



## Regulations 2022

(Status of 04/02/2022)

DMSB Visa Number:

XXX/XX

Status of the Series: International

Promoter/Organisation: ITR GmbH  
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**Table of Contents**

Sporting Regulations .....	4
1. Preamble .....	4
2. Organisation .....	4
3. Principles of DTM .....	5
4. Entries.....	6
5. Licences.....	7
6. Events.....	7
7. Testing .....	8
8. Classification.....	9
9. Administrative Checks and Briefings.....	10
10. Instructions and notifications to Competitors.....	11
11. Incidents .....	11
12. Penalties .....	11
13. Protests and appeals.....	12
14. Code of driving conduct.....	13
15. Pits and Pit Lane.....	14
16. Safety Car.....	16
17. Full Course Yellow (FCY) .....	16
18. Free Practice Sessions.....	16
19. Qualifying.....	17
20. Starting grid .....	17
21. Start procedure .....	17
22. Pit Stop .....	20
23. Mandatory Pit Stop .....	20
24. Suspending a race.....	21
25. Resuming a race.....	21
26. Reduction of the distance/termination of the race .....	22
27. Parc Fermé .....	22
Technical Regulations .....	24
28. Cars .....	24
29. Drivers' equipment.....	24
30. Scrutineering.....	24
31. Balance of Performance (BoP).....	25
32. Weighing.....	26
33. Weights.....	27
34. Heights and height measurements.....	28
35. Tyres.....	29
36. Tyre Checks.....	31
37. Fuelling of cars .....	31
38. Fuel Checks.....	31

39. Engine..... 32

40. Engine Control Unit (ECU) ..... 33

41. Gearbox ..... 33

42. Sensors..... 33

43. Official Data Logger ..... 33

44. Camera Systems ..... 33

45. Communication and data transfer with the car..... 34

46. Space Drive ..... 35

47. Car livery and stickers ..... 36

48. Pit stop equipment..... 36

Appendices ..... 38

# Sporting Regulations

## 1. Preamble

The ITR GmbH (organiser/promoter) announces the DTM for the year 2022. The sporting and technical regulations for carrying out the DTM are drawn up and published by ITR.

In the 2022 season, 8 race weekends will be held at international Events. The races will take place on Saturdays and Sundays over 55 minutes plus one (1) lap including a mandatory pit stop.

The titles DTM Champion 2022, DTM Team Champion 2022, and DTM Manufacturers Champion 2022 are announced.

Only the English text of the regulations is binding, except for the documents declared under Article 3 that are only available in German and for which, consequently, German is the binding language. The headings and typeface of these provisions are for clarification purposes only and do not form part of the regulations.

## 2. Organisation

### 2.1. Parent ASN and ASN Visa/Registration Number

DMSB – Deutscher Motor Sport Bund e.V.  
Hahnstraße 70, 60528 Frankfurt-Germany  
Homepage: [www.dmsb.de](http://www.dmsb.de)  
E-Mail: [info@dmsb.de](mailto:info@dmsb.de)

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on ..... with visa number .....

### 2.2. Series organiser/promoter and organising committee

ITR GmbH  
Dingolfinger Str.4  
81673 Munich, Germany

Layla Wagener, Competition & Technology, [l.wagener@dtm.com](mailto:l.wagener@dtm.com), +49 (0) 173 39 444 55  
Pierre Paukner, Event & Operations, [p.paukner@dtm.com](mailto:p.paukner@dtm.com), +49 (0) 172 4189 999

Organising committee: Benedikt Böhme, Layla Wagener, Michael Resl, Frederic Elsner, Pierre Paukner

### 2.3. Officials

The following ASN-licensed permanent officials are appointed by the ASN on the basis of a personnel pool defined by the series organiser/promoter:

The following permanent officials are appointed by the series organiser/promoter:

- Two Stewards, one of whom is appointed chairman
- Race Director
- Starter
- Official Timekeeper
- Chief Scrutineer
- Scrutineers
- Medical Delegate

The following officials are appointed by the local organiser:

- Third Steward
- Clerk of the Course and deputy
- Chief Track Marshal and deputy
- Race secretary and deputy

- Chief Medical Officer
- Scrutineer Assistants

See also the Supplementary Regulations of the Event.

The Stewards act as an independent council under the leadership of the chairman. The interpretation of the provisions listed in Article 3 is reserved for the Stewards and the DMSB jurisdiction.

#### 2.4. Insurance

The local organiser must take out liability insurance, the scope of which must comply with the statutory provisions and the regulations of the respective ASN at a minimum. The insurance must cover the Drivers, Competitors, the staff of the Competitors and Manufacturers (brands), all people with pit/pit lane authorisation, the Officials, Drivers and guests on any taxi rides (rides on the race track with more than one person in the car) and the support programme relevant for insurance (e.g. stunt Drivers). Further the DMSB Event regulations should be respected.

The insurance must be submitted to the respective ASN at least 7 days before the Event.

### 3. Principles of DTM

The Events are carried out in accordance with the following sporting codes, regulations and rules:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations, Articles 28 to 39
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Judicial and Disciplinary Rules
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Good Conduct and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB
- FIA Appendix J - Article 257A

The championship is subject to the International Sporting Code of the FIA and its appendices as well as the regulations of the DMSB which do not contradict these DTM Regulations and the respective Supplementary Regulations or specific regulations for the Competitions.

The Drivers, Competitors and Officials shall submit to the regulations above and are also liable in this respect for their employees, team members and support staff. The Competitors are responsible for ensuring that all persons associated with their nomination observe and comply with the provisions set out above.

If the legal representative of a Competitor cannot be present in person at an Event, they must nominate a representative and notify the Stewards of this nomination in writing before the start of the Event.

Any action that is likely to impair or influence the sporting fairness of an Event in an unsportsmanlike manner will be penalised by the Stewards or the DMSB jurisdiction.

The Competitors are responsible for ensuring that their cars comply with these Regulations at all times during an Event. The burden of proof lies exclusively with the Competitors.

A valid car passport must be issued by an ASN for every participating car. The car passport must be presented at the technical inspection (initial scrutineering) of each Event. In addition, the ITR Specification Sheet DTM 2022 (Attachment 1) must also be submitted for every car participating.

All data generated by the cars (including all sensor data) must be made available to the series organiser/promoter. In addition to the official data logger and its logged data as defined in Article 43, the

series organiser/promoter has the right to request further car data from the registered cars and to use this for the purposes of the Event and the commercial exploitation of the series.

#### **4. Entries**

##### **4.1. Registration and obligation to participate**

To take part in DTM, Competitors and Drivers must register with the series organiser/promoter by filling out the Commercial Agreement in its entirety and send a signed version to the series organiser/promoter until 31 January 2022, 12 noon.

A maximum of two cars per Competitor (Competitor's licence) may be registered.

Exceptions, such as the participation of a Driver not registered for the entire 2022 season in an additional car (guest entry), require the approval of the series organiser/promoter.

A Driver can only participate under the application of a registered Competitor.

With the registration, Competitor and Driver commit to participate in all Events. The Driver may not be changed during the season. Any change of Driver (replacement Driver) must be reported to the Stewards.

With the submission of the Commercial Agreement, Competitor and Driver charge and authorise the series organiser/promoter to submit entries on their behalf for those races which form part of the DTM (block entry). The relevant entry form will be sent at a later date to the respective Competitor confirmed by the series organiser/promoter.

The licensing requirements defined in Article 5 must be observed. If these are disregarded, the series organiser/promoter can refuse to admit the respective Competitor/Driver to compete. In this case, the registration fee paid will not be refunded.

Accepted Competitors will receive a written confirmation and a Commercial Agreement countersigned by the series organiser/promoter.

The Competitors will receive permanent competition numbers from the series organiser/promoter for the entire season.

The series organiser/promoter may reject applications for registration and individual entries (guest entries) and reserves the right to cancel the entire series if less than 15 cars were registered for the series.

##### **4.2. Replacement Drivers**

A replacement Driver must use the registered car of the Driver being replaced, including all assignments.

A replacement Driver may score points in the championship.

##### **4.3. Guest Entries**

The series organiser/promoter can permit individual entries (guest entries).

Guest entries are not entitled to score points in the championship.

##### **4.4. Entry Fees**

Regular entry fee per car: € 99,000 plus VAT

Competitors who register by 22.11.2021 will receive an early bird discount.

Early bird entry fee per car: € 69,000 plus VAT

The series organiser/promoter accepts a maximum of 16 early bird entries. The number of early bird entries (16) is limited to a maximum of four (4) cars per Manufacturer (brand).

If the series organiser/promoter accepts registrations after the end of the entry deadline, the registration fee payable increases automatically to € 129,000 plus VAT.

Guest entry fee per car: € 20,000 plus VAT

## **5. Licences**

### **5.1. Drivers**

Drivers holding an international Entrant's and Driver's licence issued by the DMSB or by another ASN affiliated to the FIA grade A (ITA) or B (ITB), valid for the year 2022 who are registered for the series and have paid the registration fees are eligible to participate.

In addition, Drivers holding an international Driver's licence issued by the DMSB or by another ASN affiliated to the FIA grade C (ITC-C), which is valid for the year 2022, are eligible to participate provided they took part in at least six (6) DTM Trophy Events in 2021.

### **5.2. Competitors**

Competitors in possession of an international commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA, valid for the year 2022 and that have paid the registration fees are eligible to participate.

### **5.3. Competitors/Drivers outside their national territory**

For every Event foreign Competitors/Drivers must present the approval of their respective ASN.

This permission must be submitted by the Competitor/Driver at Administrative Checks in German or in English language.

## **6. Events**

### **6.1. Series calendar**

In the 2022 season, 8 race weekends will be held at international Events (subject to change).

