

15.1.2026

INSTRUCTIONS FOR INITIAL SCRUTINEERING AND SEALING 2026

REMEMBER TO GIVE THESE INSTRUCTIONS TO THE PERSON WHO WILL BRING YOUR CAR TO THE INITIAL SCRUTINEERING!

REGISTRATION TO THE INITIAL SCRUTINEERING

Before the event:

Reserving an appointment from the "Slotti" appointment system

Go to <https://slotti.fi/booking/rallism/> and choose the correct language (the flag). After this choose the correct scrutineering line:

- **"BASIC SCRUTINEERING"** – This is for car with normally aspirated engine
- **"TURBO SCRUTINEERING"** – This is for cars **WITH** turbo (and FIA Pop-Off valve if applicable)

Choose the time for initial scrutineering which suits you best. You can choose whatever time from the correct line which is free. This reservation must be done according to the given timetable. If you have any doubt, contact Ms. Linda Vekka, +358 400 515 109

During the event:

The registration to the initial scrutineering and the checking of the car documents will be done electronically. **This need to be done according to the Supplementary Regulations in good time before your time for scrutineering.**

The following documents should be scanned or photographed and emailed **TWO DAYS BEFORE YOUR SCRUTINEERING TIME** to the address rallismkatsastus@autourheilu.fi. **THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER AND THE NAME OF THE DRIVER!** Also, we need a mobile number where we can reach you or Your Team in case of any questions occurs.

We need the following documents to be scanned and send to us:

1. A certificate of the valid technical road inspection of the car
2. Registration document / Finnish transfer permit (red-white number stickers)
3. The first and second page of the ASN technical passport (the FIA technical passport is not valid in national events). If you don't have the ASN passport from your own country, it is also available from the AKK-Motorsport with the price of 32€ from <https://my.surveypal.com/Katsastuskorttitilaus-2021> 2. This site is in Finnish, ask assistance from Ms. Linda Vekka, +358 400 515 109.

4. The first page of the FIA or national homologation form
5. The first page of the safety cage certificate (if not in the FIA homologation form)
6. The first page of the catalysator homologation certificate (if obligatory in your class / group)

Tyre barcode template may be send in this same email or alternatively according to the Supplementary regulations to the same email rallismkatsastus@autourheilu.fi . THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER AND THE NAME OF THE DRIVER! Add also the contact mobile number. Read the instructions for the tyres in the supplementary regulations or RALLI SM Sporting Regulations.

Please note that there is a limit of the size of documents which you can send by email. Specially the photos are easily too big files. If you don't know how to minimize the size of the photo, please use the www.wetransfer.com service to send bigger documents. The email address is the same rallismkatsastus@autourheilu.fi THE HEADLINE OF YOUR EMAIL MUST INCLUDE THE COMPETITION NUMBER AND THE NAME OF THE DRIVER!

ARRIVING TO THE SCRUTINEERING

As written before, there will not be any scrutineering office where to do the registration. The scrutineering will notify the entry to the scrutineering venue in correct time (latest 10 min before reserved time). Late arrival to the scrutineering venue will cause a penalty of 50€ which will be notified to the Team. The penalty fee must be paid to the rally office latest 1h30min before the start time of the competitor. There will be no penalty for early arrive to the venue.

When you come to the scrutineering venue, please wait in your car until you will be asked to drive into the scrutineering hall. Please note that the correct line is marked on the door (Turbo / normally aspirated engines). **With the car must and is permitted to be the only following Team members:**

- **With the cars fitted with the FIA pop-off valve:** 1 person who will stay all the time with the car + one person who will remove and bring the pop-off valve to the test. **2 person's total.**

- **With all other cars only 1 person** is permitted to come in with the car to the scrutineering hall.

- **Additionally, with all competitors there must be one person who will bring all the driver's equipment to be checked.** This inspection will be separate than the car inspection!

This separate inspection room / place is equipped with several tables. When you see a free table, unpack the contents of the equipment bag on this table and show the equipment as requested. If there is no free table available, wait outside. No queue is expected. After the inspection is passed the scrutineer will do the remarks to the driver's equipment template and will show it to the Team member.

The entry for the driver's equipment -inspection will be shown with visible signs from the scrutineering venue. **NO ENTRY TO THE SCRUTINEERING HALL WITH THE DRIVER'S EQUIPMENT IN THE CAR!**

INITIAL SCRUTINEERING, PREPARATIONS

The initial scrutineering template is already in the scrutineering. The Team doesn't need to take care of that.

It is important that the competition numbers and all obligatory advertisements are already now fitted to the car!

Please do also remember that the usage of the incar -camera is regulated in the sporting regulations. All incar -cameras must be fitted in the car when entering to the initial scrutineering. If the same camera is used during the recce, then the photo of assembling to rally car is accepted. **Please be advised that in Finland the camera installation must be secured with a steel wire.**

SEALING

Only the turbo and the FIA pop-off valves will be sealed. No seals for engine or transmission. Also the spare parts (turbo and pop-off valves) will be sealed during the initial scrutineering. See the spare part sealing procedure afterwards in these instructions. If there will be a queue during the scrutineering, please be prepared to leave the spare parts for sealing and pick them up later on time which you agree with the scrutineers.

