
DTM

2023

SPORTING RULES AND REGULATIONS

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ARTICLE 1 PREAMBLE

The DTM is a racing series for near-standard Grand Tourisme cars (FIA GT3).

The German Touring Car Motorracing Event GmbH (hereinafter "GTM GmbH") is organising the race series for the 2023 season.

The series consists of 16 races at 8 events. From the 2023 season, the DMSB predicate "International German GT Championship" will be held as part of the DTM. In accordance with the DMSB predicate regulations 2023 for the International German GT Championship, the championship comprises all 8 events with a total of 16 races. All events carried out will be scored

At all events a race of 60 minutes plus 1 lap will be held on Saturdays and Sundays. There will be a drivers' classification, a team classification, a manufacturer classification and a classification for the Pit Stop Challenge. The following titles will be awarded to the drivers:

- DTM Champion 2023
- International German GT Champion 2023.
- DTM Team Champion 2023
- DTM Manufacturer Champion 2023
- Winner Pit Stop Challenge 2023

The various classifications in the DTM will be carried out in accordance with Article 6. The classifications in the International German GT Championship will be carried out by the DMSB and exclusively via the overall classification.

Announcer/Organisation:

German Touring Car Motorracing Event GmbH
Hansastraße 19
80686 Munich

These DTM Sporting Regulations published by GTM GmbH were approved by DMSB with visa number 305/23. They shall enter into force on 1 January 2023 and shall remain in force until the publication of the approved 2024 DTM Sporting Regulations. They shall supersede all previous versions.

Status of the Series/Events: International.

Drivers and competitors (teams) shall be referred to as Participants.

Only the German version of the Regulations shall be binding. The headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

Anything not specifically approved in the present Regulations shall be prohibited.

ARTICLE 2 GENERAL PRINCIPLES OF DTM

2.1 The DTM and its Races will be conducted in compliance with the following Sporting Codes, Provisions and Rules:

The FIA International Sporting Code (ISC) and appendices;
FIA judicial and procedural rules;
The FIA GT3 technical regulations (ISC Appendix J Art. 257A);
(NADA/WADA code) as well as the FIA anti-doping regulations;
Anti-doping rules and regulations of the national and international anti-doping agencies
General provisions for DMSB championships;
Articles 28 to 39 of the DMSB General Event Regulations;
DMSB decisions and provisions;
DMSB licence regulations
DMSB emissions guidelines;
DMSB code of ethics;
DMSB legal and procedural rules ("RuVO");
DMSB environmental guidelines;
DTM Installation Instructions;
The DTM Organiser's Regulations;
Written information from the race director;

The present Sporting Regulations, including all appendices, Special Regulations and event bulletins issued to clarify, modify or supplement these Regulations; event bulletins and race bulletins.

The internal DMSB regulations for licenced stewards shall not apply.

All the drivers, competitors and officials undertake to observe these regulations and shall insofar be responsible for all of their staff, team members and assistants.

Any supplement or modification to these Regulations is subject to approval by the DMSB.

2.2 Any special national regulations at DTM events organised under the authority of an ASN other than the DMSB may only come into force with the approval of the DMSB. If applicable, GTM GmbH shall inform all Participants about these specific national provisions.

2.3 The GT Commission

The GT Commission is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organiser's Regulations. The Commission works on the basis of its Bylaws (Appendix 1).

2.4 Where legal recourse is not excluded and claims are brought in court against German Touring Car Motorracing Event GmbH and/or its partners and choice of forum agreements in line with §38 ZPO (German code of civil procedure) are admissible, the seat of GTM GmbH or its partner shall be the place of jurisdiction.

ARTICLE 3 GENERAL TERMS

3.1 It shall be the Participants' responsibility to ensure that all persons connected with their entry observe and comply with any requirements specified under Article 2. Any competitor unable to attend an DTM event in person must nominate their representative in writing and communicate this nomination to the Stewards in writing prior to the event.

3.2 Participants must ensure that their cars comply with the DTM Sporting Regulations and the FIA GT3 Technical Regulations (ISC Appendix J Art 257A) at any time during a 2023 DTM event. It shall be the participants' obligation to produce evidence of compliance.

3.3 A valid technical passport issued by the respective ASN for each participating car shall be required. It must be produced to the Scrutineers at each event. Failure to produce a valid technical passport shall result in admission to the respective DTM event being refused.

3.4 Race taxi rides shall be defined as rides with more than one person aboard the vehicle.

Registered drivers shall be allowed to perform "race taxi" during events. GT3 vehicles shall not be used for such taxi rides. The regulations according to FIA ISC, Art. 5 and 6 must be observed. If licensees take part in these supporting program items, the sports accident insurance cover associated with the license does not apply for this participation (cf. DMSB license provisions).

ARTICLE 4 DRIVERS' AND COMPETITORS' LICENCES

4.1 All competitors must hold current and valid International Competitors' Licences. Drivers shall be eligible to participate in the DTM events only with a registered competitor holding a valid International Competitors' Licence.

4.2 Drivers must hold current and valid International Drivers' Licences Grade C-Circuit (ITC-C) or above. Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

ARTICLE 5 DTM EVENTS

5.1 The 2023 DTM is open only to cars complying fully with the requirements of the FIA GT3 technical regulations (ISC Appendix J Art. 257A) and with the requirements of the FIA GT3 homologations currently valid in the year 2023 including all evolutions and extensions. One vehicle of each type must have been FIA/SRO BoP tested to determine initial classification.

The use of vehicles complying partially or fully with a VO homologation extension for Endurance races over 2 hours is not permitted.

Exceptions shall be subject to the approval of the GT Commission.

5.2 An DTM event shall include the following elements:

- two Free Practice sessions of 45 to 60 minutes each
- two Qualifyings of 20 minutes each
- two Races of 60 minutes each, plus one lap.

5.3 Each DTM event starts 1 day before the first Race (usually a Friday), at 08:00hrs.

5.4 A drivers' briefing shall take place on the day of the first Free Practice. The exact location and time for the drivers' briefing will be published in the

Special Regulations for each event. The drivers of the cars eligible to start in an event as well as the competitors (or their appointed representatives) must be present throughout the entire briefing. Any absence, late arrival or early departure will be subject to a €500 fine. The Stewards may inflict additional penalties.

5.5 The Finish Line (time-measuring line) is a single line running through both the track and the pit lane. The Finish Line shall be the reference point for determining lap times.

5.6 2023 DTM events

The table below represents the 2023 DTM schedule.

A standard timetable will be issued for each DTM event. Modifications of this event timetable shall require the approval of the Stewards and will be published in an event bulletin, if applicable.

Round	Date 2023	Track
1	26.05 – 28.05.	Oschersleben (DEU)
2	23.06. – 25.06.	Zandvoort (NED)
3	07.07. – 09.07.	Norising (DEU)
4	04.08. – 06.08.	Nürburgring (DEU)
5	18.08. – 20.08.	Lausitzring (DEU)
6	08.09. – 10.09.	Sachsenring (DEU)
7	22.09. – 24.09.	Red Bull Ring (AUT)
8	20.10. – 22.10.	Hockenheimring (DEU)

5.7 Irrespective of the nationality of their licencing agency, the drivers' nationality shall be shown in podium ceremonies and all publications. In their publications (entry/starting and result lists), the hosts shall publish the names of all entrants or sponsors as specified on the appropriate licence together with the drivers' names. Beyond this obligation placed upon the event hosts, GTM GmbH shall not be liable to the licensed competitors and sponsors for any publications of the hosts.

As a rule, the entrants' national flags and anthems shall be used in podium ceremonies.

ARTICLE 6 CLASSIFICATIONS

6.1 The title "DTM Champion" and "International German GT Champion" shall be awarded to the driver who have scored the highest number of points by the end of the last Race of the 2023 season. All the final results obtained during the DTM Qualifyings and Races of the 2023 season shall be tabulated.

6.2 The title "DTM Team-Champion" shall be awarded to the team (competitor) which has scored the highest total of points by the end of the last Race of the 2023 season. All the final results obtained during the DTM Qualifyings and Races of the 2023 season shall be tabulated.

6.3.1 Points towards the DTM Team standings shall be awarded to the two (2) best-placed vehicle of a competitor. Any other vehicles of this team that place in the scoring ranks shall earn no points and vehicles of other teams behind them shall move up in the standings. Should a driver transfer to another competitor during the season, the team championship points scored by the driver shall be attributed to the team for which the driver originally scored the points. All the final results obtained during the DTM Qualifyings and Races of the 2023 season shall be tabulated.

