation forms
Team observer	<ul style="list-style-type: none"> Team observer sheet (WRC/WRC2/WRC3/Junior)⁸ Homologation forms
Fuel checks	<ul style="list-style-type: none"> Extinguisher Table Tent to avoid rain or hard sun

⁴ See appendix 1

⁵ See appendix 1

⁶ See appendix 1

⁷ See appendix 1

⁸ See appendix 1

Final checks	<ul style="list-style-type: none">• Post event scrutineering sheet⁹• A full selection of Vernier callipers• A full selection of micrometres• A scale up to 30 kgs with a certificate of calibration from your national calibration institute• A selection of calibrated glass burettes for checking combustion chamber volumes together with the associated equipment• Any other measurement tool is appreciated
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⁹ See appendix 1

5. Total personnel requirement

This is a minimum number of scrutineers necessary in a WRC event.
 In this quantity, the Chief scrutineer and his deputy (if any) is not included.

	Scrutineers
Briefing	All
Sealing and certification of manufacturer' cars	9
Check in	1
General checks (each line)	2
Safety checks (each line)	2
Sealing of the parts fitted (each line)	2
Sealing of spare parts	2
Appendix L checks	2
Scale team	4
Tyre marking team	4
Tyre checking (in TZ)	2
Tyre checking (end of SS)	3
Clothes checking (end of SS)	2
Technical zone checks	4
Refuelling checks	1
Fuel checking	1
Checking of road section	1
Team observer P1, <i>per team</i>	2 (3 car team) – 1 (2 car team)
Team observer P2/P3	4 + P1 observer when WRC service finish
Team observer Junior (P4)	2
Final scrutineering (per car)	3

6. Various

6.1 Software checks

Marelli is the company that checks all the software on Rally1, WRC and Rally2 cars.

Please ensure that passes are made available for their personnel and vehicle. This person don't wear FIA clothes (but is using Marelli), but is an Assistant of FIA Technical Delegate and is allowed to work on the cars also in the regrouping and Parc Fermè.

6.2 Fuel analysis company

P1fuels in addition to being fuel provider for WRC, is also responsible for on-site fuel testing and analysis.

Please ensure that passes are made available for their personnel and vehicle and that an area is set aside for parking their vehicle in the service park. This preferably should be near to the Technical Zone where fuel samples are usually taken or near to the refuelling area. This vehicle will be a normal road car.

Appendix 1 – Typical Forms

On request, the forms could be given in electronic and editable format.

Manufacturer’s sealing list

SEALING MANUFACTURERS								
1	OGIER	Chassis	WRC2017-17-019	POP001	POP002	POP003	POP004	
CAR A		Engine	D10-WR-01-A	D10-WR-01-B	D10-WR-01-C	D10-WR-01-D	FIA0540790	Red seal (8)
		Turbo	T11-WR-01A					Silver seal (2)
		Transmission	FI9-WR-01-1	FI9-WR-01-2	FI9-WR-01-3	FI9-WR-01-4	FI9-WR-01-5	Silver seal (14)
		Transmission spare	FI9-WR-01S-1	FI9-WR-01S-2	FI9-WR-01S-3	FI9-WR-01S-4	FI9-WR-01S-5	Silver seal (14)
		Front SubF	TRI001					
		Rear SubF	TRI002					
		Steering	TRI003					
		FIA Datalogger number	SN 044					
		FIA Sensor box number	16G045					
		Fuel Rail Pressure sensor number	8470-5-30					
		FIA loom number	17034-12					
	4	LAPPI	Chassis	WRC2017-18-053	SWH184	SWH185	SWH186	SWH187
CAR B		Engine	D10-WR-04-A	D10-WR-04-B	D10-WR-04-C	D10-WR-04-D	FIA0540771	Red seal (8)