<b>Round</b>	<b>Date (2022)</b>	<b>Track</b>
Round 1 & 2	29.04. – 01.05.	Autódromo Internacional do Algarve (PRT)
Round 3 & 4	20.05. – 22.05.	Lausitzring, Turn 1 (GER)
Round 5 & 6	17.06. – 19.06.	Autodromo Enzo e Dino Ferrari (ITA)
Round 7 & 8	01.07. – 03.07.	Norising (GER)
Round 9 & 10	26.08. – 28.08.	Nürburgring (GER)
Round 11 & 12	09.09. – 11.09.	Circuit de Spa-Francorchamps (BEL)
Round 13 & 14	23.09. – 25.09.	Red Bull Ring (AUT)
Round 15 & 16	07.10. – 09.10.	Hockenheimring (GER)

A binding Event schedule will be drawn up for each Event. Changes to the Event schedule will be made exclusively by the series organiser/promoter. Changes to the Event schedule during an Event will be approved by the Stewards and communicated via bulletin.

The maximum number of cars is defined in the circuit licence and listed in the individual Supplementary Regulations of the Event.

### **6.2. Event structure**

An Event basically consists of the following Event parts:

- two free practice sessions of 40-45 minutes each

- two qualifying sessions of 20 minutes each
- two races of 55 minutes plus one (1) lap\* each

\*The Safety Car laps may be added to the race distance in each race. The race distance increase is limited to a maximum of two (2) laps. A Safety Car lap during a race is a lap in which the Safety Car crosses Safety Car line 1 once and the "SAFETY CAR DEPLOYED" message is displayed on the official timing monitors. The race distance increase will be communicated to the competitors on the official timing monitors.

Participation in the sessions as defined above is compulsory for the Competitor.

Each Driver must complete at least 50 percent of the available track time of **each** free practice session on track with the relevant car.

For avoidance of doubt: On track is defined by a car passing the pit exit time keeping loop until re-entering the pit lane.

Exception: If the session is suspended, the 50 percent rule may not apply and, in that case, it will be announced on the official timing monitors by the Race Director.

Failure to comply with the above regulation will be reported to the Stewards.

## **7. Testing**

### **7.1. Official Test Events**

Official Test Events may be organised by the series organiser/promoter. Participation in these Test Events is compulsory for every registered car and Driver.

For these Test Events Supplementary Regulations detailing the specifics of the Test will be provided in advance.

Failure to comply with the above regulation will be reported to the Stewards.

### **7.2. Private Testing**

From the Monday prior to the commencement of the Event it is not permitted to drive on or utilize the circuit at the Event site.

Failure to comply with the above regulation will be reported to the Stewards.

### **7.3. Test session during an Event**

The series organiser/promoter reserves the right to include a test session on the Friday morning of an Event. Should this situation occur, participation in this session is compulsory for the Competitor.

Tyres used for this session must be purchased by the Competitor from the official tyre supplier for a fee and are not part of the tyre allocation as referenced in Article 35.2.

The series organiser/promoter reserves the right to define a deviating Balance of Performance (BoP, Article 31), within the course of the test session, which will only be applied within this session.

Each Driver must complete at least 50 percent of the available track time of the test session on track with the relevant car.

For avoidance of doubt: On track is defined by a car passing the pit exit time keeping loop until re-entering the pit lane.

Exception: If the session is suspended the 50 percent rule may not apply and, in that case, it will be announced on the official timing monitors by the Race Director.

Failure to comply with the above regulation will be reported to the Stewards.



## 8. Classification

### 8.1. Points

#### a) Qualifying points

For each qualifying, points will be awarded in the Drivers, Team and Manufacturer (brand) classification according to the table below:

1 <sup>st</sup> place	3 points
2 <sup>nd</sup> place	2 points
3 <sup>rd</sup> place	1 point

The basis for points awarded is the result of the qualifying. Penalties imposed for the relevant qualifying or for the resulting starting grid influence the points awarded. Penalties from previous parts of the competition which have an effect on the result of the qualifying or the starting grid determined from it will not be taken into account when awarding points.

If qualifying could not take place, points will not be awarded.

#### b) Race points

For each race, points will be awarded in the Drivers, Team and Manufacturer classifications according to the table below:

1 <sup>st</sup> place	25 points	6 <sup>th</sup> place	8 points
2 <sup>nd</sup> place	18 points	7 <sup>th</sup> place	6 points
3 <sup>rd</sup> place	15 points	8 <sup>th</sup> place	4 points
4 <sup>th</sup> place	12 points	9 <sup>th</sup> place	2 points
5 <sup>th</sup> place	10 points	10 <sup>th</sup> place	1 point

#### c) Fastest lap of the race

In addition to the above, one (1) point will be awarded for the Driver championship to the Driver who achieved the fastest valid lap time of the race **and completed the race.**

#### d) Points in case of race suspension

If a race is suspended and not resumed points will be awarded according to the table below:

Suspension before completion of the 2 <sup>nd</sup> race lap	zero points
Suspension between the 2 <sup>nd</sup> race lap and before the completion of the 42 <sup>nd</sup> race minute	half points
Suspension after completion of the 42 <sup>nd</sup> race minute	full points

#### e) Dead heat

If two or more Drivers or Competitors finish the season with the same number of points, the higher place in the championship shall be awarded to:

- i. The holder of the greatest number of first places in a race. If the number of first places is the same, the holder of the greatest number of second places.
- ii. If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- iii. If this procedure fails to produce a result, the series organiser/promoter will nominate the winner according to such criteria as it thinks fit.

### 8.2. Classification

#### a) DTM Champion

The Driver with the largest points total after all Events is awarded the title: DTM Champion 2022. The official results from the year 2022 are considered.

b) DTM Team Champion

The Competitor with the largest points total after all Events is awarded the title: DTM Team Champion 2022. The official results from the year 2022 are considered.

c) DTM Manufacturers Champion

The Manufacturer (brand) with the largest points total after all Events is awarded the title: DTM Manufacturer Champion 2022.

For the Manufacturer (brand) championship, the points scored by the top three (3) Drivers of a Manufacturer (brand) in qualifying and the races will be added for each Manufacturer (brand).

d) Driver Change

If a Competitor changes a Driver during the season, the points achieved for the Team and Manufacturer championship will continue to be counted exclusively for the Team and Manufacturer classification in which they were initially scored by the Driver concerned.

e) Correction due to mistake

In cases, in which a subsequent correction needs to be carried out by the series organiser/promoter after the publication of the classification due to an obvious error or mistake, this can be done by the series organiser/promoter.

Complaints regarding the classification shall be addressed to the series organiser/promoter. No appeal against the decision of the series organiser/promoter will be accepted.

## **9. Administrative Checks and Briefings**

### **9.1. Administrative Check**

The following documents must be presented by the Driver/competitor:

- Competitor's licence
- Driver's licence
- Authorisation to take part in Events abroad
- Medical fitness confirmation

The schedule of the Administrative Checks will be published in the relevant Supplementary Regulations.

### **9.2. Drivers briefing**

The exact location (online if necessary) and time of the Drivers briefing will be published in the relevant Supplementary Regulations.

Every Driver and each Competitor (or their representative), whose car is eligible to participate in the Event, must attend the entire Drivers briefing.

Failure to participate, late arrival or early departure will be penalised with a € 500 fine imposed by the Race Director.

### **9.3. Team Managers Meeting**

The exact location (online if necessary) and time of the Team Manager Meetings will be published in the Event announcement of each Event.

The attendance of the Team Managers Meeting is limited to the official authorized Team Manager of the Competitor.

## **10. Instructions and notifications to Competitors**

Only the Race Director or the Clerk of the Course (in their absence their deputy) will provide binding information regarding organisational matters in connection with the Event in their respective areas of responsibility.

An official virtual notice board will be used. The relevant decisions will be posted on the virtual notice board.

Binding notices, decisions and instructions which are imposed during the Event will be displayed on the official timing monitors and will be considered as announced. It is the responsibility of Competitors to inform the Drivers concerned in due time.

The time of the written notification will not affect the time of announcement as defined in this article and/or the time of commencement of a penalty.

All communications with Officials shall be by electronic means. Competitors are required to confirm receipt with the relevant system.

The results of all sessions and the decisions made by the Officials will be published.

## **11. Incidents**

“Incident” means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver or Competitor which may be investigated by either the Race Director or Stewards which may include:

- Incidents necessitating the suspension of a session
- Breach of these Sporting Regulations
- False start
- Starting from wrong start position
- Collisions
- Forcing a Driver off the track
- Blocking another Driver
- Impeding during overtaking manoeuvres
- Leaving the track and gaining an advantage
- Infringement of the provisions regarding the mandatory pit stop

It shall be at the discretion of the Race Director or the Stewards to decide if a Driver or Drivers involved in an incident shall be penalized.

If an incident is under investigation a message informing which Driver or Drivers are involved will be displayed on the official timing monitors. Provided that such a message is displayed no later than five (5) minutes after the race has finished the Driver or Drivers concerned may not leave the circuit area without the consent of the Stewards of the Race Director.

## **12. Penalties**

The following penalties may be imposed by the Race Director or the Stewards:

- Change of on-track position
- A stop-and-go penalty. The Driver must enter the pit lane, stop for the time established by the Race Director or Stewards, and displayed on the official timing monitor and re-join the race.
- Drive-through penalty. The Driver must enter the pit lane and re-join the race without stopping.
- A time penalty
- A time penalty added to the elapsed time of the Driver concerned
- Deletion of lap times

In addition, the following penalties may be imposed exclusively by the Stewards:

- A reprimand

- Change of grid position
- Starting from the pit lane
- Disqualification
- Non-classification
- Suspension from the Drivers next Competition(s)

A penalty imposed by the Race Director may be examined by the Stewards. In this case, the Stewards are not bound by the Race Director's decision and may also change this penalty to the advantage of the party concerned and/ or impose one or several additional penalties. The Race Director must always immediately inform the Stewards of any penalty imposed.

From the moment a drive-through or a stop-and-go penalty is notified, the Driver may cross the line on the track no more than twice before entering the pit lane to assess the penalty. Should the Driver concerned fail to take the penalty within this limit, they will receive the black flag upon decision of the Stewards. These penalties must be served under "Green Flag" conditions. While serving a stop-and-go penalty, the car is subject to the Parc Fermé regulations from the time it enters the pit lane until it leaves the pit lane.