6.3.2 The title "Winner Pit Stop Challenge" shall be awarded to the Comepetitor who has scored the highest number of points by the end of the last Race of the 2023 season.

For the Pit Stop Challenge, the fastest mandatory pit stop of a competitor per race will be scored. The points will be awarded as follows:

1st place 3 points
2nd place 2 points

3rd place 1 points

All obligatory pit stops that comply with the rules of Article 39 and remain penalty-free will be scored. All final results of the year 2023 will be scored.

6.4 The title "DTM Manufacturer Champion" shall be awarded to the Manufacturer (Make) who has scored the highest number of points by the end of the last Race of the 2023 season.

6.5 Points towards the DTM Manufacturer standings shall be awarded to the two (2) best-placed vehicle of a Manufacturer (Make). Any other vehicles of this manufacturer that place in the scoring ranks shall earn no points and vehicles of other manufacturers behind them shall move up in the standings. Should a driver transfer to another manufacturer during the season, the manufacturer championship points scored by the driver shall be attributed to the manufacturer for which the driver originally scored the points. All the final results obtained during the DTM Qualifyings and Races of the 2023 season shall be tabulated.

6.6 In the drivers' classification, drivers will receive the points for the corresponding position in qualifying according to the following table:

1st place 3 points
2nd place 2 points
3rd place 1 points

The points will be awarded on the basis of the qualifying result.

Penalties imposed for the relevant qualifying session or for the resulting grid will have an impact on the points awarded. Scoring penalties from previous parts of the competition that have an effect on the result of the qualifying session or the resulting starting grid will not be taken into account when awarding points.

If several drivers have achieved identical lap times within a qualifying session, the driver who achieved this time first will receive the better placing. In all other respects, Article S 34 shall apply mutatis mutandis.

If no qualifying could take place, no points will be awarded.

6.7 Points in each Race shall be awarded in the Driver, Team and Manufacturer classifications according to the table below:

1st place 25 points	6th place 10 points	11th place 5 points
2nd place 20 points	7th place 9 points	12th place 4 points
3rd place 16 points	8th place 8 points	13th place 3 points
4th place 13 points	9th place 7 points	14th place 2 points
5th place 11 points	10th place 6 point	15th place 1 point

Guest starters or cars entered as single entries shall not be entitled to points in any classification. Participants eligible for scoring shall move up in the standings accordingly.

6.8 Should a Race be suspended under Article 42 and not be resumed, no points shall be awarded if less than two laps have been completed since the start, half points shall be awarded if more than two laps but less than 75% of the scheduled duration of the Race have been completed since the start and full points shall be awarded if over 75% of the scheduled duration of the Race have been completed since the Start.

6.9 The drivers finishing first, second and third in the annual Driver classification as well as senior representatives of the teams and manufacturers finishing first, second and third in the annual team and manufacturer classification and the winner of the Pit Stop Challenge must attend the annual ADAC podium ceremony, the GTM GmbH season ending event as well as the ADAC SportGala. Fines of €5,000 will be imposed on any driver or team representative failing to attend, except for cases of force majeure.

The 2023 DTM Champion undertakes to make the winning car available to ADAC e.V. / GTM GmbH free of charge for the "2023 Essen Motorshow" as well as for the "2023 ADAC Sport Gala".

6.10

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

ARTICLE 7 DEAD HEAT

7.1 In a dead heat in a Race, the points to be awarded to the drivers/competitors as specified in Article 6.7 shall be added together and shared equally by the drivers/competitors.

7.2 In the case of a dead heat (ex aequo), the higher standing in the DTM classification shall be awarded to the driver/team (competitor)/manufacturer holding the greatest number of first, then second and, if necessary, further places in the season Races. Should this procedure fail to produce a result both driver/ team (competitor)/manufacturer shall share the same podium place. The next podium place shall remain vacant.

ARTICLE 8 ADMINISTRATIVE CHECKS

8.1 Administrative checks shall take place at the beginning of each 2023 DTM event. The exact time and location shall be published in the Special Regulations.

8.2 In 2023 the participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences as well as an ASN authorisation (for licence holders from non-EU or EU-associated countries in German or English) as well as a valid medical certificate of aptitude.

ARTICLE 9 ORGANISATION OF EVENTS

9.1 Each event host shall publish Supplementary Event Regulations which shall be in compliance with the DMSB standard. The correct form or a sample call for entries shall be provided by the DMSB. The DMSB – and in case of events outside Germany, the competent ASN – must receive the Supplementary Event Regulations no later than four weeks before the event.

9.2 The event host shall submit the Race Meeting Check List to the Race Director no later than 16:00hrs on the Thursday of the respective event.

ARTICLE 10 INSURANCE

10.1 Event hosts must contract third party liability insurance whose cover complies with at least the legal requirements and prescriptions of the competent ASN. This insurance must cover the participants, the competitors' staff, all persons authorised to access the pits/pit lane, the ADAC or DMSB officials (at events outside Germany also including the officials of the local ASN), DMSB-Staffel, the drivers, and visitors on any "taxi rides" (rides on the Race Track with more than one person on board) and the entertainment susceptible to risk (e.g. stunts/stunt drivers).

10.2 The insurance confirmation must be submitted to GTM GmbH and DMSB no later than 2 weeks before the event.

10.3 The liability cover arranged by the event host shall be in addition and without prejudice to any other insurance cover.

ARTICLE 11 DMSB DELEGATES

11.1 For each Event, the DMSB shall nominate the following delegates:

- Technical Delegate

The DMSB may in addition nominate the following delegates:

- DMSB Delegate
- Medical Delegate
- Safety Delegate

11.2 The role of the DMSB delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the DTM are respected, to make any comments they judge necessary and to draw up any reports concerning the event required by the DMSB.

ARTICLE 12 OFFICIALS

12.1 The DMSB will nominate the following permanent officials:

- Two Stewards, one of whom will be appointed Chairman
- Race Director

- Assistants of Race Director
- Starter
- Chief Timekeeper
- Safety Car driver
- Leading Car driver

12.2 The event host shall appoint the following officials:

- Third Steward
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy
- Chief Scrutineer
- Chief Medical Officer
- Safety Car co-driver
- Leading Car co-driver (if required)
- Driver and co-driver 2. Leading Car

12.3 The Clerk of the Course shall work in permanent consultation with the Race Director.

The Race Director shall have overriding authority over the Clerk of the Course in the following matters:

- The control of Practice and Race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or the Supplementary Regulations,
- The issue of event bulletins,
- The infliction of classification penalties,
- The stopping or interruption of Practice sessions or Races for safety reasons,
- The use of the Safety Car,
- The use of Full Course Yellow,
- The stopping of a race car,
- The starting procedure,
- A possible restart,
- Drivers' briefings.

12.4 The DMSB-nominated Technical Delegate shall be responsible for the complete Scrutineering and the technical checks carried out during the DTM. He shall have full authority over the Scrutineers and assistant Scrutineers assigned to him and shall report to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.

12.5 The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards and the DMSB jurisdiction.

ARTICLE 13 REGISTRATIONS – FEES – ENTRIES

13.1 Applications to compete in DTM must be made by each entrant by submitting the registration form to GTM GmbH. Payment of the registration fees must be made by bank transfer to the GTM GmbH account.

On-line registration shall be required at <https://www.adac-motorsport.de/dtm/drivers-lounge>.

Unless otherwise expressly provided herein, the mandatory VAT applicable in Germany shall be due on any fees specified in these Regulations.

13.2 With the submission of the registration application, all drivers and entrants agree that GTM GmbH may use all of their rights in moving pictures and publicity in connection with their participation in the DTM for the promotion of DTM free of charge, even beyond 2023 (see DTM Organiser's Regulations).

13.3 The registration fee per car for the entire season (eight (8) events) shall be €95,000. The registration fee shall be due for payment immediately upon registration.

13.4 By entering, participants undertake to participate in each and every 2023 DTM event.

13.5 With the submission of the registration form, all competitors entrust and authorise German Touring Car Motorracing Event GmbH with the entry to all DTM events.

13.6 GTM GmbH must receive the registration applications and the registration fees on or before 6th February 2023. GTM GmbH reserves the right

to accept applications which arrive later.

13.7 One event / guest entries

Entries for just one event/guest entries shall be possible. One event/guest entries are not eligible for points and prize money. The series promoter decides at his own discretion about the confirmation of a one event/guest entries. The registration fee for such single entries shall be €20,000 per event. One-time entrants shall not be officially listed as guest starters until the series promoter shall have received their registration forms and registration fees.

13.8 A competitor must notify the race director in writing of non-participation in an event by the end of the document inspection at the latest.