Sealing template



FEDERATION INTERNATIONALE
DE L'AUTOMOBILE

Make: HYUNDAI
Model: I20 COUPE WRC

Homologation Number: A5768
WRC extension: 400/01WRC

Date: 12/01/2017

1/ SEALING OF THE ENGINE


A) UPPER SEAL n°1



Helmet FHR WRC P1

HELMETS WRC P1-drivers (Manufacturer&Team)															H=HANS/ S=Hybrid
2019															
Car No	Driver	Driver Helmet Model Size	Helmet ID sticker	RALLY	FHR Manufact. Date	FHR type	FHR ID sticker	RALLY	Co-driver Helmet Model Size	Helmet ID sticker	RALLY	FHR Manufact. Date	FHR type	FHR ID sticker	RALLY
1	OGIER	8860-2018 AH.003.18-0 s:59	MCG223	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8858-2010 FHR.046.13-A 09/2018	H	MCG224	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8860-2018 AH.003.18-0 s:59	MCG221	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8858-2010 FHR.046.13-A 09/2018	H	MCG222	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany
		8860-2018 AH.003.18-0 s:59	MCG227	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8858-2010 FHR.046.13-A 09/2018	H	MCG228	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8860-2018 AH.003.18-0 s:59	MCG225	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany	8858-2010 FHR.046.13-A 09/2018	H	MCG226	Monte-Carlo Sweden Mexico France Argentina Chile Portugal Italy Finland Germany
		8860-2018		Monte-Carlo Sweden Mexico France Argentina	8858-2010			Monte-Carlo Sweden Mexico France Argentina	8860-2018			Monte-Carlo Sweden Mexico France Argentina	8858-2010		

Car scrutineering sheet

2022 - CAR SCRUTINEERING SHEET						
CAR NUMBER	<input style="width: 90%;" type="text"/>	RALLY	<input style="width: 95%;" type="text"/>			
CAR MANUFACTURER	<input style="width: 95%;" type="text"/>					
CAR MODEL	<input style="width: 95%;" type="text"/>					
CLASS / Change of class (if applicable)	<input style="width: 95%;" type="text"/>					
						
COCKPIT / ENGINE COMPARTMENT	OK	NOT OK	Number	Remarks	Solved	
FIA HOMOLOGATION FORM <small>Original and complete</small>	<input type="checkbox"/>	<input type="checkbox"/>				
FIA PASSPORT <small>(Compulsory for Rally1, WRC, Rally2, R-GT)</small>	<input type="checkbox"/>	<input type="checkbox"/>				
EXTERNAL CIRCUIT BREAKER <small>Test & sign (base 12cm)</small>	<input type="checkbox"/>	<input type="checkbox"/>				
SAFETY CAGE (homologated) <small>Compliance with the homologation or certificate</small>	<input type="checkbox"/>	<input type="checkbox"/>	Extension number or certificate ↓			
	<small>Extension or certificate</small>	<input type="checkbox"/>		<input type="checkbox"/>		
	<small>Other</small>	<input type="checkbox"/>		<input type="checkbox"/>		
SAFETY CAGE (Appendix J) <small>(Current Art. 253-8 or Appendix J 253-8 2016)</small>	<input type="checkbox"/>	<input type="checkbox"/>				
SAFETY CAGE PADDING <small>Missing and/or not fitted properly (drawing 253-68)</small>	<input type="checkbox"/>	<input type="checkbox"/>				

Tyre marking record sheet



SERVICE PARK: STICKER USED

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2020 TYRE MARKING RECORD SHEET

CAR n°	Tyre Marking Zone		Technical Zone	
	NUMBER OF WHEELS MARKED	CODRIVER NAME AND SIGNATURE	NUMBER OF WHEELS CHECKED	REMARKS

Tyre marking incident sheet



TYRE MARKING INCIDENT SHEET

TYRE MARKING	
TYRE CHECKING	

Date	
Time	

CAR N° / Driver	Problem / Comment	Barcode number
	<input type="checkbox"/> No bare code on tyre <input type="checkbox"/> Tyre bare code damaged → <input type="checkbox"/> Sticker missing on rim <input type="checkbox"/> Tyre bare code non readable → <input type="checkbox"/> Other	
	<input type="checkbox"/> No bare code on tyre <input type="checkbox"/> Tyre bare code damaged → <input type="checkbox"/> Sticker missing on rim <input type="checkbox"/> Tyre bare code non readable → <input type="checkbox"/> Other	
	<input type="checkbox"/> No bare code on tyre <input type="checkbox"/> Tyre bare code damaged → <input type="checkbox"/> Sticker missing on rim <input type="checkbox"/> Tyre bare code non readable → <input type="checkbox"/> Other	

Team observer sheet

Rally:	Driver:									
WRC	wrc-technical@fia.com									
Engine	Service: Changed		Service: Changed		Service: Changed		Service: Changed		Service: Changed	
Intercooler										
Water Radiator										
ECU										
Exhaust										
Turbo Number	Removed	Fitted	Removed	Fitted	Removed	Fitted	Removed	Fitted	Removed	Fitted
Suspensions / Direction	Changed		Changed		Changed		Changed		Changed	
Front anti-roll bar										
Rear anti-roll bar										
Front Wishbones-Upper/Lower Arms										
Rear Wishbones-Upper/Lower Arms										
Power Steering Pump										
Steering Arms										
Front Subframe	Removed	Fitted	Removed	Fitted	Removed	Fitted	Removed	Fitted	Removed	Fitted
Rear Subframe										
Steering Rack										
Front left shock absorber										
Front right shock absorber										
Rear left shock absorber										
Rear right shock absorber										
Brakes	Changed		Changed		Changed		Changed		Changed	
Master cilinder	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear
Discs										
Callipers										