If any of the penalties above are imposed during the last five (5) minutes or after the end of the race, an equivalent time will be added to the elapsed time of the Driver concerned.

In case of a time penalty, the Driver must enter the pit lane, stop in his pit stop station for at least the declared duration and then re-join the race. The relevant Driver may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases the time penalty will be added to the elapsed race time of the Driver concerned.

The Stewards may impose any of the penalties described in these regulations as an alternative or in addition to the penalties defined in the International Sporting Code.

Any Driver who receives three (3) reprimands for a driving infringement in the same season will, upon the application of the third reprimand, be given a five (5) grid place penalty at the next race.

If a Driver receives the fifth (5th) reprimand for a driving infringement in the same season, the Driver will be given a ten (10) grid place penalty at the next race.

A sixth (6th) reprimand may result in the Drivers suspension from the next Event(s).

Fines shall be paid to the DMSB within forty-eight (48) hours of their notification.

### **13. Protests and appeals**

Protest deposit	€ 500.00
Appeal deposit	€ 1,500.00

(Protest and appeal deposits are exempt from VAT)

Appeals and protests may not be made against the following decisions:

- Non-classification
- Change of grid position
- Starting from the pit lane
- Change of on-track position
- A stop-and-go penalty
- Drive-through penalty
- A time penalty
- A time penalty added to the elapsed time of the Driver concerned

## **14. Code of driving conduct**

### 14.1. General

All Drivers must respect the provisions of the Appendix L to the FIA International Sporting Code relating to the driving conduct on circuits. These provisions are completed by the regulations below.

Manoeuvres likeable to hinder or to endanger other Drivers may lead to the exclusion of the Driver from the Event.

Any Driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no “significant portion” of the car attempting to pass is alongside them. Whilst defending in this way the Driver may not leave their line without justifiable reason. For the avoidance of doubt, if any part of the front wheel of the car attempting to pass is alongside the side door of the car in front this will be deemed to be a “significant portion”.

It is prohibited for the Drivers and Competitors to modify the grip of the track surface at any point, except through driving on the circuit and in the pit lane or through cleaning by using a commercially available broom or through the removal of water by means of a commercially available rubber slider in the pit stop stations.

### 14.2. Team Order

The term “Team Order” describes an instruction by a Competitor, sponsor, supplier, entity, or related entity, including a Manufacturer (brand), importer or their representative to a Competitor and/or Driver - regardless of their ability and potentially against their desire to win - to implement a certain action, which may interfere with qualifying or race result.

Competitors and/or Drivers are not permitted to follow any Team Order, whether verbal, contractual or otherwise imposed. Contractual agreements with Competitors or with Drivers or between Competitors and Drivers may not provide for the obligation of Competitors and/or Drivers to follow Team Orders.

Competitors and/or Drivers are required to race at 100% of their ability with the goal of achieving their best possible finishing position of the Event.

Any infringement will be reported to the Stewards and penalties up to and including exclusion from the championship may apply to all parties involved.

### 14.3. Safety provisions

Extreme caution must be exercised if rescue or safety vehicles are on the track. The Driver must immediately give way to these vehicles.

Any car losing oil must immediately pull off the track. It is prohibited to drive the car back to the pit lane regardless of the risk of soiling the track.

The cars’ headlights and the rear lights must be always illuminated when the “lights on” information is displayed on the official timing monitors or when rain tyres are used.

The Race Director is authorised to stop and have any car checked that has had an accident or where the lights are not working. If a car is stopped, it may resume the race after completion of the inspection or repair.

Carrying oil, water and fuel in reserve tanks or carrying empty reserve tanks in the car is prohibited.

### 14.4. Medical conditions of Drivers

The Race Director may require any Driver to undergo a medical examination carried out by the Medical Delegate. If a Driver is considered to be unfit for racing, they are obliged to refuse the Driver to further participate in the Event.

Drivers with particular medical conditions (e.g. allergies, haemophiliacs, diabetics, etc.) are obliged to submit written information to the Medical Delegate before the beginning of an Event. Drivers with injuries or temporary handicaps are also obliged to contact the Medical Delegate immediately.

The (IMPACT) software is specified as an additional aid for the Medical Delegate to assess the fitness of a Driver to return to driving after an accident. Drivers must undergo the basic test and, if instructed to do so after an accident, to undergo the appropriate follow up test.

## **15. Pits and Pit Lane**

### **15.1. Pits**

Pits are allocated by lottery. The series organiser/promoter reserves the right to replace the lottery for the preliminary pit allocation by another fair selection procedure.

It is prohibited to close the pit gates during the sessions, the time between qualifying and the following race and the starting grid. The same applies for all periods notified on the official timing monitors by displaying the information “Pit gates open from hh.mm h to hh.mm h”.

In individual cases and with the agreement of the Chief Scrutineer, it is permitted to close the pit gate when repairs are carried out after a serious accident.

It is prohibited to set up separation walls, to use covers or to take any other measure which impedes the view onto the car whilst the car is in the paddock, in the pit, in the pit lane or on the track.

With the agreement of the Chief Scrutineer, it is permitted to cover cars or parts damaged in accidents.

During a session, the cars must be brought back to the pit garages on skates only. After the end of a qualifying session or a race, it is not allowed to jack up the cars and/or to use the skates, instead they must be pushed into the pits on their wheels.

### **15.2. Pit Lane**

A marking divides the pit lane over its total length in front of the pits into two lanes. The lane closest to the pits is designated the working lane, the lane closest to the pit wall is designated the fast lane.

The cars may only stand on the working lane at the beginning and during qualifying and/or race when a pit stop is being performed. Parking of the car in the working lane is not allowed. At no time may wheels and/or equipment (with exception of the pit stop equipment defined in Article 48) be stored in the working lane.

The cars may use the fast lane only when the Driver is behind the steering wheel in their normal seating position. No work may be carried out on the car in the fast lane and no parts or tools may be placed there.

Cars may not enter the fast lane until three minutes prior the pit exit opening at the start or re-start of each practice or qualifying session. When exiting the pits, cars must proceed directly to the fast lane without stopping.

It is the responsibility of the Driver to leave the pits and/or the working lane without endangering others.

Unnecessary slow driving in the pit lane is not permitted.

It is prohibited to pass a car which blocks the fast lane momentarily.

At no time may a car be reversed in the pit lane under its own power.

### **15.3. Pit lane speed**

During an Event a speed limit of 60 kmph is enforced in the pit lane between the two markings (pit lane entry/ pit lane exit). The Race Director may amend this limit for safety reasons.

Any failure to respect the pit lane speed limit will result in the following penalties applied by the Race Director:

During practice and qualifying: a fine of fifty (50) euros for each kmph above the limit:

During a race: Race Director discretion

The Stewards may inflict additional penalties, in the case of a dangerous breach or a repeated offence.

#### 15.4. Re-joining the track from pit lane

The Driver may re-join the track at the end of the pit lane and it is their responsibility to re-join the track without endangering or obstructing the other Drivers. A Marshal with a blue flag and/or a blue flashing light will warn the Drivers if a car approaches the pit lane exit on the track.

It is strictly prohibited to cross the line at the end of the pit lane. If this occurs, it will be at the Race Directors discretion to impose a penalty.

#### 15.5. Pit stop stations

The Officials will allocate an area in the pit lane on an equal basis where each Competitor may work and where pit stops during all sessions may be carried out (pit stop station). This will be communicated before the relevant Event.

The pit stop station may be used for a maximum of two (2) cars per Competitor. If an additional, third (3) car is entered due to a guest entry, it is permitted to use the pit stop station for this car as well or to set up a second pit stop station, which may only be used by the guest entry.

If more than three (3) cars are entered by a Competitor due to a guest entry, a second (2nd) pit stop station must be set up. In this case, the cars registered for the entire season must continue to use the same pit stop station.

To assist the Drivers in finding their way to their pit stop station, it is permitted to attach orientation signs to the railings/fences that border the pit stands from the fast lane.

The cars must always approach and exit a pit stop station on the fast lane under own engine power. It is prohibited for the mechanics/Competitor's personnel to push-start a car after the pit stop.

During a pit stop, unless the work is carried out inside the pits, the cars must stop with their longitudinal side in parallel to the marking separating the working lane from the fast lane.

#### 15.6. Pit stands

The installation of a pit stand at the pit wall is obligatory and is the responsibility of the Competitor.

The pit stand of the Competitor must be occupied by at least three (3) people (team owner, team principal, team manager, technical director, sporting director) at any time during the qualifying and the races. The pit stand must be actively used in racing operations. Persons at the pit stand, who have nothing to do with the active race operation, do not count in the described three-person regulation.

A maximum of six (6) people for each pit stand is permitted at the pit wall and they must have a special identification.

Failure to comply of the above regulation will be reported to the Stewards.

#### 15.7. Personnel in the pit lane

Only persons holding an appropriate pass are admitted in the pit lane. Children (under 16 years of age) are not admitted in the pit lane, even if accompanied by an adult. This applies also if they are in possession of a valid pass.

With the exception of the mechanics of the Competitors, only people visibly wearing the appropriate additional identification may be in the pit lane during the race.



Competitor's team personnel are only allowed to cross the line separating the pit lane and the pit garage to the pit lane when their race car is coming in to the pit lane.

For all people actively involved in a pit stop the following equipment is compulsory during all sessions:

- Fireproof clothing (incl. underwear) as per FIA standard 8856-2000: mandatory
- Full face helmet: mandatory
- Safety shoes as per current DGUV regulations: recommended

All other persons staying in the working lane during a free practice session, qualifying or a race must wear long, closed clothing as well as solid, closed shoes.

#### **15.8. Pit lane safety provisions**

Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times Drivers may only enter the pit lane for essential and entirely evident repairs to be carried out to the car. A penalty will be imposed on any Driver who, entered the pit lane for any other reason whilst it was closed.

The Competitors are obliged to clear the pit lane outside their scheduled sessions. For safety reasons, it is not permitted to move the cars in the pit lane during a session of a support series.