13.9 GTM GmbH may refuse registration applications and single entries under specification of the reasons.

13.10 After the Scrutineering session of the first event of the 2023 season, competitors may not change the make or type of their vehicles, the homologation (EVO) or the vehicles entered (vehicle identification number) without the written approval of the GT Commission.

ARTICLE 14 PASSES

All persons in the paddocks, in the pits, in the pit lane or on the track must always wear, in a clearly visible manner, the appropriate passes authorising them to stay in the corresponding area.

ARTICLE 15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 Only the Race Director or the Clerk of the Course (or their deputies in their absence), each one within his field of competence, shall give binding information on questions in relation to the organisation of the event.

15.2 The link to the virtual notice board shall be indicated in the Supplementary Regulations. All classifications and results of Practices and Races, as well as all announcements, bulletins and decisions issued by the officials, shall be posted on the official notice board.

15.3 All bulletins issued for an event and any bulletins issued by the DMSB, shall be published on the virtual notice board.

15.4 Classification penalties imposed during Practices or Races shall be displayed on page 7 of the official time-keeping screens, whereupon the notification shall be deemed delivered. It shall be the entrants' responsibility to inform the drivers concerned in time. Drivers should be informed via Email of any decision or communication concerning them within 30 minutes after such decision has been taken. Such communication shall be purely for the purpose of information. This written communication shall not affect the moment of notification specified in this Article and/or the delay for taking the penalty specified in Article 16.5.

15.5 Such classification penalties shall be additionally displayed by Race Control to the driver at the signalling point, normally at the Line at pit wall height (if possible at eye height). All instructions given to the drivers by Race Control shall be given by the corresponding flag or the corresponding board accompanied by the start number. The height of the figures and numbers on the boards is approximately 30 cm.

It shall be the participant's responsibility to observe the signals and/ or flag signals at the Clerk of the Course's/ Race Director's signalling area each time he passes the area.

No more than two penalties should be displayed at the same time.

The following flag signals will also be displayed there, if applicable:

- black flag together with race number,
- black flag with orange disc together with race number as well as
- black and white flag together with race number.

Some circuits are equipped with an additional display board. In this case, the display board shall replace the board with the race number. No one else may use signals identical or similar to these.

15.6 Binding announcements, decisions and instructions for the entrants to DTM events shall be published on page 7 of the official time-keeping screens.

15.7 Communications in relation to investigations concerning sports law shall be issued via Email. By opening the mail, the applicant confirms receipt.

ARTICLE 16 INCIDENTS

16.1 "Incident" shall mean any occurrence or series of occurrences involving one or more drivers and which

- may be investigated by the Race Director who may inflict a classification penalty,
- is reported to the Stewards by the Race Director,
- may be investigated and/ or penalised by the Stewards.

This includes amongst others:

- Incidents necessitating the suspension of a Qualifying or Race
- Breach of these Sporting Regulations
- False start
- Starting from an incorrect starting position
- Collisions
- Forcing other drivers off the track
- Blocking another driver
- Impeding during overtaking manoeuvres.
- Leaving the track and gaining an advantage.
- Non-compliance with the (mandatory) pit stop provisions
- Non-compliance with the FCY-Rules

16.2 Provided that a breach committed by a driver during the event against the Code of Driving Conduct is completely clear, the case shall normally be immediately investigated and decided under the authority of the Race Director. Should a more detailed investigation be considered necessary and/or in the case of a serious breach, the Race Director shall investigate the case after the corresponding part of the event and report to the Stewards along with his findings.

Any participant involved in an incident may not leave the event area without the previous consent of the Stewards or of the Race Director.

16.3 Classification penalties which may be imposed:

- Change of grid position
- Non-classification (deletion of Practice laps, Practice times, exclusion from results)
- Time penalty*
- Drive Through penalty
- Ten Seconds Stop-and-go Time Penalty
- Pit-Stop Penalty
- Penalty-Lap

Should a classification penalty be imposed by the Race Director, no additional procedures must be respected. They fall under the Race Director's authority and are during the event notified by display of the penalty or by time addition before the publication of results or through modification of the results. In exceptional circumstances and after due consideration, the Race Director may inflict a lower penalty than provided for a particular breach or refrain from inflicting a classification penalty. This right is irrespective of the Stewards' right to inflict classification and/or other penalties.

*If a time penalty is imposed on a driver, the time allowance imposed as a penalty will be added to that driver's overall result after other time allowances have been considered.

16.4 A classification penalty imposed by the Race Director may be examined by the Stewards should an admissible protest be received. In such case, the Stewards shall not be bound by the Race Director's decision and may also change this penalty to the disadvantage of the party concerned and/or inflict one or several additional penalties.

Should the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be imposed by the Stewards and/ or the Sporting Tribunal/Disciplinary Commission, irrespective of any protest or of a decision taken by the Race Director. The Race Director must always immediately inform the Stewards of any classification penalty he might have imposed.

16.5 The drivers shall be notified of the classification penalties below as defined in Articles 15.4 and 15.5. From the moment of a driver's notification, the driver concerned may cross the Finish Line outside the pit lane no more than twice before entering the pit lane to take his penalty. Should the driver concerned fail to take the penalty, he shall be shown the black flag if so decided by the Stewards.

16.6 Drive Through penalty

After the display of the "Drive-Through" panel, the driver concerned must enter the pit lane, drive through the pit lane without stopping and observe the speed limit.

16.7 Ten Seconds Stop-and-go Time Penalty

After the display of the "Stop-and-Go" board, the driver concerned must enter the pit lane and stop in front of his box. After coming to a full stop, the driver has to wait minimum 10 seconds before re-join the race. The speed limit enforced in the pit lane applies both for accessing and exiting the pits. The Race Director may decide a longer stopping time. It shall be the participant's responsibility to respect the imposed stopping time.

16.8 Parc fermé rules shall apply for the car concerned by one of the penalties specified in Articles 16.6 and 16.7 above from the moment it enters the pit lane until it exits the pit lane. The only permitted exception is the use of an external source of energy to start the car.

16.09 Should a Penalty as mentioned in Article 16 be imposed when the Race leader has 7 minutes or less to complete of the scheduled Race duration, it shall be up to the participant to take the Penalty as mentioned in Article 16 or to accept a Time Penalty of 30 seconds added to his total time.

16.10 Should a Ten Seconds Stop-and-go Time Penalty be imposed when the Race leader has 7 minutes or less to complete of the scheduled Race duration, it shall be up to the participant to take the Stop-and-go Penalty or to accept a Time Penalty of 40 seconds added to his total time. In case of a longer stopping time, the Time Penalty will be increased.

Should the penalty be taken, the driver concerned must subsequently cross the Finish Line outside the pit pane at least one more time before he takes the chequered flag. Failure to do so shall result in a Time Penalty of 30 seconds added to the total time of the driver concerned.

16.11 Pit Stop Penalty

a) A pit stop penalty will be inflicted only if, at the moment of the notification of the pit stop penalty, the driver concerned has not yet completed his mandatory obligatory pit stop pursuant to Art. 39. After the notification of a pit stop penalty, the driver concerned must proceed to the pit lane, respecting the number of laps specified in Article 39, at the latest at his tyre change (pursuant to Art. 39), to take his pit stop penalty and stop at the location communicated during the drivers' briefing (normally in front of the Race Control Tower). He must stop there at least for the period notified before he re-joins the race. It is the participant's responsibility to respect the stopping time. In addition, the stopping time will be monitored by a judge of fact who will display a board to the driver when the stopping time has elapsed. After the pit stop penalty, the driver concerned may continue to his pits and proceed to an obligatory pit stop respecting the provisions of Article 39. The speed limit enforced in the pit lane applies both for accessing and exiting the pits. The maximum number of laps pursuant to Article 16.5 to take a penalty is not applicable in case of a pit stop penalty.

b) An additional Time Penalty corresponding to a Pit Stop Penalty may also be imposed on drivers who have already completed their obligatory pit stop.

16.12 In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6, 16.7 or 16.11) provided that the competition advantage wrongly gained is equalised.

The Race Director may request from the driver who has committed the infringement the immediate equalisation of the advantage gained. If the driver follows this request and lets the other car which was wrongly overtaken past, the advantage shall be considered equalised. The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

If the corresponding driver does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Articles 16.6, 16.7, 16.11 or 16.13 shall be imposed.

The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

16.13 Penalty Lap

In less serious cases, the Race Director may order the completion of a so-called "Penalty Lap" as an alternative to the penalties mentioned in Articles 16.6, 16.7 and 16.11. For this purpose, a Penalty Lap will be set up on each track. For this purpose, a penalty zone will be set up on each track in which the vehicle concerned must drive at a maximum speed of 50 kph for a defined distance. The location, nature and marking of this zone as well as the distance will be announced in the respective drivers' meeting.

