

APPENDIX IV

TYRE REGULATIONS

1. World Rally Championship

All tyres must be moulded.

2. Definition of moulded tyres

2.1 Definition of the control surface

Tread pattern with a width of 170 mm (85 mm each side of the tyre centre line) and a circumference of 140 mm. In this area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram 1) and 2 mm wide must occupy at least 17 % of the total surface.

This tread pattern must be moulded.

	Length X Width	Surface	17 % rate
9"	170X140	23800	4046
8.5"	161X140	22540	3832
8"	148X140	20720	3522
7.5"	142X140	19880	3380
7"	133X140	18620	3165
6.5"	124X140	17360	2951

2.2 The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4 mm.

2.3 The sum of the width of the grooves encountered by a radial line must be at least 16 mm.

2.4 The bridge blocks and siped must be considered as part of the tread pattern if they are less than 2 mm.

2.5 Hand-cutting is authorised on homologated tyres.

3. Tyre homologation

At least two weeks before the start of scrutineering for a given event, the tyre manufacturer will present to the FIA with a drawing (or drawings) of the tread pattern(s) to be used in this event in order to obtain the homologation in accordance with point 2. Once obtained, the homologation remains valid, with no expiry date.

The FIA will issue a form for each tread pattern, with a calculation of all the different parameters, in accordance with point 2.1.

Each tyre manufacturer will supply the FIA with a drawing (scale 1) of the tread pattern and the dimension of the smallest groove, in accordance with point 2.

On the homologation drawing, the manufacturer will indicate the size of the rim and the dimensions for the purpose of determining the adequate control surface.

This article concerns only those tyres with a grooving rate of less than 25 %.

4. During the event

4.1 Point 2.1 will be checked at the start of each rally and each time the competitor replaces a used tyre with a new tyre.

4.2 At all times during the event, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The manufacturer is advised to provide visible control marks in order to visualise this wear.

4.3 The spare wheels may be reused if, and only if, the minimum depth is 1.6 mm, but they must always remain on board the car.

Any complete wheel fitted on the car or installed inside the car during servicing must reach the next service park or the next service area where a tyre change is authorised. No complete wheel may be loaded on or taken off the car elsewhere than in the service parks or the service areas where a tyre change is authorised.

5. Other FIA Championships

All the cars taking part in the FIA Championships must use moulded tyres (see definition in point 2 above).

6. Tyre marking procedure

Except for the FIA African and Asia-Pacific Rally Championships, the marking of the tyres is obligatory for all the competitors entered in all FIA Rally Championships or Cups.

Concerning the regulations on tyres, the following points must be noted:

- The tyres will be marked throughout the rally in accordance with the instructions given by the FIA.
- At the start of each leg, the four tyres mounted on the car and the two possible spare tyres will be marked using a special ink, the same colour for all the competitors.
- At the start from each service park or service zone, the same marking operation will be carried out using a different colour.
- Tyres which have not been used on the previous special stages or which, even if they have already been used, are nevertheless in conformity with the regulations, may be marked again.

A tyre marking zone reserved exclusively for this purpose shall be established at the exit of the refuelling zone and denoted at its entrance by the tyre marking sign. For the sole purpose of assisting the tyre marking procedure, one extra member of the team of each crew may have access to this zone and only for the period of time when the car is in that zone.

The Organisers should make due allowance for this in the rally timetable.

Control

At any time during the event, controls may be carried out to check the conformity of the tyres.

Any tyre, which is not in conformity, will be marked with a special stamp and must not be used.

At the time control before the start of a special stage, if a scrutineer notes that a tyre mounted on the vehicle is not in conformity as regards the minimum depth (see point 4.2 of the tyre regulations), the competitor must replace this tyre with one carried on board his vehicle, on condition that the replacement tyre is in conformity, before taking the start.

The post chief will then issue the competitor with a new starting time for the start of the special stage concerned.

Any breach of the tyre regulations will be reported to the Stewards who may impose a sanction as provided for in Articles 152 and 153 of the Code.