It is the responsibility of the competitor to fit the sealing wires and the seals as these instructions advice.

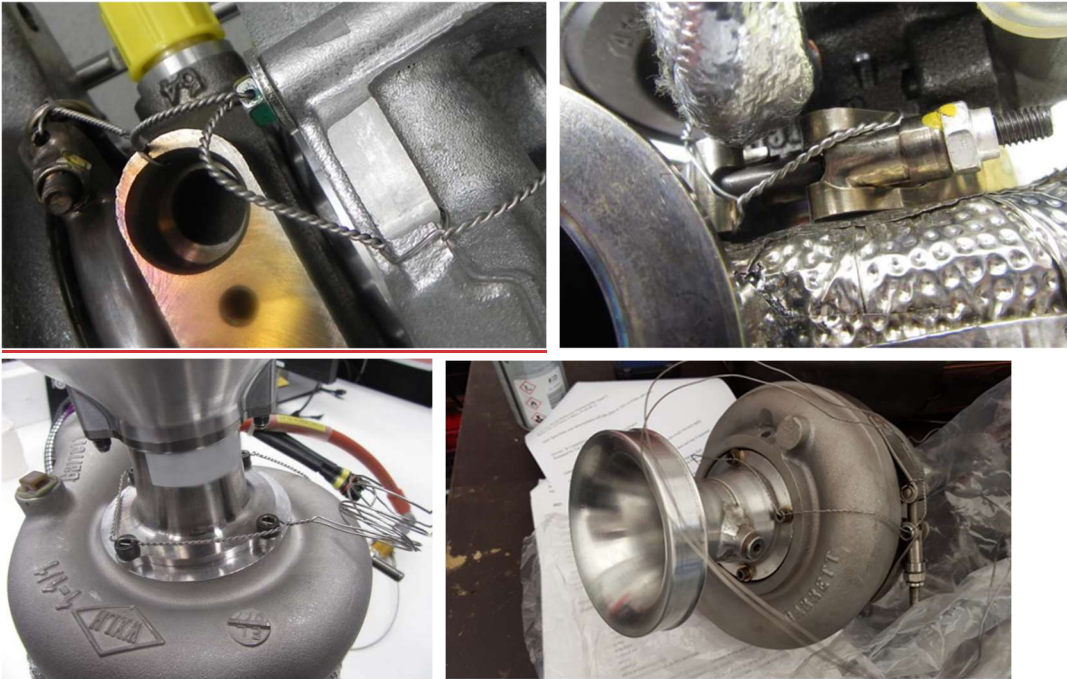
Sealing the turbo

All supercharged cars must be fitted with a restrictor fixed to the compressor housing (with the exception for some older R2 cars where the turbo will be sealed without restrictor). The mounting of the restrictor onto the turbocharger must be carried out in such a way that two screws must be entirely removed from the body of the compressor, or from the restrictor, in order to detach the restrictor from the compressor. Attachment by means of a needle screw is not authorised.

For the installation of this restrictor, it is permitted to remove material from the compressor housing, and to add it, for the sole purpose of attaching the restrictor onto the compressor housing. The heads of the screws must be pierced so that they can be sealed. 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).

For the first event the Competitor will get the turbo sealing tag and two aluminum seals with other material from the rally HQ on time which can be found on the Sportity. It is then under the responsibility of competitor to install these to the turbo which is fitted to the car according to the instructions given here. For other events after the scrutineer has checked the correct fitting and size of restrictor and the sealing wire, the ASN Technical Delegate will give the number plate (tag) and two aluminum seals which the Competitor will fix to the turbo according to these instructions. After this the scrutineer will close the aluminum seals with the sealing pliers. It is in Competitor's responsibility to secure that this has been done correctly.

Examples of correct wiring for sealing. It is permitted to move the housings but not to remove without breaking the sealing.



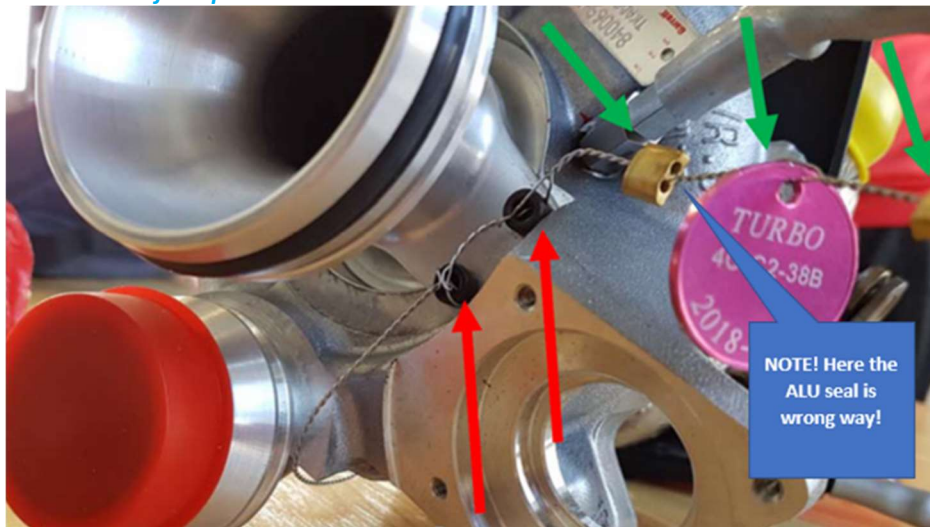
Examples of incorrect sealing wiring



Remember to fit the ALU seal so that the wire goes in thru the two holes of the seal and comes out from the one hole.