When the message "Car xx - Penalty lap" appears on page 7 of the official timekeeping monitors, the penalty is deemed to have been announced. The driver concerned is requested to drive through the penalty zone once in accordance with the rules immediately after the penalty has been announced. The finish line may be crossed a maximum of once after the penalty has been announced and before passing through the penalty zone.

If, in the opinion of the Race Director, the penalty has not been served in accordance with the rules, the driver concerned may repeat the serving of the penalty once on the following pass.

For safety reasons, the driver concerned must activate the hazard warning lights of his vehicle at the latest at the time defined in the drivers' meeting before taking the penalty in order to draw the attention of following drivers to the fact that the penalty has been served. In addition, the white flag will be waved by the marshal immediately in front of the penalty zone. After completing the penalty, the driver concerned may rejoin the racing line without endangering other drivers.

The race director can also order the repeated passing of the Penalty Lap with the message "'Car xx - Penalty lap - xx times" on page 7 of the official timekeeping monitors. The aforementioned regulations apply accordingly to the multiple passing of the Penalty Lap.

A Penalty Lap may not be served during a safety car or full course yellow period. For the avoidance of doubt, a safety car period starts when the message "safety car deployed" is shown on the timing monitors and ends when the green flag is shown to the relevant car at the finish line. The regulations concerning serving the Penalty Lap will remain unaffected but safety car laps will not be taken into account for that purpose.

In case of a race finish under safety car conditions, a replacement penalty of five (5) seconds will be added to the total race time of the relevant car.

Violations of the above rules will be penalised at least with a penalty according to Article 16.

ARTICLE 17 PROTESTS AND APPEALS

17.1 The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit – payable to the DMSB:

Status International €500,00

Appeal deposit – payable to the DMSB:

Status International €1,500.00

Appeal to the FIA – payable to the FIA: €6.000.00

(acc. to FIA Judicial and Disciplinary Rules)

Protest and appeal deposits are exempt from VAT.

17.2 No protest may be lodged against the following decisions of the Race Director:

- Pit Stop Penalty (Art. 16.11)
- Penalty as mentioned in Article 16 (Art. 16.6)
- Ten Seconds Stop-and-go Time Penalty (Art. 16.7).
- Penalty-Lap (Art. 16.13)

ARTICLE 18 PENALTIES

18.1 The Stewards may inflict any penalty specified in these Regulations as substitute for or in addition to the penalties laid down in the ISC. Any breach of the Regulations notified to the Stewards may result in a penalty pronounced by the Stewards. The Stewards may suspend penalties.

18.2 The Stewards may also pronounce a demotion in grid positions which may be applied for the current Event as well as for one or several subsequent Events.

Any driver who has had three (3) reprimands issued against him during a single season shall be demoted five (5) positions on the starting grid upon issuance of the third reprimand at the next race. Should the third reprimand be issued due to an incident during a race, the drop in starting grid positions shall be applied during the next race in which the driver participates.

Any driver who has had six (6) reprimands issued against him during a single season shall be demoted ten (10) positions on the starting grid upon issuance of the third reprimand at the next race. Should the six (6) reprimand be issued due to an incident during a race the drop in starting grid positions shall be applied during the next race in which the driver participates. Once the drop of ten (10) positions on the starting grid has been carried out, all reprimands as defined in this Article shall be deleted.

18.3 Fines imposed by the race director must be paid immediately upon notification. Fines imposed by the Stewards, must be paid to the DMSB within 48 hours of their notification.

18.4 No appeal shall be allowed against the following decision by the Stewards:

- Drive-Through Penalties or Time Penalties.
- Pit-Stop-Penalty (Artikel 16.11)
- Ten Seconds Stop-and-go Time Penalty (Art. 16.7).
- Penalty-Lap (Art. 16.13)

ARTICLE 19 CHANGE OF CAR

19.1 At the latest at the initial scrutineering of an event the participant has to determine the respective driver / vehicle combination.

After the completion of the Initial scrutineering, a change of vehicle, the nomination of a further driver and/or a further vehicle can only be made with the approval of the stewards.

Under no circumstances may a driver who has already been named and assigned to a vehicle change the vehicle during the respective event after the start of the first (1st) Free Practice session of a DTM event.

19.2 The decision whether a car shall be deemed repaired or changed shall be taken by the Stewards, based upon a report by the Technical Delegate.

ARTICLE 20 DRIVING/DRIVERS' EQUIPMENT

20.1 Each driver must drive his car alone and unaided on the Race Track.

20.2 Agreements between manufacturers or competitors (teams) and drivers which provide that the manufacturer or competitor may issue direct or indirect instructions to the driver for his conduct during a qualifying session or race which restrict the driver in sporting competition are prohibited. In the event of violations, a fine of 250,000 euros may be imposed on the manufacturer, competitor and/or driver.

20.3 Whilst driving, each driver must always wear his complete driver's clothing in compliance with the Appendix L to the ISC, Chapter III. In particular, the following is required:

- Helmets according to FIA Standard 8860-2018 or FIA Standard 8860-2018-ABP and
- Head restraint system accordingly
- Flame-resistant clothing according to FIA Standard 8860-2018

Furthermore, every driver must fasten his seat belts. Driving is defined as any movement of the car under its own engine power.

ARTICLE 21 CAR IDENTIFICATION

21.1 Race Numbers

The race numbers must appear in three positions: on each side of the car as well as on the front bonnet. The exact position and type of mounting are described in the Organiser's Regulations.

Race numbers and the corresponding panels shall be supplied by GTM GmbH and must be affixed to the race cars without modification.

21.2 Advertising surfaces

The compulsory official advertising surfaces shall be respected as specified in the DTM Organiser's Regulations.

ARTICLE 22 TESTING

Registered drivers and/or teams driving a GT3 vehicle may not test their race car on a particular circuit after the Monday prior to an DTM event. It shall not apply to tests organised by GTM GmbH.

In no case may a driver permanently enrolled in the DTM participate in another series at the same venue during an event.

A competitor / team enrolled in DTM may participate in another series at the same venue during an event.

The total number of slick tyres that may be used during testing on a Thursday prior to a DTM event may be limited. Participants must provide the barcodes of the corresponding tyres in writing to the Technical Delegate.

Depending on the available test time, the exact number of tyres will be published before each test.

Any violation of the above test restrictions and test tyre limitations shall be reported to the Stewards of the Meeting.

ARTICLE 23 PITS/PIT LANE

23.1 A line shall divide the pit lane in two over its total length in front of the pits. The part closest to the pits shall be designated the working lane, the part closest to the pit wall shall be designated the fast lane. The race cars may use the fast lane only when the driver is behind the steering wheel in his normal seating position. No work may be carried out on the car on the fast lane and no parts or tools may be left there. Cars which are in the fast lane of the pits when a Race is suspended in accordance with Article 42.5 shall be excepted. In no case may work be carried out on a car if it is likely to hinder other cars. On the side near the pits, the pit lane shall be delimited by a line or the pit gates. The exact limits of the pit lane shall be communicated in the bulletin.

23.2 The following applies for a 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.

23.3 Only persons holding an appropriate pass shall be admitted in the pit area. Children and young people (under 16 years of age) shall not be admitted in the pit lane, even if accompanied by an adult. This shall apply also if they are in possession of valid passes.

23.4 During Practice and Race no more than 4 persons for each race car shall be permitted at the pit wall and they must carry special identification.

A team's mechanics may not cross the dividing line between the pit lane and the pit building to the pit lane until their team's car makes a pit stop.

All team personnel near the car during a pit stop (team personnel for a tyre change, for lifting the car, fire personnel etc.) the following equipment is compulsory:

	Free practice	Qualifying	Race
Fireproof clothing complying with FIA Standard 8856- 2000 or 8856-2018	Mandatory	Mandatory	Mandatory
Helmet with balaclava (FIA standard 8860 recommended)	Mandatory for personnel actively involved in a pit stop	Mandatory for personnel actively involved in a pit stop	Mandatory for personnel actively involved in a pit stop
Fireproof underwear complying with FIA Standard 8856- 2000 or 8856-2018	Mandatory	Mandatory	Mandatory
Fireproof stockings complying with FIA Standard 8856- 2000 or 8856-2018	Recommended	Recommended	Recommended
Safety shoes complying with current DGUV regulations	Recommended	Recommended	Recommended

All other persons (media representatives, runner, safety marshals etc.) staying in the working lane of the pit lane during a free practice session, Qualifying or a Race must wear fire-resistant overalls and a helmet.