All electrical devices must comply with the current safety standards. Smoking is strictly prohibited in the pit area and on the starting grid.

Animals, except those which may have been expressly authorised by the series organiser/promoter in writing, are forbidden on the track, in the paddocks, the pits and in the pit lane.

#### **16. Safety Car**

A Safety Car may be brought into operation in accordance with Appendix H of the FIA International Sporting Code except for the DTM Formation restart procedure.

#### **17. Full Course Yellow (FCY)**

Before a Full Course Yellow (FCY) procedure there will be a five (5) second countdown by radio from Race Control to Drivers and Competitors. When the countdown is at zero (0), the FCY boards and flags will be shown on the track and all cars must immediately slow down to sixty (60) kmph.

Once under FCY, cars must line up in a single file, and maintain their distance to the car in front and the car behind. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the FCY is in use, may be penalized. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.

During Practice and Qualifying, the 5 second countdown will be given and when the countdown is at zero, the Green Flag will be called at any time irrespective of the car's location on the track.

During the Race and upon instructions from the Race Director, the Drivers may be authorized to form a line behind the leader (pack up), who must continue to drive at a maximum speed of sixty (60) kmph. Overtaking is strictly prohibited. Once the Race Director is satisfied the pack up is complete, the Drivers will be given the instruction to establish the DTM Formation for the re-start procedure.

#### **18. Free Practice Sessions**

Should it become necessary to stop a Free Practice Session the Race Director will order red flags to be shown at all Marshal posts and the abort lights will be shown at the start line.

The stopping and restarting of a Free Practice Session is the exclusive decision of the Race Director and is not subject to protest or appeal.



## **19. Qualifying**

Qualifying shall be conducted as one group.

Qualifying shall be conducted in two (2) separate twenty (20) minute sessions as published in the Timetable.

In case multiple Drivers set identical times during qualifying, priority will be given to the Driver who set the time first.

If a Driver causes a Red Flag or otherwise interferes with Qualifying as determined by the Race Director, the Drivers best timed lap of the session will be disallowed.

If a Driver causes two Red Flags, or otherwise interferes with Qualifying as determined by the Race Director, all of the Drivers timed laps will be disallowed and the Driver may not be permitted to participate in the remainder of the session. Drivers must not interfere with another Drivers lap. Interference as determined by the Race Director or Stewards, may result in a disallowance of the Drivers best timed lap.

A Driver who fails to participate in Qualifying may only start the respective race with the approval of the Stewards. This must be requested in writing (email) a minimum of sixty (60) minutes prior to the start of the formation lap.

If Qualifying does not take place for any reason, the starting grid will be defined by the current Drivers championship standings. For the first Event of the season only, the starting grid will be defined by the free practice session which occurs closest to the first race.

If, due to exceptional circumstances, the second Qualifying session does not take place, the qualifying results from the first Qualifying session will define the starting grid for Race 2.

## **20. Starting grid**

The starting grid for each respective Race shall be defined by lap times as set in each respective Qualifying session. The fastest lap time determines the pole position, the second fastest time defines the second position and so forth.

The pole position shall be defined in the relevant Supplementary Regulations. Up to sixty (60) minutes before the start, the Driver/Competitor who has earned the pole position has the right to choose the side of the pole position. The Competitor must notify the Race Director in writing (email) if this right is to be claimed.

A performance standard of 110% of the fastest lap time set in each respective Qualifying session must be achieved by each Driver. Drivers who do not achieve this standard may be reported to the Stewards and may not be permitted to compete.

If more than one Driver fails to achieve a lap time, they shall be placed at the end of the starting order in permanent competition number order.

Any grid penalties shall be applied after the start grid has been determined in the order the offenses were committed.

The starting grid shall be published no later than sixty (60) minutes prior to the start of the formation lap. Any Driver who is unable to participate in the Race must inform the Stewards prior to this time in writing (email).

## **21. Start procedure**

### **21.1. Opening of the pit lane & reconnaissance lap**

Forty (40) minutes before the start of the formation lap, the pit lane will be opened for a period of five (5) minutes and the cars will be allowed to leave their pits for a reconnaissance lap. At the end of this lap, they must stop for the starting grid presentation in the starting order and switch off their engines.

The set of tyres with which the reconnaissance lap was completed must also be used at the start of the race. The only exceptions are:

- i. Changing from dry tyres to wet tyres or vice versa
- ii. In the Event of damage to one or more tyres (subject to the prior approval of the Chief Scrutineer)

One set of dry and one set of wet tyres per car may be carried on a trolley on the starting grid.

For safety reasons, pit stop practice during the reconnaissance lap is prohibited.

#### 21.2. Closing of the pit lane

Thirty-Seven (37) minutes before the start of the formation lap, an acoustic signal announces that the pit lane will close in two minutes.

Thirty-Five (35) minutes before the start of the formation lap, the pit lane will be closed.

Any car that has not yet left the pit lane at this time must start from the pit lane **in the order they arrived at the pit exit**. The car may only be moved to the end of the pit lane with the Driver ready to race in the car. These cars will be able to leave the pit lane within ten (10) seconds after the entire field has passed the pit lane exit during the formation lap and to complete the formation lap at the end of the field. The original starting place may not be taken.

Cars that do not leave the pit lane within ten (10) seconds must start the race from the pit lane after the entire field has passed the pit exit after the start signal has been given.

#### 21.3. Formation lap

The start of the formation lap is indicated by the signals of the start lights (the signals of the start lights for the start countdown may be replaced by boards). Together with these signals, an acoustic warning signal is given at the same time.

15-minute signal: Five (5) red lights come on.

10-minute signal: Five (5) red lights flash twice.

5-minute signal: Four (4) red lights come on.

At this time only Competitors and Officials are allowed on the starting grid.

3-minute signal: Three (3) red lights come on.

Wheels must be fitted, and the cars situated on the ground. It is not permitted to lift the car again after this signal. A violation of this regulation will be penalised with a 5 second time penalty.

1-minute signal: Two (2) red lights come on.

30-second signal: One (1) red light comes on.

If a Driver, notices that they cannot start for whatever reason, they must immediately make themselves clearly visible to the starter by hand signals, opening the Driver's door, flashing signals or in any other way.

The car must be pushed into the pit lane by the Marshals where the mechanics may try to start it. In this case push-starting the car in the pit lane is permissible. These cars must restart from the pit lane once the entire field has started. If more than one car is affected, their starting order is determined by the order in which they reach the end of the pit lane.

Start of the formation lap:

The final red light on the start lights is switched off and the green lights are switched on. The cars begin a formation lap behind the leading car, while maintaining their starting positions. During this lap, the formation must be kept as close as possible (distance not exceeding three (3) car lengths).

Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order. Any Driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the “grid” board, must start from the end of the starting grid. Should multiple Drivers be affected, they should line up in the order they left the grid.

Cars starting from the pit lane have finished their first lap when they cross the line for the first time.

#### 21.4. DTM Formation Start

Races shall be started in a side-by-side formation in with two cars forming a row. Drivers holding a starting position with an odd number shall form one line (column) and Drivers holding a starting position with an even number shall form the other line (column). This shall be considered the “DTM Formation Start”.

For the start, the Safety Car may take on the role of the Leading Car.

After the Leading Car has pulled off, the field shall consider the pole position car the leading car. All cars shall approach the line in DTM Formation at constant speed.

During the formation lap and start, vacant starting positions shall not be occupied. Should a whole row(s) remain vacant, Drivers may close the gap.

When approaching the start line, the DTM Formation requires the cars be in close proximity to each other at the track centre and the distance between the rows may not be more than one car length.

All Drivers must maintain their relative positions until the lights are illuminated green, failure to do so may result in penalties. Once the lights are illuminated green the start has been given and racing may occur.

If in the opinion of the Race Director the start did not follow the regulations the start shall be aborted by illuminating the flashing yellow lights on the start lights and the start shall be attempted again. In this case, the pole position car assumes the role of the leading car and shall lead the field to complete an additional lap for another attempt at the start. The race time shall begin upon the first start attempt.

Cars starting from the pit lane have finished their first lap when they cross the line for the first time.

Only in the following cases will any variation in the start procedure be allowed:

- i. If it starts to rain after the five (5) minute signal, but before the race is started and, in the opinion of the Race Director, Competitors should be given time to change tyres, the abort lights will be shown, and the starting procedure will be delayed. Once the start time is known, at least a five (5) minute warning will be given.
- ii. If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it is unsafe to race, the abort lights will be shown and information concerning the likely delay will be displayed on the official timing monitors. Once the start time is known, at least a five (5) minute warning will be given.

#### 21.5. Restart procedure

After the Safety Car has pulled off, all cars shall approach the line in the DTM Formation at constant speed.

When approaching the start line, the DTM Formation requires the cars be in close proximity to each other at the track centre and the distance between the rows may not be more than one car length. **Any deceleration, moving out of one's column, or leaving the start formation before the start line is prohibited.**

All Drivers must maintain their relative positions until the lights are illuminated green, failure to do so may result in penalties. Once the lights are illuminated green the restart has been given and racing may occur.

If in the opinion of the Race Director, the restart did not follow the regulations the restart shall be aborted by illuminating the flashing yellow lights on the start lights and the restart shall be attempted again. In

this case, the race leader shall lead the field to complete an additional lap for another attempt at the restart.

## **22. Pit Stop**

Competitors are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete and remove all wheels and/or equipment (with exception of the pit stop equipment defined in Article 48) at the end of a pit stop.

It is the responsibility of the Competitors to ensure that all pit stop activities are completed in the defined area of the pit stop station and to be aware of other Competitors to avoid endangering or hindering other Competitors.

It is the responsibility of the Driver to not cross into other Competitors' pit stop stations.

The pit stop must be completed in the pit stop station assigned. No more than one (1) car per Competitor may carry out a pit stop at the assigned pit stop station at the same time. Queuing of multiple cars at one pit stop station is not allowed.