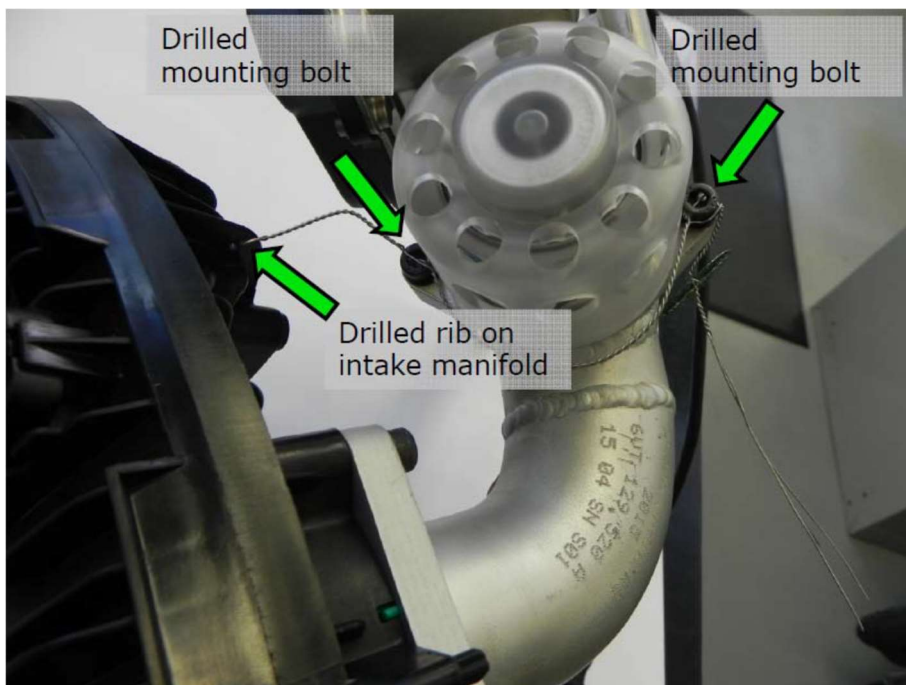


After minimum two restrictor fixing bolts fit the first ALU seal maximum 20mm after the last bolt. Then follow the instructions of the picture!



Sealing the FIA Pop-Off Valve:

Also, the FIA Pop-Off valve must be sealed during the initial scrutineering. After the FIA Pop-Off valve has passed the test, the valve may be fitted to the car under the control of the scrutineer. Also, the insert must be fitted under the valve. After the fitting the sealing wire must be installed which is locking the valve to the inlet manifold (see the picture). The scrutineer will ensure the wire with the aluminum seal.



Also the spare FIA Pop Off valves will be checked at the initial scrutineering. If there is a queue during the scrutineering, the Competitor may leave the spare parts for sealing and pick them up at the time which is agreed with the scrutineer.

Procedure for the spare Pop-off valves: The scrutineering will check the valve. The passed valve will be placed into a seal bag. The number of the valve will be written to the spare part list of the competition. This means that each driver doesn't need to have own spare parts (registered to him) but any driver may use the sealed spare part from the spare part list. When needed, the Team must inform the scrutineering of the need to change the valve. The valve can be changed only under the supervision of the scrutineer and only in the service park. Also, the intact seal bag must be shown to the scrutineer before taking the valve out of it.

There is no limitation for the number of valves used during the competition, but the reuse of the valve is forbidden during the competition.

When the initial scrutineering is done, the scrutineer will complete the template and will also mark the numbers of the seal and FIA Pop-Off valve (if any). It is clearly visible from the template if the car is passed or not passed.

If the car will not pass the scrutineering, the reason will be marked to the template. Specially the problems with the safety issues must always be discussed with the AKK Technical delegate before marking it to the template. If the defect or deficiency is significant, the defect must be ordered to be repaired before the rally. The technical delegate will discuss the extent of the repair with the Team member and determine the time by which the car must be re-presented for scrutineering at the latest. If the location is not the scrutineering venue, it must be determined with the Team member (for example, if the repair is checked at the service park).

The Team members are reminded that one of the main tasks of the AKK Technical delegate is to ensure the legal rights of the competitor in technical matters. If the competitor's representative is unclear about the decision made by the scrutineer, it is recommended to contact the AKK Technical delegate, if the matter is not resolved in consultation with the scrutineers and the Chief scrutineer. The AKK technical delegate will speak English.

With regards

AKK Technical delegates

AKK-Motorsport ry, technical executive Iiro Palmi