Persons staying in the area of the pit wall and the communication stands only are not required to comply with the above clothing prescriptions.

If a vehicle is refueled or defueled, the persons involved in the refueling process must wear fireproof clothing according to FIA Standard 8856-2000 or 8856-2018. Art. 29.3 must be observed.

23.5 The participants in the DTM shall be required to clear the pit area outside their scheduled Practice session and Races if there is another Practice or Race taking place at that time. Furthermore, for safety reasons the Race Director's authorisation shall be required to move DTM cars along the pit lane during a Practice or Race of a supporting event.

23.6 All electrical devices must comply with the current and valid safety standards. For safety reasons, smoking shall be absolutely prohibited throughout the pits and on the starting grid.

23.7 During an DTM event, the drivers may only leave the pit lane when the green pit exit light is on. A Marshal with a blue flag and/or a blue flashing light shall warn the drivers if a car approaches the pit lane exit on the track. The vehicles may not use the fast lane until the green pit exit light is on.

The Race Director/Clerk of the Course shall impose the following penalties for offences against this racing provision:

1. During Practice: the Practice time of the vehicle concerned shall be shortened by 15 minutes.
2. During Qualifying: the fastest lap time in the Qualifying shall be struck from the part of the Qualifying concerned.
3. Before a Race: 5-second Pit Stop Penalty.

23.8 The cars must always approach and exit a pit stop station on the fast lane. Pushing the vehicle by mechanics/team members after the pit stop is prohibited. It shall be prohibited to pass a car which blocks the fast lane momentary (e.g. to be pushed into the pits by team members) by using the working lane.

23.9 It shall be the responsibility of the participants to release their cars from their pit or from the pit stop position only when it is safe to do so and without endangering other participants. Cars in the working lane shall yield to those in the fast lane. The mere fact that a car has to brake in the fast lane in order to avoid a collision with a car coming from the working lane is not generally considered to be a danger. It is, however, not permitted to change from the working lane to the fast lane if, at the moment of changing lanes, an overlapping with another car in the fast lane occurs.

23.10 Compliance with the above safety regulations for entering and leaving the pit lane and for the pit stop shall be controlled by Marshals.

23.11 During an DTM event, it shall be prohibited to climb onto the fencing of the pit wall, in particular at the Race end. A penalty may be imposed on any team failing to comply.

23.12 Animals, except those which may have been expressly authorised by the event host for use by security services, shall be forbidden on the track, in the paddocks and in the pit lane.

ARTICLE 24 SCRUTINEERING

24.1 Before the start of the event, each participant must check his vehicle for safety and compliance with the Technical Regulations and the relevant

homologation. The scrutineering document provided to the competitors by the Technical Delegate or his representative for this purpose must be completed fully and sent electronically to the Technical Delegate or his representative. The compliance of the vehicles with the transmitted scrutineering document can be checked by the Technical Delegate or his representative at any time during the event.

The engine of each car must be sealed by the manufacturer. The type and position of the seals will be agreed between the manufacturer and the Technical Delegate or his representative.

For cars equipped with turbo chargers, the turbo must be ready for sealing, pre-wired.

It is the competitor's responsibility to ensure that no vehicle will participate in any practice, qualifying or race with an engine that is not sealed or has damaged seals.

Opening the engine seal or an engine change between events must be declared in writing to the Technical Delegate immediately, at the latest by the time the scrutineering document is submitted. The opening of the engine seal or an engine change during an event is only permitted with an prior written approval by the Technical Delegate.

24.2 The deadline for submitting the fully completed scrutineering document will be announced before each event. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits for the presentation of the scrutineering document or transmit it incomplete, will not be allowed to take part in the event.

24.3 Any car which, in the course of the event, is damaged or dismantled or modified in a way which might affect its safety and/or call into question its compliance with the Technical Regulations, must be represented for the Scrutineers' review without being expressly requested.

24.4 At any time during an event, all cars must be made available for checks to be carried out. Upon request, the tyres marked for the corresponding car and the corresponding event must also be made available to the Technical Delegate or his representative at any time during an event.

The competitor is obliged to allow the Technical Delegate or his representative unrestricted access to all data recording and control devices installed in the vehicle. The Technical Delegate or his representative are entitled to download the data stored on the devices that were recorded during a DTM event and to save them for further analysis.

24.5 In co-ordination with the Stewards and the Technical Delegate, the Technical Delegate or his representative may also check cars or car components after an event at a location other than the circuit area. The Stewards shall be informed about the results of such checks. The race results shall remain provisional until the Stewards have decided.

24.6 The cost of disassembly or assembly due to post-inspection both during and after an event shall be borne by the competitor concerned.

24.7 Should a car lose a component during the Qualifying or Races, the weight of this component may be taken into consideration when determining the car's weight. It shall be at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components shall be taken into consideration for weighing.

24.8 The Scrutineers may carry out any kind of checks on the race cars at any time, also immediately before a car leaves the pit lane. The competitors must take this into consideration in their schedule.

24.9 The Race Director may require that any car involved in an incident (Article 16) be checked.

24.10 The correct presentation of the series sponsors and of the race numbers as indicated in DTM Organiser's Regulations shall be checked at Scrutineering. The participants shall have time until the first Qualifying to execute any adjustments requested.

24.11 The Stewards shall publish the Scrutineers' findings in the technical checks carried out on the cars. The results shall not include specific figures except for cars found to be in breach of the Technical Regulations.

24.12 Use of the Scrutineering scale

The use of the scrutineering scale during the specified opening times is only permitted under the following conditions:

Driving on the scale with your own motor power is prohibited. Vehicles may only be pushed onto and off the scale.

Lifting the vehicles on the scale is prohibited in any form.

Any violation against the aforementioned provisions will be penalized with a fine of 3.000,- Euro.

ARTICLE 25 TYRES

25.1 No tyres shall be used other than those provided by the permanent series supplier.

Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems.

Exceptions:

- It shall be permitted to cool the tyres with water.
- Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers.

Increasing tyre temperature above the ambient temperature by any device or fixture shall be prohibited. Tyres shall not be covered while vehicles line up in the starting grid.

The tyres may only be filled with chemically unmodified ambient air or with nitrogen.

25.2 All dry-weather tyres shall carry a bar code label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior to the Free Practice of an DTM event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers.

The following must be respected:

- All tyres to be newly registered must come from the stock of the permanent series supplier present at the circuit.
- The tyre supplier may not take back tyres which have already been registered by the Scrutineers.
- The recorded barcode numbers are transmitted digitally for checking to the participants.
- Any discrepancies in the transmitted barcodes must be reported to the Scrutineers at least two hours before the start of the first free practice session. If there is no report to the Scrutineers, this will be deemed as implicit acceptance of the transmitted barcodes.
- Each competitor is responsible for providing the Scrutineers with a specific allocation of the dry-weather tyre barcodes to the corresponding TPMS Sensor IDs no later than two hours before the start of the first free practice session.

25.3 Dry-weather tyres:

a) For the free practice sessions of an event, two sets of tyres (one set consists of two front and two rear tyres) may be nominated for each vehicle, which were allocated to the vehicle at a previous event. The barcode numbers of these tyres must be transmitted digitally to the scrutineers at least two hours before the start of the first free practice session.

At the first event, as a replacement for the above-mentioned nominated sets of tyres, an additional new set of tyres will be allocated to each vehicle.

These tyres may only be used in the free practice sessions of the respective event.

The same regulation applies to vehicles participating in an event for the first time in the season.

b) In addition, for the Free Practice sessions of an event, a new set of tyres (a set consists of two front and two rear tyres) will be allocated to each vehicle. These tyres may only be used in the Free Practice sessions of the corresponding event and may be nominated for the Free Practice sessions of a subsequent event in accordance with Article 25.3a.

c) For the qualifying sessions and the races of an event, the regulations according to the following table apply:

To be applied for the events:	
<p>Oschersleben (DEU) Zandvoort (NED) Sachsenring (DEU) Hockenheimring (DEU)</p>	<p>Norising (DEU) Nürburgring (DEU) Lausitzring (DEU) Red Bull Ring (AUT)</p>
<p>A maximum of four (4) new sets of tyres (one set consisting of two front and two rear tyres) will be allocated to each vehicle for the qualifying sessions and races of an event.</p>	<p>A maximum of three (3) new sets of tyres (one set consisting of two front and two rear tyres) will be allocated to each vehicle for the qualifying sessions and races of an event.</p>
<p>Each vehicle must use at least one set of tyres (a set consists of two front and two rear tyres) in each race, which has not been used in any previous part of the event. For the purposes of this article, a tyre or set of tyres is considered to have been used when a vehicle has passed the pit exit or the Finish Line outside the pit lane with it. The route from the pit lane to the grid or the information lap, in accordance with Article 38.1, of the respective race is not considered as use only if the corresponding race is started on the same tyres.</p> <p>This rule is not applied in the event that the corresponding vehicle uses rain tyres in the competition race.</p>	<p>Each vehicle must use a set of tyres (a set consists of two front and two rear tyres), which has not been used in any previous part of the event, at least once in a race per event. For the purposes of this article, a tyre or set of tyres is considered to have been used when a vehicle has passed the pit exit or the Finish Line outside the pit lane with it. The route from the pit lane to the grid or the information lap, in accordance with Article 38.1, of the respective race is not considered as use only if the corresponding race is started on the same tyres.</p> <p>This rule is not applied in the event that the corresponding vehicle uses rain tyres in the competition race.</p>

d) The five best placed cars on the grid according to Article 36 must start the respective race on the four tyres on which they achieved their fastest lap time in the respective qualifying session.