A pit stop during a competition must comply with the following regulations unless the car is stationary for more than fifteen (15) seconds:

Changing wheels and all related work and/or other activities on the car must only be performed by a maximum of four (4) people. An additional fifth (5<sup>th</sup>) person must function only as an air lance controller. An additional sixth (6<sup>th</sup>) person must function only as a car-controller (lolly-pop-man).

All four (4) persons must wear a special identification (armbands) issued by the series organiser/promoter in a clearly visible manner.

The series organiser/promoter reserves the right to adjust the limitation of personnel at any time for the pit stop.

The wheels to be mounted must either be held exclusively by human power or set flat on the ground until the car has come to a stop at the pit stop station. In addition, the dismantled wheels must also be held exclusively by human power or set flat on the ground after the change has occurred.

No more than one (1) wheel gun per car side is permitted to loosen and tighten the wheel nuts. Each wheel gun must be used exclusively by only one (1) person.

During any wheel change which includes the changing of a rear wheel, the rear wheel change must be completed prior to the changing of a front wheel.

It is not permitted to adjust the rear wing or open any bodywork during the pit stop.

## **23. Mandatory Pit Stop**

### **23.1. Mandatory Pit Stop Period**

The mandatory pit stop may not occur until the completion of minute ten (10) of the race and may not occur after the completion of minute forty (40) of the race.

The mandatory pit stop is considered to start once the car crosses the pit entry line.

The mandatory pit stop may not be completed under a **Full Course Yellow (FCY) procedure or** race suspension.

During **a Full Course Yellow (FCY) procedure or** a Safety Car period, two (2) cars may not complete the pit stop in the same pit stop station on the same lap.

In case of a race suspension the mandatory pit stop start and end time may be adjusted accordingly.

### **23.2. Requirements to be fulfilled**

Every Driver must carry out one mandatory pit stop during each race.

All four (4) wheels must be changed from the ones which are on the car at the start of the mandatory pit stop.

If the mandatory pit stop is not completed in accordance with the regulations, the competitor concerned will be assessed with a sixty (60) second time penalty which is applied to the total driving time.

### **23.3. Pit Speed**

~~A maximum permitted pit speed per car type may be specified within the BoP. This maximum speed applies exclusively to the pit lane passing within mandatory pit stops and may deviate from the maximum speed specified in Article 15.3. A variance of 10% in the maximum pit speeds will be respected.~~

## **24. Suspending a race**

Should it become necessary to suspend the race, the Race Director will order red flags to be shown at all Marshal posts and the abort lights shown at the line. When the signal is given overtaking is forbidden, the pit exit will be closed, and all cars must proceed slowly into the pit lane. All cars must park in their respective pit stop station and await further instructions from the Race Director in regards to the order and the restart procedure. For the avoidance of doubt, it is not permitted to start performing the mandatory pit stop under Red Flag conditions.

Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. Any cars in their pit garage at the time the race was suspended will be arranged at the back of the line of cars in the fast lane in the order they got there. Any such cars will be permitted to leave the pit lane when the race is resumed but must re-enter the pit lane when the Safety Car returns and may join the race once the last car has passed the pit exit after the re-start.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race. The Safety Car will then be driven to the front of the line of cars in the fast lane.

Whilst the race is suspended:

- i. The race nor the timekeeping system will stop, however the Stewards in coordination with the Race Director may extend the total racing time.
- ii. Cars may be worked on once they have stopped at their pit stop station. It is forbidden to refuel and/or to remove fuel from the car.
- iii. Only Competitors and Officials will be permitted in the pit lane.

Unless asked to do so by the Race Director, cars may not be moved from the fast lane and/or the pit stop stations whilst the race is suspended. A penalty may be imposed on any Driver whose car is moved from the fast lane to any other part of the pit lane.

If a race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## **25. Resuming a race**

The delay shall be kept as short as possible and as soon as a resumption time is known Competitors will be informed via the official timing monitors, in all cases at least a five (5) minute warning will be given.

If a longer suspension is necessary due to special circumstances, the Race Director, in consultation with the Stewards, may take the appropriate measures and make changes to the schedule. The Race Director, in consultation with the Stewards, may determine whether the cars are under parc fermé regulations until the race is resumed. The participants will be informed of this via the official timing monitors. However, if this is determined, the Competitors/Drivers must be given a period of at least 30 minutes before the planned resumption of the race to prepare the cars.

The countdown for resuming the race will begin with the 5-minute signal.

After the five (5) minute signal, Race Control shall inform the Competitors of the order and the restart order shall be posted to the timing monitors and also may be called over the radio. Any cars in front of the race leader will be instructed with all other cars as to the details of the reorder procedure.

When the one (1) minute signal is shown, engines must be started and cars shall move into the fast lane in the order provided by Race Control. It is the Competitors responsibility to insure they take the correct position in the order as given.

The race will be resumed behind the Safety Car when the pit exit lights are illuminated green, and the Safety Car leaves the pit lane. Drivers must follow the Safety Car and the Driver ahead of them, no more than ten car lengths apart.

The Safety Car will enter the pits after one lap unless:

- i. The race is being resumed in wet conditions and the Race Director deems more than one lap is necessary.
- ii. All cars are not yet in a line behind the Safety Car.
- iii. A further incident occurs necessitating another intervention.

## **26. Reduction of the distance/termination of the race**

The end-of-race signal of the race will be given to all Drivers at the line.

Should for any reason the end-of-race signal be given early, the race will be deemed to have finished when the leading car crossed the line prior to when the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

All cars must cross the line under their own engine power and on track. They will complete a slow-down lap before proceeding to Parc Fermé and they must not overtake any cars eventually still in the race. Any classified car which cannot reach the post-race parc fermé under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc Fermé.

Should, in exceptional circumstances, it become necessary to shorten the race distance before the starting signal is given, the Race Director must inform the Competitors of the new race duration before the 5-minutes signal. This must be announced by displaying a message shown on the official timing monitors.

## **27. Parc Fermé**

After qualifying and races Parc Fermé rules according to the ISC apply to all classified cars, the Drivers including their personal equipment as well as used pit stop equipment.

It is prohibited to remove or add material or substances from or to the cars on their way from the track to the Parc Fermé. It is also prohibited to lift the car or to check the tyre pressure.

Exception: The Competitors' own data stick may be removed, by the Driver only, before leaving the car for the first time after the end of a qualifying or race. If the data stick is only accessible from the passenger side, the Driver is allowed to leave the car and remove the stick through the passenger door.

The top three Drivers finishing a qualifying or race must drive their cars to the place of the prize-giving ceremony. A Parc Fermé will be established in front of the podium where the cars concerned must be parked upon the Marshals' instructions. Nobody is allowed in this area unless specifically authorised by the Officials. The Drivers must not leave this area without the previous consent of the Chief Scrutineer or the Scrutineers. Immediately after prizegiving, members of the corresponding Competitor must bring the cars as quickly as possible to the official Parc Fermé or to the scrutineering area. Each car will be accompanied by a Marshal or by a Scrutineer.

Any additional Driver approached by the Marshals or Scrutineers must drive their car to the instructed place (e.g., scrutineering area or podium).

For every car that has been selected for scrutineering a minimum of three (3) members of the Competitor selected must be readily available to support the scrutineering process.

All the other classified cars must, at the end of their slow-down lap, proceed directly to the Parc Fermé area.

Any classified car which was not able to cross the line under its own engine power and/or cannot reach Parc Fermé under its own power may be brought to the Parc Fermé only by the Marshals.

It is permitted to use a maximum of two (2) external cooling fans without contacting the car for the cooling of the braking systems. Only unchanged ambient air may be used. This activity is permitted to be carried out by a maximum of one (1) person.

The cars will be released from Parc Fermé upon instruction of the Stewards. The release time is displayed on the official timing monitors.



## Technical Regulations

### 28. Cars

Cars based on FIA Appendix J - Article 257A in a variant specified by the series organiser/promoter are eligible. Only cars with the latest homologation status may participate. In addition, the cars must comply with the content of the ITR Specification Sheet DTM 2022 as approved by the series organiser/promoter at all times.

### 29. Drivers' equipment

Whilst driving, all drivers must always wear their complete driver's equipment in compliance with Appendix L to the ISC, Chapter III, including the FIA-approved Frontal Head Restraint (FHR) system and fasten their seat belts. Driving is considered to be any movement of the car under its own engine power.

### 30. Scrutineering

#### 30.1. Initial scrutineering

Before the beginning of the first session of an Event, each car must be submitted for initial scrutineering at the times specified in the schedule provided.

The Competitor must specify the Driver/chassis combination no later than initial scrutineering.

Only the cars that have been approved by the Scrutineers may participate in the corresponding Event.

The submission of a car to scrutineering will be considered as an implicit confirmation by the Competitor that the car in question complies in all respects with these regulations.

The Competitors must present their car and the mandatory Driver's safety equipment at initial scrutineering. The car must be presented in the configuration that will be used in the competition.

The following car documents must be presented:

- Car passport (DMSB or ASN)
- FIA Homologation Form
- ITR Specification Sheet DTM 2022
- Rollcage certificate (if not already registered in the homologation sheet)
- Fuel cell certificate
- Material certificates for seat upholstery

The seat, including any additional upholstery and foam inserts, must be covered with fireproof material over its entire surface on the driver's side.

The initial scrutineering at an Event is carried out in the respective pits in accordance with the schedule. Competitors who do not present their car for initial scrutineering will not be admitted to the Event.

The series sponsors, the Driver's name and the competition numbers as defined in the "DTM Sticker Regulations 2022" (Attachment 2) will be checked during the initial scrutineering.

A car is not considered accepted until the corresponding compliance mark (inspection sticker) has been applied on the car by the Scrutineers.

After initial scrutineering, the change of a chassis must be notified to the Stewards. The decision as to whether a chassis has been repaired or replaced is the responsibility of the Stewards based on the Chief Scrutineer's report.

If, after the initial scrutineering, a car has been damaged or modified or converted to such an extent that its compliance with the technical regulations and/or the safety regulations may be questioned, it must be presented to the Scrutineers for re-approval without further request.



All cars must be made available for further inspection at any time during the Event.

