

Technical Inspection

The IndyCar Series conducts inspection of all competitors' cars to enforce its rules and maintain a competitive balance. Over the course of a weekend, IndyCar Series officials typically will conduct five inspections (initial, pre-qualifying, post-qualifying, pre-race and post-race).

The initial IndyCar Series inspection, which occurs prior to any on-track activity, involves 15 officials, known as inspectors, and is overseen by the IndyCar Series technical director. The initial inspection process lasts about eight hours for all cars.

The inspection process is broken down into three stations which focus on different components of an IndyCar Series car. During this process, inspectors will check the car's body, mandated safety features, underwing/chassis, engine, fuel cell, height, weight and measurements to ensure they meet IRL requirements as set forth in the rulebook. Inspection order is based on entrant points, with the entrant ranked first opening the inspection line.



In the safety station, inspectors ensure that the car meet the IndyCar Series' safety requirements. Among the items checked are the seat, headrests, seat belts, fasteners, pedal position, steering wheel release, driver's helmet and on-board fire bottle.

At the gauge and template station, inspectors utilize about 60 templates to measure each car to ensure it meets IndyCar Series requirements. Chassis manufacturers Dallara and Panoz each have five templates unique to their designs. .



The final inspection station is the tech pad, where measurements are made which require the car to be level and sitting on its reference plane.



Once the car passes initial inspection, it receives two event-specific rectangular decals, which are placed on both sides of the car near the roll hoop. Following initial inspection, all cars also must pass another inspection prior to qualifying and the race. Both inspections are detailed, but abbreviated in comparison to the initial inspection. Following the race, the post-race inspection will include re-measurement of the car, a teardown of the engine to confirm the engine's compression ratios and re-inspection of car components and on-board systems.