This rule shall not apply in the event that the fastest lap time in the respective qualifying session was achieved on wet-weather tyres or in the event that the respective vehicle starts the race on wet-weather tyres.

Each vehicle is allowed one time per season to change one of the four tyres listed above due to damage for another tyre that has been allocated to the vehicle for that part of the event. The damaged tyre must be presented to the Technical Delegate or his representative prior to the change.

e) No vehicle may enter the track at any time with dry-weather tyres that have not been allocated for that vehicle and that part of the event.

f) Tyres assigned by the Scrutineers during an DTM event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only based on the permanent series supplier's confirmation that the tyre defect was caused during

production.

g) Each vehicle may be allocated a maximum of two additional new tyres per season to replace a damaged tyre. The damaged tyre must be shown to the Technical Delegate or his representative before being replaced.

25.4 Wet-weather tyres

a) There are no restrictions on the number of wet-weather tyres used.

b) Wet-weather tyres shall only be used during Practices, a Qualifying or a Race if the Race Director has declared the session a Wet Practice or Wet Race.

c) Each competitor is responsible for providing the scrutineers with a full list of TPMS Sensor IDs that can be used with wet-weather tyres during the event at least two hours before the start of the first free practice session.

25.5 Not allocated

25.6 At any time during an event, the Technical Delegate or his representative may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.

25.7 The Technical Delegate shall have the right to exchange any tyre of a single car against a tyre from the tyre manufacturer's stock at any time during an event until 2 hours before the Qualifying and/or the Race, at his own discretion.

25.8 Any tyres allocated to a vehicle for an event in accordance with Article 25.3 shall be stored within sight in the pits or in tyre tents behind the respective pits at all times as soon as the respective team has taken charge of them. The tyres must not be stored out of sight in trailers, vehicles, other rooms/spaces or behind screen walls.

25.9 Any breach of these regulations and the use of tyres without appropriate identification may result in a drop in starting grid positions or in non-classification in the Race. The Stewards may inflict additional penalties.

25.10 Tyre changes, subject to Article 25.3e, are permitted during all parts of the event, unless explicitly prohibited for one part of the event.

ARTICLE 26 WEIGHTS AND WEIGHING

26.1 Minimum weight of cars

The required minimum weight of each car (without driver and fuel) shall be determined as follows:

Minimum weight according to BoP (see Art. 28.1) + driver ballast according to Article 26.3 + success ballast according to Article 26.2 (only during Races)

The whole success ballast (only during Races) according to Article 26.2 and the driver ballast according to Article 26.3 shall be installed in the car at all times during an event as specified in Article 27.12.

If according to article 27.1, an inboard or onboard camera assigned by the GTM GmbH is installed in the vehicle, the weight of the control unit including the corresponding brackets (without cables) which are located in the passenger compartment according to the "DTM Installation Instructions" will be taken into account as weight according to the requirements of article 27.12.

The installation of the BoP ballast (see Art. 28.1) in positions which do not comply with the requirements according to Art. 27.12 shall only be allowed according to the DTM Specification

26.2 Success ballast

Based on the drivers' standings, the following ballast weights shall be installed in the vehicles.

1st pos.	+20 kg
2nd pos.	+10 kg
3rd pos.	+5 kg

Prior to each Race, the ballast shall be determined on the basis of the previous Race. The success ballast needs to be carried only during Races but not during Qualifying or Practice.

If a driver carrying a weight penalty changes the team and/or vehicle during the season, the weight shall be carried on to the new team/vehicle.

If a weight penalty has already been imposed on the new vehicle, the nominally higher weight (driver or car) shall be deemed the new weight penalty.

If the result of a race is provisional two hours before the start of the following race, the allocation of the success ballast will be made according to the provisional result at that time. In case of a pending appeal, the Appellant will be allocated the success ballast according to his original ranking. A protest against missing Ballast of Success due to a change of result after the above-mentioned date is not allowed.

26.3 Driver Ballast

The weight of a driver including his complete equipment, according to Article 20.2, together with the driver's ballast installed in the vehicle, must be at least 85.0 kg at all times during the event.

If the weight of a driver including his complete equipment, according to Article 20.2, exceeds 86.0 kg, the driver's ballast will be negative according to the following table:

Stipulated Driver weight	Negative Driver Ballast
More than 86,0 kg	-1 kg
More than 87,0 kg	-2 kg
More than 88,0 kg	-3 kg
More than 89,0 kg	-4 kg
More than 90,0 kg	-5 kg

26.4 Stipulation of the driver weight and driver ballast

All drivers including their complete equipment according to Article 20.2 will be weighed by the Technical Delegate or his representative immediately after all free practice sessions, qualifying sessions, and races. The drivers shall proceed directly to the designated weighing area after the end of the respective session. The determined weight will be communicated to the driver. As soon as the driver leaves the weighing area, he accepts the weighing result. The weighing result shall be a decision of a judge of fact.

The cars shall be weighed as follows:

Weighing during Free Practice and Qualifyings

26.5 During Free Practices and Qualifyings, the weighing will take place in a weighing area designated by the Technical Delegate. When a driver is notified that his/her car is to be weighed, he/she must proceed directly to the weighing area and switch off the engine.

26.6 The car shall be weighed with the driver on board. The weight must be greater than the minimum weight according to BoP (see Article 28.1) + 85.0 kg. The result shall be given to the driver or a team member in writing. During weighing, the driver must refrain from any movements which might affect the result.

26.7 Should a car be unable to proceed to the weighing area under its own power, it shall be pushed to the weighing area by Marshals only.

26.8 Should the weight of a car be less than the prescribed minimum weight, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

26.9 A weighing tolerance of 2.0 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

26.10 The driver may not leave the weighing area nor may the car be removed without the consent of the Scrutineers.

26.11 All cars selected for weighing are subject to Parc Fermé - regulations. No substance may be added to or removed from a car after it has been selected for weighing. No substance may be added to or removed from a car after it has been selected for weighing.

Weighing after Qualifyings and Races

26.12 During Scrutineering cars are weighed without the driver on board.

No substance may be added to or removed from the vehicle; this regulation takes precedence over ISC Appendix J Article 257A.201.

A weighing tolerance of 2.0 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact. Should a car weigh less than the prescribed minimum weight during Scrutineering, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

26.13 All parts replaced during Qualifyings and Races must be made available to the Scrutineers for verification without any explicit request. Where necessary, the parts removed from the car will be marked by the Technical Delegate or his representative and may not be modified subsequently in any way. Such parts must remain in the respective team's garage in a place clearly visible, until such time when Scrutineers release them. These parts may be taken into consideration instead of the new parts when determining the weight of a car.

26.14 To check the success ballast and/or the driver ballast, the corresponding metal plates (including the control unit of the camera system) are removed and weighed separately on the scales in the weighing area. Screws and other fastening elements are not taken into account when determining the success ballast and driver ballast. A weighing tolerance of 0.5 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

26.15 Non-compliance with the minimum weight during Qualifyings shall result in the non-classification of the car concerned. That driver, however, may

start the Race from the last grid position.

Non-compliance with the minimum weight during a Race shall result in exclusion.

26.16 It shall be the participants' responsibility to ensure that the race cars entered by them can immediately be pushed onto the assigned weighing scale at any time during the event upon instruction of the Stewards or the Scrutineers. At any rate, the car shall be subject to Parc Fermé rules from the moment the instruction for weighing procedure is issued until the procedure is completed. In addition, the itinerary to the weighing area and the weighing area itself shall be subject to Parc Fermé rules. Only officials on duty may enter the weighing area. No intervention of any kind shall be allowed in this area unless authorised by the officials. Any failure to comply with an instruction to present a car for weighing shall be reported to the Stewards.