### 30.2. General Scrutineering

The Scrutineers may carry out inspections on cars at any time. The Competitor must be prepared for the appropriate time involved.

The Stewards may publish the results of the inspections carried out by the Scrutineers. The reports do not contain any detailed information unless a violation of the regulations was found.

The Race Director may order a technical investigation of any car involved in an incident.

Cars or car parts may be inspected by the Scrutineers or authorised persons after an Event and outside the Event location following a decision of the Stewards in agreement with and the Chief Scrutineer. The outcome of this inspection will be communicated to the Stewards. Until their decision, the results remain provisional.

Certain measurements taken from the cars might be made available to the series organiser/promoter with the consent of the Stewards.

All Competitors must enable the Scrutineers and the series organiser/promoter to read and save all the stored data on the cars. This includes providing the means to check all relevant control units on site in coordination with the respective car Manufacturer (brand) and/or deliver it for a follow-up examination.

## 31. Balance of Performance (BoP)

### 31.1. General

The participating car types are classified based on a DTM-specific Balance of Performance (BoP).

To align the car performances, the following parameters are set as part of the BoP:

- Air Restrictor (naturally aspirated engines)
- Boost ratio (turbo charged engines)
- BoP Ballast

The track specific BoP is published before each Event. In case of significant and undefinable divergences between the expected performances of certain cars based on the BoP simulation and the actual performances observed on track, the series organiser/promoter reserves the right to change the Balance of Performance at any time.

### 31.2. Air Restrictors

If specified by the Balance of Performance, the cars with naturally aspirated engines must be equipped with one or two air restrictors according to the FIA / DMSB specifications. The requirements of FIA Appendix J Article 257A Art. 313.3 must be fulfilled.

The change of an air restrictor during an Event is only permitted with the prior approval of the Chief Scrutineer.

All air restrictors used must be provided with forgery- and tamper-proof features in accordance with DMSB specifications.

In exceptional cases, it may be allowed to use one or more air restrictors without forgery- and tamper-proof specifications, under the conditions, that after the first use in a qualifying or race, the restrictors are prohibited to be removed from the car without a Scrutineer present and must be sent to a measuring facility approved by the series organiser/promoter for scrutineering directly after the Event in which they were used for the first time. Should these procedures generate costs, these are to be paid by the Competitor.

### 31.3. BoP Measurements

Measurements to support the development of the BoP will be performed during the Events and the data made available to the BoP partner.

Typical BoP measurements are carried out with remaining fuel on board and include:

- Ride height front and rear, measured at the centre of the car
- Wheel loads
- Wheel camber settings
- Rear wing setting

## 32. Weighing

### 32.1. General

Weighing will take place in the weighing area determined by the Chief Scrutineer.

The Chief Scrutineer or the Scrutineers may decide to weigh the car and Driver separately or together.

The tolerance for each of the individual weights (car weight, Driver weight, combined weight) is two (2) kg. When the separately determined weights of car and Driver are added together, the respective tolerances are not added. The sum of this addition still maintains a tolerance of two (2) Kg.

The weighing result is valid until the next weighing ordered by the Chief Scrutineer or Scrutineer.

### 32.2. Availability to weigh

The Competitor is responsible for ensuring that their cars are brought directly onto the specified scales at any time during the Event at the instruction of the Stewards or Scrutineers. The car is subject to Parc Fermé regulations from the moment the instruction is given until the weighing is completed.

If a Driver is notified while driving that their car has been selected for weighing, the car, Driver and their personal equipment are subject to the Parc Fermé regulations from that moment on until the weighing procedure is completed. The Driver must drive the car to the weighing area via the shortest route and switch off the engine. If a car cannot reach the weighing area under its own power, it is brought to the weighing area exclusively by the Marshals. The Driver may not leave the weighing area or remove the car without the approval of the Scrutineers.

Only the Scrutineers and their assistants have access to the weighing area. Competitors must follow the instructions of the Scrutineers. If a car is not brought for weighing despite being requested to do so, the Scrutineers will notify the Stewards.

Competitors will have the opportunity to check the weight of their cars and Drivers during the Event on the scales specified by the Chief Scrutineer. The times for these checks will be communicated to the Competitors before each Event.

### 32.3. Failure to comply with the minimum weight

If the determined weight is found to be below the minimum weight currently applicable to the car selected for inspection, the weighing is immediately repeated for a second and third time on the same scale and in the same condition. The maximum of these three weighing procedures will be taken as the actual weight.

Failure to comply with the minimum weight during qualifying or the race will result in disqualification of the Driver concerned. The concerned Driver's starting position shall be determined by the Stewards.

### 32.4. Combined weighing

The car is weighed together with the Driver. During the weighing process, the Driver must not make any movements which affect the weighing result. The Driver or a member of the Competitor will receive results of the combined weight.

### 32.5. Separate weighing

The Driver (including all parts of the Driver's equipment that were in the car at the time it was called for weighing) and car are weighed separately. The car is weighed without the Driver during the technical inspection.

The total weight results from the addition of the Driver's weight and the car weight (including the Driver's differential weight).

### 32.6. Weighing of the Drivers

Each Driver that is ordered by the Scrutineers to determine his/her weight, must wear his/her personal equipment in accordance with the regulations.

After the first and second qualifying session, all Drivers must immediately move from the Parc Fermé to the weighing area to determine their weight. The same applies to Drivers that leave their car during qualifying.

The Driver is weighed individually and receives a report specifying the determined weight. Any objection to the determined weight must be communicated to the responsible Scrutineer immediately after the report has been handed over.

Drivers and their personal equipment are subject to the Parc Fermé regulations until the weighing has been completed.

## 33. Weights

### 33.1. General

During qualifying and races, the weight of the car may only be altered by changing the wheels.

All car parts replaced during a qualifying and/or race must be made available to the Scrutineers for inspection without being requested to do so. These parts must remain in the Competitor's pit in a location visible to the Assistant Scrutineers until the approval of the Scrutineers. These parts may be considered when determining the weight instead of the replacement parts.

If a car loses a part during qualifying or a race, the weight of this part may be taken into account during weighing. After coordination with the Chief Scrutineer, it is left to the discretion of the Stewards, whether and which lost part is considered when weighing.

### 33.2. Ballast

Ballast must be installed in the car in accordance with the safety regulations of FIA Appendix J section 253.16. The ballast must be installed in such a way that it can be sealed by the Scrutineers and may only be removed using tools. Any ballast that changes its position while the car is in motion is prohibited.

The ballast must meet the following requirements in addition to the above requirements:

- The ballast must consist of stackable metal plates designed according to drawing 257A-1 (Art. 204 of Appendix J).
- The plates must be firmly attached inside a housing by means of five (5) M12 screws. The housing must have a transparent cover.

The attachment of ballast, which does not comply with the above specifications, is only permitted after prior inspection and approval by the Chief Scrutineer and only if the positions originally intended for this purpose are already fully loaded with ballast.

Exclusively for cars equipped with the Schaeffler-Paravan System „Space Drive II“, the additional weight of the system compared to the homologated steering system of the car is equivalent to ballast. Therefore, this additional weight may be used to achieve the minimum car weight.

### 33.3. Minimum Driver weight

The minimum Driver weight consists of:

- the Driver
- the Driver's equipment which was in the car at the time the weighing was ordered
- any Eventual Driver differential weight

The minimum Driver weight is eighty (80) kg (tolerance: minus two (-2) kg).

### 33.4. Driver differential weight

If the actual weight of the Driver (including the parts of their personal equipment which was in the car at the time weighing was ordered) is less than eighty (80) kg, the Driver differential weight (up to eighty (80) kg) must be installed in the car in the form of ballast according Article 33.2.

The Competitor is responsible for ensuring that the total installed Driver differential weight and the actual weight of the Driver at the time of weighing (including their personal equipment which was in the car at the time weighing was ordered) amounts to a minimum of eighty (80) kg.

### 33.5. Minimum car weight

The series organiser/promoter reserves the right to adjust the minimum weight of every car type (DTM car weight as specified in the ITR Specification Sheet DTM 2022, as well as BoP Ballast) at any time. The minimum car weight must be respected at all times.

The required minimum car weight without Driver and without fuel is determined as follows:

*DTM car weight + BoP Ballast + Driver differential weight*

The following applies:

- In order to achieve the required DTM car weight according to the relevant ITR Specification Sheet DTM 2022, it is permitted to install ballast according to Article 33.2 in the car.
- The specified BoP ballast according to BoP must be installed in the car according to Article 33.2.
- Installation of Driver differential weight according to Article 33.4

### 33.6. Success weight

The first three (3) finishers of each race will receive the success weight shown below and it will be added to the defined minimum car weight:

P1: 25 kg

P2: 15 kg

P3: 5 kg

The Competitor concerned must install the specified success weight in the respective car exclusively in the following race. The success weight is Driver specific.

The success weight must be installed in the car in the form of ballast according to Article 33.2.

Exclusively for cars equipped with the Schaeffler-Paravan System „Space Drive II, the weight of any installation device which is necessary to accommodate ballast according to Article 33.2 also counts as part of the success weight.

The series organiser/promoter reserves the right to change the specifications and procedures of the success weight during the season and to define the respective weights in a subsequent bulletin.

## 34. Heights and height measurements

All cars must comply with the minimum ride heights according to the specifications at all times during the Event. The measurement is carried out using the equipment available to the Scrutineers on the

measuring surface for the technical inspection without fuel and without Driver. The Competitor may increase the tyre pressure to 1.5 bar for the measurement.

### **35. Tyres**

#### **35.1. General**

A tyre "set" consists of two (2) front tyres and two (2) rear tyres. Four (4) tyres of the same specification (dry or wet) must be on the car when it is actively driven.

Only the tyre specification (size, design, compound) approved by the series organiser/promoter for the respective car type must be used, in accordance with Attachment 3.

Only tyres provided by the official tyre supplier are permitted and must be mounted on the rims by the official tyre supplier or a company authorised by the series organiser/promoter. All tyres (dry and wet) issued for the first time must be taken from the official tyre supplier's storage at the Event location and must not be returned.

