

# FIA SCRUTINEERING PROCEDURES

## Pop-Off Valve for cars complying with Appendix J / article 261 – article 260E

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### 1. APPLICABLE REGULATION

Rally2/R5 cars: Art. 261 of Appendix J.

Rally2 Kit/R4 Kit cars: Art. 260E of Appendix J.

In both cases, see the next:

- **Art. 304-2:**
- **FIA Technical list n°43 (Pop-off valve + insert)**

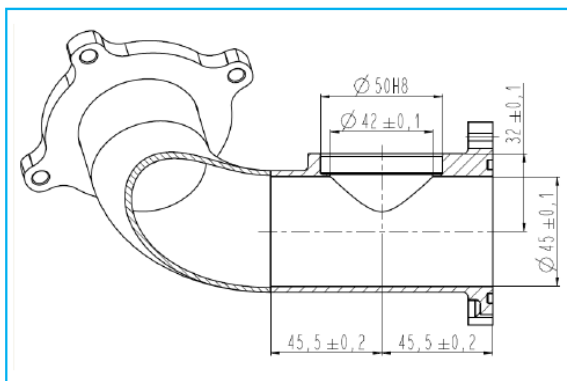
### 2. PARAMETER TO MEASURE

Opening pressure of FIA Homologated pop-off valve.

### 3. PARTS AND MEASUREMENT DEVICES

FIA tube (see example of homologation form)

**C11-9)** Dessin du tube de contrôle de suralimentation FIA - déposé  
Drawing of FIA boost control pipe - dismounted



**C11-10)** Tube contrôle suralimentation FIA – Monté dans son emplacement  
FIA boost control pipe – Mounted in its location



Insert (see technical list N° 43)



Pop-Off valve (see technical list N° 43) / **The Technical list may be updated**



FIA-R5-PopOff-008



FIA-R5-PopOff-009

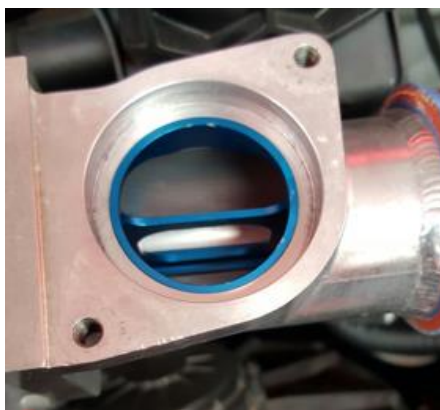
#### Checking equipment / example:

Pop-Off valve device provided by Angle Consulting through the ASNs + tool for stroke



#### 4. PROCEDURE OF MEASUREMENT

Disassemble the Pop-Off valve and check that the seal is in good condition and that the insert is well installed, as in the picture:



Two types of checking are related to the Pop-Off valve:

### 1. Valve stroke

It is done following the next steps.

1. Place the tool in the bottom part of the valve.
2. Introduce it through the holes and press it until the final of the stroke three times.



### 2. Opening pressure using specific Pop-Off checking tools

#### Checking during an event

The following procedures should be followed during an event:

- **Pre-event Scrutineering:**
  1. The pop-off is FIA homologated (see TL n°43 & identification sticker).
  2. Visual control: The pop-off has not been modified in any way.
  3. The conformity test of the valve stroke with the proper tool for this purpose will be carried out.
  4. The valve opening pressure will be measured 4 times.
  5. Finally, and only in the presence of a Scrutineer, the valve will be assembled by the team, after installing the FIA insert for this purpose, and sealed by the Scrutineer.
  6. Maximum 2 pop-off valves will be checked at pre-event scrutineering unless agreed by the Technical Delegate.
- **Scrutineering during the event:**
  - The pop-off valve may be changed only in Service Park and during Service time.
  - The pop-off valve may not be changed outside Service Park
  - Tyre Fitting Zone is not considered as Service Park.
  - The new pop-off valve and the old pop-off valve will be checked following the same procedure as pre-event scrutineering.
  - The sealing of the pop-off may be changed at any time during the Event.
- **Final Scrutineering:**
  1. The valve may be dismantled only in the presence of a Scrutineer and after receiving the order from him/her.
  2. The activation pressure will then be measured without carrying out any other prior operation.
  3. Finally, the valve stroke will be measured if estimated by the Technical Delegate.

## 5. RESULTS

### Acceptance criteria

The Pop-Off valve must have approved FIA sticker.

#### Valve stroke

Check that the template goes until the end of the valve stroke.

#### Opening pressure

1. Perform the Opening pressure test four (4) times.
2. Discard the first result.
3. Calculate the arithmetic average of the next three (3) results.

**Only valves whose average is below 1.65 bar will be accepted.**

## 6. REMARKS

- The maximum boost pressure allowed is that written in the technical regulations of every group.
- As the limit of the boost pressure is set to 2.5 bar and the limit of the Pop-Off is measured taking into account the atmospheric pressure, so 1.65 bar, a tolerance it is already included in the 1.65 bar limit mentioned.
- Uncertainty of the pressure gauge, that must be properly calibrated in a laboratory, must be considered.
- Cooling of the Pop-Off valve: see article 261 & 260E => 900-a1 (cooling of auxiliaries).