ARTICLE 27 GENERAL CAR REQUIREMENTS

Television cameras and antennas

27.1 All participants are obliged to install the inboard and onboard cameras assigned by GTM GmbH in the corresponding vehicle during the event (if necessary, appropriate mounting points must be created in the vehicle) and to operate them.

The installation of the entire camera system must be implemented in accordance with the "DTM Installation Instructions".

The interior area of the vehicle (inside the passenger compartment as well as the interior and exterior surfaces of the windows), which is within the viewing range of the cameras, must be kept free of advertising and branding of any kind.

In particular, the antenna for data transmission must be mounted on the roof in accordance with the "DTM Installation Instructions". The corresponding holes are to be provided in the roof of the vehicle. All vehicles, to which no inboard and onboard cameras are assigned, have to install corresponding dummy antennas according to "DTM Installation Instructions".

The teams' own inboard and onboard cameras shall be allowed. Footage taken during a Race shall not be published, except GTM GmbH approves the publication. The Stewards shall punish any infringement with fines of at least €20,000. Additional sanctions up to exclusion from the series may be inflicted. Each offence shall be reported to the DMSB Sporting Tribunal.

A camera must not weigh more than 2kg and be secured by two separate fastenings.

All participants are obliged to install an operational image and data capture system in good working order as well as an incident camera (in line with "DTM Installation Instructions".) in their vehicles in such a manner that the camera image shows both the whole steering wheel and the area just ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications both of the camera's position and the angle of view. The entrants shall bear the related cost.

No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The required memory card shall be provided by the Technical Delegate or his representative and installed by the Technical Delegate or his representative at the beginning of an DTM event.

The Technical Delegate or his representative shall seal the memory card slot at the beginning of the event. It shall be the participants' responsibility, that the memory card is installed and to keep the seal in place and intact until the end of the Parc Fermé of the last session. Until the end of the Parc Fermé of the last session, only Scrutineers may remove memory cards. Furthermore, it is the participants' responsibility, that no data is deleted from the memory card until the end of the event.

The competitor is responsible for ensuring that the camera functions properly at all times. Only in justified individual cases may the participant remove the memory card. This must be requested in writing to the Technical Delegate.

The "Incident Camera" has to be connected in accordance with the "DTM Installation Instructions". In any case, power supply during "ignition on" must be ensured.

27.2 Each car must be fitted with a ready-to-use, properly functioning timing transponder according to the "DTM Installation Instructions".. The entrants shall bear the related cost. The transponder must be solidly fixed to the car and there must be no possibility of a movement in relation to the car's chassis. The transponder must be directly connected with the main circuit (not ignition circuit) of the car without any separating device (switch, relays etc.). When instructed by GTM GmbH, all participants shall install additional timing transponders or other devices in good working order for timing, for speed control in the pit lane and for taking the pit stop time.

In addition, the telemetry system of the timekeeping incl. displays must be installed in the vehicle according to the "DTM Installation Instructions". The participant is responsible for ensuring that the system is operational and in working order at all times.

In particular, the GPS/ISM antenna must be mounted outside the interior of the vehicle."

Compliance with the above regulations and the specifications in the "DTM Installation Instructions" is monitored by the Technical Delegate or his representatives.

Telemetry/radio communication

27.3 Any kind of transmission of data and/or signals between the moving race car and a station/device outside the car shall be prohibited, except for:

- Admissible messages given to the car on boards from the pit wall.

- Signals exclusively for information about lap or sector times (lap trigger signals).
- Body movement and hand signals made by the drivers.
- Verbal radio communication using systems officially licensed.
- Radio signals of the official TV cameras.
- Data transmission of the official telemetry system according to "DTM Installation Instructions".

With the exception of the above points, any transmission of data/signals during an event from and to the car through infrared, laser, digital/analog radio interface or similar systems shall be prohibited. The presence of any such system inside the car during an event shall be prohibited.

Tyre and brake temperatures may be measured with infrared measuring devices on the stationary car.

27.4 Only one voice communication system may be in the vehicle at any time during the event. Only one channel and frequency may be used for verbal communication with the driver. The radio system must be such that the driver, in his normal seated position in the vehicle, cannot make any adjustments to the system other than the volume control.

The Race Director may use the radio system for uni-directional or bi-directional communication with the drivers at any time with priority.

27.5 Each competitor must ensure that the voice communication link to all vehicles and to the relevant team representative is operational and functional at all times during a DTM event in accordance with the "DTM Installation Instructions".

During all DTM sessions, a relevant team representative must be permanently reachable via this radio interface. The costs will be borne by the competitor.

Non-availability of the team representative or a vehicle may be penalised by the stewards.

The competitor agrees to the recording and media marketing of the voice communication by the series promoter.

The race director and the stewards have the right to evaluate these recordings at any time.

27.6 DTM Specification

In accordance with the DTM Specification Regulations in the Appendix to these regulations, the following specifications must be deposited with the DTM Technical Department by the vehicle manufacturer prior to the start of the first event:

- Chassis springs
- Vehicle-side connection of the air lance
- Air jacks
- Wheel retaining system
- Scope of sensors / channel list
- ECU / Main Control Devices / CAN Architecture
- Software versions of engine, ABS and other control units

In accordance with the DTM Specification Regulations in the Appendix to these regulations, the following specifications can be deposited with the DTM Technical Department by the vehicle manufacturer prior to the start of the first event:

- clutch
- brake discs
- sensor mountings

27.7 Engine, ABS and other control units

Engine, ABS and other control units may only be used with the software version according to the DTM Specification.

27.8 Additional displays and control units

All displays and control units that are not listed in the FIA GT3 Homologation or the DTM Specification must be registered with the Technical Delegate, including a functional description, before the start of each DTM event, within the scope of the acceptance document defined under 24.1.

27.9 Safety belt

Any elastic rubber bands attached to the shoulder belts and any other device introducing forces into the shoulder belt other than those required for proper use shall be prohibited.

27.10 Closing of bodywork gaps / voids / apertures

All parts of the car in contact with the external air stream are considered as the "bodywork". The external air stream ends 20 mm behind the outer edges of any opening in the bodywork except the engine air intake.

The surfaces of the engine air intake up to the cylinder head, which are in contact with the air feeding into the engine are considered bodywork.

It is forbidden to fill any gaps or voids in bodywork parts or junctions of bodywork with tape, silicon, resin or any other material. Apertures in bodywork, such as Naca ducts or similar, may not be closed (not completely nor partially) on the outside.

For the sole purpose of temperature regulation, tape may only be applied on mesh in bodywork apertures, covering up to 50% of the surface of the meshed opening. For the purpose of calculating the surface, each opening will be considered separately.

As an alternative to tape, the bodywork openings may be covered with plastic sheet material, in accordance with the limitation defined above. The plastic sheet material and its attachment to the vehicle must be approved by the Technical Delegate before its first use in a DTM session.

For the sole reason of accident repair, the Technical Delegate may accept tape on bodywork parts.

On non-bodywork parts, tape may be applied.

27.11 Flexible bodywork

Any body parts having an impact on the vehicle's aerodynamic performance

- shall be rigidly connected to the chassis (with rigid meaning no room for movement)
- shall remain immobile relative to the chassis

To ensure compliance with the requirements in this Article, the Technical Delegate may subject each bodywork component which seems to be moving or is suspected of moving when the vehicle is in motion to static deformation tests.

27.12 Additional weight/ballast (clarification of ISC Appendix J, Article 257A.204)

In addition to the requirement of ISC Appendix J, Article 257A.203, additional weight or ballast shall meet the requirements below:

- additional weight or ballast shall consist of stacking metal plates with minimum measurements conforming to drawing 257A-1 and maximum measurements of 500 x 500mm.
- The plates shall be installed in the front passenger location with five M12 bolts.
- It is not necessary to cover the ballast plates. If a cover is installed, it must be transparent.

27.13 not assigned

27.14 Suspension kinematics / Pickup points

It is possible to add spacers (shims) to the suspension pickup points as shown in the homologation, provided the values of the pickup points remain within the given tolerance and the values defined in the homologation form. It is not allowed to machine or modify in any way the suspension brackets supplied by the car manufacturer.

Only shims of maximum 5mm thickness between the bracket and the chassis are allowed.

27.15 Materials

It is forbidden to alter the material of any part of the car as well as replicating parts in a different material compared to the one originally supplied by the car manufacturer.

27.16 Repairs

The weight of any bodywork part may not be increased compared to the part originally supplied by the car manufacturer. However, genuine repair is permitted.