Tyres that have been handed out to the Competitor for an Event must remain uncovered and be visible at all times in the designated pits or respective tents of the Competitor. Storing the tyres on trailers, in vehicles or in other rooms or behind screening walls is not permitted.

The Scrutineers and the Scrutineer Assistants are entitled to check the labelling and regulatory compliance of the tyres used at any time during an Event. All Competitors must enable these checks and provide the necessary support.

Removing markings, logos and labels from the tyres is prohibited. The tread or the profile of the tyres must not be modified or recut. The tyres may not be chemically, mechanically or thermally treated.

From the moment the tyres are handed over to the Competitors until the end of the Event, any action of any kind whatsoever that leads to an increase of the temperature of the tyres, the wheels and/or the filling medium is prohibited (including heating blankets and heating elements in the pits). Solely the Chief Scrutineer is responsible for determining if heating is applied.

Exceptions:

- Contamination (stones/pick-up) on the surface of the dry tyres may be removed using thermal-mechanical scrapers. Solely the Chief Scrutineer responsible for evaluating these devices and their function.
- Washing the wheels is permitted. If a washing machine is used, it may be used up to a maximum of one (1) hour before the next qualifying or race.

**Before qualifying, tyres are permitted to be fitted on the car a maximum of five (5) minutes before the start of the relevant qualifying session.**

The official tyre supplier provides a recommendation for tyre pressures and camber values for each Event. Only chemically unchanged ambient air or nitrogen may be used to inflate the tyres.

#### **35.2. Dry tyres**

Each car is allocated a fixed number of dry tyres per Event, which are registered by the Scrutineers.

When the car is actively driven, tyres that have not been registered and allocated by the Scrutineers for the Event may not be used.

Without the approval of the Chief Scrutineer, replacing tyres that have been assigned by the Scrutineers is not permitted. Approval is only granted in the case that tyre damage is the result of the production process or mounting failures as confirmed by the official tyre supplier.

The Chief Scrutineer has the right to order the replacement of individual or all registered tyres.

All tyres are uniquely identified by a barcode label applied during production. The Competitor is responsible for checking the barcode label and the correct allocation of the tyres according to the tyre allocation sheet as described below.

- a) Cars that participate at an Event for the first time (including Guest Entries) are assigned five (5) new sets of tyres for the free practice sessions, qualifying and the races. Of these two (2) sets of tyres may only be used in free practice sessions. The other three (3) sets of tyres may only be used in qualifying and races.
- b) For the second and every additional Event in which the car participates, the car will be assigned four (4) new sets of tyres for the free practice sessions, qualifying and the races. Of these, one (1) set of tyres must be used in the free practice sessions. The other three (3) sets of tyres may only be used in qualifying and races.
- c) For the free practice sessions, no more than three (3) sets of tyres may be nominated which were assigned to the car at a previous Event (carry-over sets) in addition to the one (1) new set mentioned above.
- d) If cars utilise identical front and rear tyres, there is a clear and binding allocation to the axle by means of barcode numbers. Use on any other axle than the assigned axle is not permitted, even when they are used as carry-over tyres.
- e) No later than two (2) hours before the start of the first free practice session of each Event, a list signed by the Competitor must be provided to the Scrutineers which includes the following clearly stated entry-related information:
  - the barcode numbers of all dry tyres, which are used during an Event.
  - the barcode numbers of all dry tyres, which are used exclusively during the free practice sessions.
  - the barcode numbers of all dry tyres, which are used exclusively during the qualifying and races.
  - the barcode numbers of all dry tyres, which are assigned to the front as well as the rear axle, if the car uses identical front and rear tyres.

In addition, a list signed by the Competitor must be provided to the Scrutineers no later than the start of administrative/license checks, which includes the following clearly stated entry-related information:

- the barcode numbers of the carry-over tyres, which are exclusively used in the free practice session of the subsequent Event.

### 35.3. Joker tyres

Each car is assigned a maximum of two (2) additional new dry tyres (joker tyres) throughout the entire season, each as a replacement for one (1) damaged tyre.

The damaged tyre must be presented to the Chief Scrutineer or their representative before replacement. The Scrutineers must be notified of the barcode numbers of the damaged and the new tyre(s).

Any Competitor using additional joker tyres beyond the allocation shall have their starting grid position determined by the Stewards.

The tyre allocation sheet is updated by the Scrutineers and provided to the Competitors for control purposes afterwards. The Competitor must check and sign the updated tyre allocation sheet and submit it to the Scrutineers immediately.

### 35.4. Wet tyres

The number of wet tyres is not limited.

**The running direction of the tyres specified by the official tyre supplier must be respected.**

### **36. Tyre Checks**

The tyres used during the Event must comply with the specifications of the official tyre supplier at all times and the Chief Scrutineer or the Scrutineers may take tyre samples from allocated tyres at any time during the Event.

#### **36.1. Reference sample:**

Before the tyres are issued to the Competitors, a reference sample is taken from the tyre contingent specified for this Event at the Event site.

Lockable, gas-tight sample containers are used for the tyre samples. The sample containers are labelled and sealed.

Three sample containers are filled and are distributed as follows:

- one (1) container for the Scrutineers for examination
- one (1) container for the tyre supplier
- one (1) container for the series organiser/promoter

#### **36.2. Car sample**

The Chief Scrutineer or the Scrutineers are entitled to take tyre samples from the Competitors' allocated tyres at any time during the Event.

Lockable, gas-tight sample containers are used for the tyre samples. The sample containers are labelled and sealed.

Three sample containers are filled for each tyre inspection and are distributed as follows:

- one (1) container for the Scrutineers for examination
- one (1) container for the competitor
- one (1) container for the series organiser/promoter

### **37. Fuelling of cars**

Fuelling and removing fuel from the cars is only permitted in the pits and is prohibited during qualifying or races.

It is permitted to use the available capacity of the homologated fuel tank for the respective car in its original condition, up to a maximum of one-hundred thirty (130) litres.

During the fuelling process, regardless of the time of fuelling, at least one (1) sufficiently dimensioned hand-held fire extinguisher (fire class AB, extinguishing foam AFFF) must be available for firefighting at each car being fuelled.

The fuel specified by the series organiser/promoter is mandatory. No substances may be added, removed or their concentration changed. Any mixture with other fuels is prohibited, even if this fuel had been assigned at a previous Event(s).

The fuel is delivered by the official fuel supplier. Delivery occurs at the fuel truck or at a designated and previously communicated storage location in the paddock. Delivery times are defined in the respective Supplementary Regulations.

At no time may the fuel be cooled. Solely the Chief Scrutineer is responsible for determining if cooling is applied.

### **38. Fuel Checks**

All cars must be equipped with a self-sealing connector (sample port) which the Scrutineers may use to remove fuel from the fuel tank and take fuel samples. This port must be a type approved by FIA (see FIA Technical List No. 5 for position and type).



It must be possible to fit a pipe to this connector. This pipe must reach the ground outside the car and be fitted with a cut-off device. Each Competitor must provide this pipe.

#### 38.1. Reference sample

At every Event, a reference sample of the fuel specified for the Event will be taken at the Event site. If the fuel is stored in multiple containers (the chambers of a fuel truck are not considered multiple containers in the sense of these regulations), then a reference sample is taken from the containers contingent specified for the respective Event at the Event site.

Lockable, gas-tight and fuel-tight sample containers are used for the samples. The sample containers are labelled and sealed.

Three sample containers are filled and are distributed as follows:

- one (1) container for the Scrutineers for examination
- one (1) container for the fuel supplier
- one (1) container for the series organiser/promoter

#### 38.2. Car fuel sample

At all times during the Event, a car must still have enough fuel in its fuel tank to enable at least a two (2) kg sample to be withdrawn via the connector as defined above while the car is on its wheels on a horizontal surface.

If the car fails to provide two (2) kg of fuel, a second attempt of withdrawal will be performed five (5) minutes after the first attempt. After that, no further attempts will follow.

The Chief Scrutineer or the Scrutineers may take fuel samples from the car(s) at any time during the Event. Lockable, gas-tight and fuel-tight sample containers are used for the samples. The sample containers are labelled and sealed.

Three sample containers are filled for each fuel test and are distributed as follows:

- one (1) container for the Scrutineers for examination
- one (1) container for the competitor
- one (1) container for the series organiser/promoter

If the specified fuel has been distributed at the Event site by the fuel supplier from multiple containers, samples from each container will be used for a comparison with the samples removed from a competing car.

### 39. Engine

Before the start of the Event in which an engine is used, the engine must be sealed by the Chief Scrutineer or their authorised representative. The sealing comprises the permanent connection of the cylinder head (including covers) with the engine block and oil sump in order to prevent the opening of the engine. Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers.

Under no circumstances may a car participate in an Event with an unsealed engine or with more than one damaged seal on the engine.

Engines may be opened by the Scrutineers for inspection after the Event. The selected engines are sealed during the Event and the examination is carried out in consultation with the Competitor.

If an inspection is required and no abnormalities are observed, the series organiser/promoter will pay for the inspection and revision costs incurred. Should irregularities occur and infringements of the regulations are discovered, the Competitor is responsible for the costs of the inspection as well as any revision costs. All infringements will be reported to the Stewards.



It is prohibited to increase the engine temperature with any device, external or otherwise. Solely the Chief Scrutineer is responsible for determining if heating is applied.

#### **40. Engine Control Unit (ECU)**

ECU may be checked by the Scrutineers during or after the Event. If selected for inspection after the event, the ECU are sealed during the Event.

If an inspection is required and no abnormalities are observed, the series organiser/promoter will pay for the inspection and revision costs incurred. Should irregularities occur and infringements of the regulations are discovered, the Competitor is responsible for the costs of the inspection as well as any revision costs. All infringements will be reported to the Stewards.

#### **41. Gearbox**

Gearboxes may be opened by the Scrutineers for inspection after the Event. The selected gearboxes are sealed during the Event and the examination is carried out in consultation with the Competitor.