Post event scrutineering

WRC 2019 - Post-Rally Scrutineering

SKODA FABIA R5 A-5760	To be checked	Homol. form extension	Photo ref Drawing ref	Remarks	Measurements / Results
Transmission seals	X				
Front suspension arms (shape, weight ...)	X			Compare with photo G5-1 / G5-2 + weight + dimensions / Left side	
Front top mount (shape, material ...)	X			Check G1-5 / drawing VII-A3 / Left side	
Rear suspension arms (shape, weight ...)	X			Compare with photo H5-1 / H5-2 + weight + dimensions / Left Side Compare with photo H5-3 / weight + dimensions / Left Side	
Rear top mount (shape, material ...)	X			Check G1-5 / drawing VII-A3 / Left side	
Engine seals	X				
Engine water cooler	X			Check photos C11-1 to C13-2 & drawing III-M1	
Cooling fan	X			Check article 332a/b/c/d/e - Photo C13-5	

Appendix 2 – List of technical report items

<u>Scrutineering before the rally</u>
Scrutineers briefing (location, timing, organization)
Manufacturers' cars: Pre-event sealing / certification
Manufacturers' cars: safety checking (car + equipment)
Manufacturers' cars: Weighing procedure
Non manufacturer cars: Suitability of the location.
Non manufacturer cars: Suitability of the working conditions and equipment (lifts, tools etc.)
Non manufacturer cars: Check-in procedure for cars in accordance with timetable, well controlled.
Non manufacturer cars: Sufficient number of scrutineers.
Non manufacturer cars: Flow of cars, provision for several cars to be checked at the same time
Non manufacturer cars: Well protected and guarded access.
Non manufacturer cars: Competence, experience and performance of the Scrutineer team
Non manufacturer cars: Sufficient time allowed for all checks to be carried out.
Non manufacturer cars: Provision for media presence in reserved and guarded area.
Re-checks of the cars (location, timing, organization)
<u>Tyre marking and checking</u>
Tyre marking zone location (located immediately after time control zone and/or TFZ)
Tyre marking zone (layout, lines, organization)
Tyre marking: Sufficient manpower to avoid delay
Tyre checking Technical Zone (layout, organization)
Tyre checking Technical Zone: Sufficient manpower to avoid delay
Tyre checking end of SS (layout, organization)
Tyre checking end of SS: Sufficient manpower to avoid delay
FIA signs used in accordance with the regulations.
Surface conditions, protection from the weather / Tyre marking & checking
<u>Weight checking</u>
Weight checking zone locations before refuel zone and end of SS
Weight checking zone in technical zone
Sufficient manpower to avoid delay.
Weight checking team competence and efficiency (set-up, guiding the cars etc...)
Surface conditions, protection from the weather
<u>Parcs Ferme / Technical Zone</u>
Suitability of the locations
Convenient locations for Regrouping
Convenient locations for overnight parc ferme
Well guarded and protected.
Control of entry of the crews.
Surface conditions, protection from the weather (weighing facilities / fuel check / technical checks)
Fire protection availability (extinguishers, firefighters etc.)
Technical zones checks (preparations, setup)
Technical zones fuel checks (organization, safety aspects)

All the restarts cars parked together in overnight Parc Ferme
<u>Team observers</u>
Sufficient number and competence of WRC team observers
WRC team observers feedback to FIA
Sufficient number and competence of WRC2 and WRC3 team observers.
WRC2/3 team observers feedback to FIA
Sufficient number and competence of JWRC team observers.
JWRC team observers feedback to FIA
Sufficient number and competence of other team observers
<u>Scrutineering after the rally</u>
Suitable location.
Efficiency of the system used to move the cars from the Podium or PF under supervision
Sufficient time allowed to carry out the required checks.
Suitable working conditions (lifts etc ...)
Scrutineers equipment tools (as required by Scrut. Manual ...)
Well guarded and controlled access.
Sufficient number and competence of scrutineers
<u>Miscellaneous</u>
Chief scrutineer manual (knowledge of the procedures)
Chief scrutineer manual (facilities available/ready)
Shakedown checks (scrutineers available as per FIA TD requests)
Scrutineers usual availability for their duties on time
Restart after retirement: control of return of cars and repairs
Scrutineering organization taking into account the safety of Hybrid technology