If an inspection is required and no abnormalities are observed, the series organiser/promoter will pay for the inspection and revision costs incurred. Should irregularities occur and infringements of the regulations are discovered, the Competitor is responsible for the costs of the inspection as well as any revision costs. All infringements will be reported to the Stewards.

It is prohibited to increase the gearbox temperature with any device, external or otherwise. Solely the Chief Scrutineer is responsible for determining if heating is applied.

#### **42. Sensors**

A sensor is a system or device which determines one (1) or more operating parameters and/or conditions of the car without itself having any influence on other operating parameters and/or conditions of components.

The following sensors are not permitted:

- Pitot tube
- Ride height measuring system
- Corevit sensors (speed over ground)

In avoidance of doubt: It is permitted to monitor the temperature of the brake system, including discs, calipers, pads, or fluids.

#### **43. Official Data Logger**

Each car must be equipped with an operational and functional data logger (including sensors) in accordance with the specification of the series organisers/promoter (as specified in Attachment 5). The Competitor shall bear the cost of the data logger and sensors.

All mandatory channels (as defined in the respective ITR Specification Sheet DTM 2022) must be received by the data logger during all sessions at the specified transmission rate. The Chief Scrutineer or an authorised person may check the compliance at any time during the Event.

Only the Scrutineers or an authorised person is permitted to remove any data or data cards from the logger.

#### **44. Camera Systems**

##### **44.1. Official Incident Camera**

Each Competitor is required to install a functional and operational incident camera (as specified in Attachment 5) in the car in a location where the images provided by the camera simultaneously show the steering wheel (in its entirety) as well as the area in front of the car (view through the windscreen).

The Chief Scrutineer or his representative has the right to specify a change in the position of the camera and the viewing angle. The Competitor shall bear the cost of the incident camera.

No components which influence the camera field of view may be located between the camera and the steering wheel and/or the windscreen.

The required memory card is provided by the supplier and installed during technical inspection by the Scrutineers or their authorised representative.

The memory card slot is sealed by the Scrutineers or their authorised representative during initial scrutineering. The Competitor is responsible for ensuring that the memory card is in the slot when the slot is sealed and that the seal remains undamaged and is not removed until the end of the Event.

Until the end of the Event, the memory card may only be removed by the Scrutineers or their authorised representative. The Competitor is responsible for ensuring that no data is deleted from the memory card until the end of the Event.

The camera must be installed according to DMSB specifications (Art. 4.13, "Cameras", blue section of the DMSB manual). The voltage supply must be active when the ignition is on.

#### 44.2. Onboard TV cameras

The series organiser/promoter reserves the right, to request the installation of one or more onboard TV cameras, microphones, antennas and/or LED lights in and outside the car.

The series organiser/promoter are defining the position and the viewing angle of the camera in the car. These may vary depending on the car and car type.

A list of the selected cars will be announced before the Event. The remaining cars, which are not equipped with onboard TV cameras, must be equipped with dummy antennas as provided by the series organiser/promoter.

All cars must be fitted with a panel that is visible from the onboards TV camera perspective and displaying the Driver's name and competition number. The appearance and positioning of the panel is determined by the series organiser/promoter.

#### 44.3. Private onboard cameras

The use of a Competitor-owned onboard cameras is permitted by the series organiser/promoter under the following conditions:

- Onboard footage may only be used for internal analysis and not for any commercial purpose
- The onboard footage may not be used for any matters related to decisions made by the Officials
- Each onboard camera system must be approved by the Scrutineers during initial scrutineering
- Raw footage produced by means of an onboard camera may not be distributed in any form
- Installation of the onboard TV camera of the series Organiser/Promoter (as defined above) always has priority

The camera must be installed according to DMSB specifications (Art. 4.13, "Cameras", blue section of the DMSB manual). The voltage supply must be active when the ignition is on.

Failure to comply with any of the above regulations will be reported to the Stewards.

### 45. Communication and data transfer with the car

45.1. To prevent unauthorised interference with the sporting competition during an Event, the transmission of data and/or signals via any type of system to the car or from the car is prohibited with the exception of the following:

- verbal communication between the Driver and Competitor, Race Director and TV staff by radio. For the avoidance of doubt: Mobile phones are not permitted for this purpose.

- permissible information transmitted by means of a display panel exclusively from the pit wall to the car. The display panels used must be de-energised and have no hydraulic and/or pneumatic devices
- body movements, signs from the Driver
- headlight flashing, indicator flashing, etc.
- signals from the official timing transponder
- radio signals from the official onboard cameras
- signals from the official data transfer equipment mandated by the series organiser/promoter
- the measurement of tyre and brake temperatures by infrared measuring devices on a stationary car

Any transmission system not listed above may not be installed in the car during the Event.

#### 45.2. Radio communication

Only one (1) voice radio system may be present in the car. Only one channel and one frequency may be used for verbal communication with the Driver. The radio system shall be designed in such a way that the Driver may not make any adjustments to it, except for the volume control, when they are in their normal sitting position in the car.

The series organiser/promoter is allowed to record all radio communication from and to the car. The radio communications and their recordings are owned by the series organiser/promoter and may be used for any commercial purpose. The Race Director, the Stewards and the sports jurisdiction have the right to analyse these recordings at any time.

The Race Director may use the radio system for uni- or bidirectional communication with the Drivers at any time with priority.

The TV partner's employee authorised by the series organiser/promoter may use the radio system for bidirectional communication with the Drivers at the time determined by the series organiser/promoter.

#### 45.3. Timing Transponder

The use of the official timing transponder is mandatory and must be installed in the car according to the suppliers' specifications (Attachment 4). The Competitor is responsible for the correct function of the transponder.

#### 45.4. Official data transfer equipment

The use of the official data transfer equipment (as specified in Attachment 4) is mandatory and must be installed in the car according to the suppliers' specifications.

### 46. Space Drive

In derogation from FIA Appendix J Art. 257A, cars equipped with the Schaeffler-Paravan System „Space Drive II“ (as defined in the respective ITR Specification Sheet DTM 2022) are permitted, provided this system is registered in the DMSB car pass.

A Competitor using this system must notify the series organiser/promoter in writing of the intent to use the system no later than two (2) weeks before the first Event in which the car will participate. The system may only be used on the approved car with the corresponding car pass.

Any backfitting of the system must be notified in writing to the series organiser/promoter. If a backfitting takes place during an Event, it may only be fitted after approval of the Chief Scrutineer and written approval of the Stewards.

A completed safety checklist needs the signature from the Scrutineer as well the responsible Competitor.

If, in the view of the Scrutineers, the system represents a significant safety defect, the Stewards may exclude all cars with such a system from the Event, provided that a retrofit to conventional steering is not possible.

The Driver must undergo a safety briefing before starting.

#### **47. Car livery and stickers**

##### 47.1. Competition numbers

The permanent competition numbers for the Drivers will be allocated by the series organiser/promoter.

Size, design and number of the competition numbers will be determined by the series organiser/promoter. The positions and formats as defined in the "DTM Sticker Regulations 2022" (Attachment 2) are binding.

##### 47.2. Driver's name

The national flag of each Driver's home country and their complete last name must appear on both roof rails. The flags and the Driver's name must be designed as large as possible.

##### 47.3. Advertising spaces

The compulsory advertising spaces which are reserved for the series partners are determined by the series organiser/promoter. The positions and formats as defined in the "DTM Sticker Regulations 2022" (Attachment 2) are binding.

##### 47.4. Lights and displays

Headlights, taillights and their internal components as well as other mechanisms emitting light signals (including displays) may only be covered with clear, transparent tape or foil.

##### 47.5. Car roof

The roof hatch and the locks of the corresponding cover must be accessible at all times. The gap between hatch and roof must not be covered. The hatch locks must not be painted or foiled over.

The lifting devices must not be altered from factory condition and must be covered exclusively with the red perforated stickers specifically provided by the series organiser/promoter.

##### 47.6. Covering

It is forbidden to cover or close gaps, openings or joints in the bodywork with tape, silicone or other materials.

#### **48. Pit stop equipment**

##### 48.1. Air lance

Only compressed air sourced from an air bottle must be used for activating the air jacks installed in the car which is supplied exclusively by a valve located on the side of the car facing away from the fast lane.

The air lance may not be used for any other purpose other than raising the car and must be operated by human power. Guides and tools for the express purpose of inserting the lance are permitted.

##### 48.2. Wheel guns

Only the wheel guns listed below are permitted for use in the defined pit stop stations:

- Paoli DP 4000 MG (pneumatic)
- Paoli DP 4000 30BAR (pneumatic)
- Paoli DP 5000 TI MARK II (pneumatic)
- Paoli DP 6000 CLASSIC HANDLE (pneumatic)

- Paoli DP 6000 90° HANDLE (pneumatic)
- Paoli DP 6000 SPLINE CLASSIC HANDLE (pneumatic)
- Paoli DP 6000 SPLINE 90° HANDLE (pneumatic)
- Paoli Typhoon-1“(electric)

The wheel guns must comply with the factory condition of the manufacturer as available on the open market. It is allowed to secure the wheel gun socket retainer with tape or rubber bands.

No systems and/or devices may be used which could detect or provide information about the tightening torque of the wheel nuts.

#### 48.3. Gantries/hose bridges

When using pneumatic wheel guns, a hose bridge must be installed within the designated pit stop station.

Except for compressed air, no other medium or system that can transmit and/or store mechanical energy and/or electrical initiated signals is permitted at the hose bridge.

Compressed air bottles must be located inside the hose bridge.

When using electric wheel guns, the installation of a hose bridge is not required. Compressed air bottles used for the activation of the air jacks on the car must be located inside the pit stop station.

## **Appendices**

Attachment 1: ITR Specification Sheet DTM 2022

Attachment 2: DTM Sticker Regulations 2022, 2022-01-17

Attachment 3: Michelin Tyre and Rim Sizes by Car DTM 2022, 2022-01-12

Attachment 4: Timing Transponder & Data Transfer Equipment DTM 2022

Attachment 5: Scrutineering Data Logger DTM 2022, Rev 101