Any weight increase of more than 20% in the bodywork parts bumpers, sills, doors and wheel arches and more than 10% in all other bodywork parts (including all parts of the underbody) is no longer considered a repair.

27.17 Changing control unit settings while driving

Switches, buttons, map switches or similar, which can influence the setting of a control unit and can be operated by the driver while driving, must not be used to gain an advantage on the track by briefly increasing the performance of the engine.

27.18 Lithium batteries

Lithium metal and lithium ion batteries may only be used if they bear the label of the "DMSB-registered Lithium Ion battery" including the corresponding registration number and are listed in the corresponding list. Batteries that are certified by the manufacturer to be used in series production vehicles are exempt from the above regulation.

27.19 Accident Data Recorder

Each car must be fitted with a functioning Accident Data Recorder (ADR) complying to FIA Standard 8872-2018. It is the responsibility of the competitor to ensure the proper functioning of the ADR at all times. The competitor shall bear the cost of the ADR. The competitor agrees that the data ownership rights of any and all data recorded by the ADR should be assigned to the DTM in perpetuity.

ARTICLE 28 BALANCE OF PERFORMANCE, DATA LOGGER & SENSORS

28.1 Before each event, a bulletin will be published which defines the track category of the upcoming event as well as the classification of vehicles for that category. For this purpose, the following performance parameters may be adjusted:

- Minimum vehicle weight
- Diameter of the air restrictor(s)
- Car ride height
- Width of tyres
- Supercharging pressure
- Lambda values
- Wheel camber values
- Tyre pressures

The Balance of Performance will usually be published one week before the respective event.

During the first three events, changes to the Balance of Performance are possible until the end of the second day of the respective event.

28.2 If required by the Balance of Performance, each vehicle shall be equipped with 1 or 2 air restrictors in line with FIA GT3 requirements. The change of an air restrictor during an event is only permitted after prior approval by the Technical Delegate. In addition, all air restrictors used must be provided with tamper-proof features in accordance with the DTM Restrictor Specifications in the appendix to these regulations. The requirements in accordance with ISC Appendix J Article 257A.313 are mandatory.

28.3 The limit for the wheel camber on the rear axle is -3.5° . In exceptional cases, the Balance of Performance may require a different value. This value must be maintained at all times during the event.

28.4 At any time before and during an event, specifications for compliance with minimum air pressure and / or operating pressure of the tyres can be introduced.

28.5 Each vehicle shall be equipped with an operational scrutineering data logging device (SDL) in good working order including sensors in line with the "DTM Installation Instructions". The entrants shall bear the cost of the data logger.

If installed or available in the vehicle, the channels according to the DTM channel list in the appendix of these regulations must be completely available on the Scrutineering data logger.

The measured physical values recorded by all sensors (according to the DTM channel list) must be available unchanged in their original physical dimension on the Scrutineering data logger.

In addition, the positions of all switches, buttons, map switches or similar that can influence the configuration of a control unit must be available in the scrutineering data logger.

It is the competitor's responsibility that the data card will not be removed. Only the Technical Delegate or his representative may extract data, storage cards or similar.

28.6 Sensors

During a DTM event, only the sensors according to the DTM sensor list in the appendix of these regulations may be installed in the vehicle, in addition to the sensors according to the FIA GT3 Homologation and DTM Specification.

Each competitor must declare the installed sensors to the Technical Delegate before the start of each DTM event, within the scope of the scrutineering document defined under 24.1.

28.7 TPMS

Each vehicle must be equipped with an operational and functioning TPMS. The costs shall be borne by the competitor.

The pressure / temperature and other values recorded by the TPMS must be available unchanged on the Scrutineering data logger.

28.8 A violation of the regulations listed in Article 28.1 to 28.4 is considered a technical violation.

ARTICLE 29 REFUELLING/FUEL

29.1 Unless otherwise stated in the event host's provisions or in the track licence, refuelling and defueling of race cars shall be allowed in the pits. Fuelling or defueling outside the pits shall be forbidden.

29.2 Refuelling or defueling during a Qualifying, Race or in the starting grid of a Race shall be forbidden.

29.3 Throughout any refuelling, at least one team member equipped with a manual extinguisher (class AB, foam AFFF), operational and of sufficient capacity, must be on stand-by near the car which is to be refuelled. The clothing regulations of Art. 23.4 must be observed.

Each participant is responsible for compliance with this regulation.

29.4 All cars must be fitted with a self-sealing connector (sample port) which the Scrutineers shall use to remove fuel from the tank. 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.

29.5 All participants must use the fuel nominated by GTM GmbH for the corresponding event. At any time during the event, after Scrutineering, only regulation fuel may be in any car after Scrutineering. The provided fuel is to be purchased against payment. The regulation fuel may not be modified. No substances may be added, removed or modified in their concentration. Any mixing with other fuel including fuel assigned at a previous event shall be prohibited.

29.6 Only unmodified ambient air may be mixed as an oxidant with the fuel used in the race car during the event. Any artificial modification of the composition of the ambient air shall be forbidden.

29.7 During the event, fuel may only be cooled with unmodified ambient air.

ARTICLE 29A CHECKS

29a.1 Fuel checks

a) At each event, a reference sample from the fuel supplier nominated in the event bulletin for that particular event will be taken at the circuit. Should the fuel at the circuit be stored in different tanks (the chambers of a fuel tank truck are not considered to be different tanks for the interpretation of these Regulations), a corresponding sample shall be taken from each tank.

Gas and fuel-tight locking containers shall be used for the fuel samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the fuel supplier.

The containers shall be labelled and sealed.

b) At any time during the event, and in particular after every Qualifying and every Race, there must be enough fuel in the tank of each car for a quantity of at least 2kg to be taken as a fuel sample from the connector defined in Article 29.

The refuelling process will be done on the measuring platform of the scrutineering area. If necessary, the Technical Delegate may specify a different location. During the defueling, the vehicle must be on the ground all four tyres and must not be moved. The required quantity of fuel must be taken from the connection defined in Article 29 within a maximum period of 10 minutes after the start of defueling.

c) The Technical Delegate or the Scrutineers may order fuel samples to be taken from the race cars at any time during the event. Gas and fuel-tight locking containers shall be used for the fuel samples. Three containers shall be filled with the samples and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

d) Should the suppliers dispense the regulation fuel at the circuit from different containers, any samples taken from each of the different containers shall be compared with the samples taken from a race car if necessary.

29a.2 Tyre checks

a) Before tyres are released to the participants at an event, a reference sample shall be taken at the circuit from the tyre stock designated for that event.

b) Gas-proof locking containers will be used for the tyres samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the tyre supplier.

The containers shall be labelled and sealed.

c) At all times during the event the tyres used during an DTM event must comply with the tyre manufacturer's specification. The Technical Delegate or the Scrutineers may order tyre samples to be taken from the race cars at any time during the event. Gas-proof locking containers will be used for the tyre samples. Samples shall be put into three containers and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

29a.3 Ride height, splitter and diffusor ground clearance check and other clearance checks

All cars must have the BoP or homologation-required minimum ride height/ground clearance, which shall be measured on the Scrutineering platform without fuel and without the driver. Competitors shall be allowed to increase tyre pressure to 1.5bar for the Scrutineering measurement.

29a.4 Intake check

The following procedure shall be used to check the intake tract:

- stall test according to ISC Appendix J, Art. 275A, 5.2.2,

Should the test fail, the Scrutineers shall carry out detailed investigations on the reasons. A report on their findings shall be submitted to the Stewards.

29a.5 Software version check: Engine, ABS and other control units

In coordination with the respective car manufacturer, all relevant control units may be read on-site or sent to the manufacturer for follow-up inspection.

29a.6 Engine check

Engine checks shall be conducted in coordination with the respective car manufacturers. During events, engines shall be sealed (cylinder heads and engine block/oil sump and block). The checks shall be carried out after the event in coordination with the entrants and manufacturers. The entrants shall make arrangements for sealing.

29a.7 Gearbox check

To check gearbox compliance with the respective homologation, the gearbox may be sealed during events. The checks shall be carried out after the event in coordination with the entrant.

29a.8 Wheel camber measurement

All vehicles must maintain the specified wheel camber limit at all times during the event. The measurement is carried out on the Scrutineering platform without fuel and driver. The competitor may adjust the tyre pressure to 1.5 bar for the measurement.

ARTICLE 30 GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

30.1 The Code of Driver Conduct as well as the safety requirements for the Races are equally applicable to Practice and Qualifying sessions.

All drivers shall comply with the provisions of the Appendix L to the FIA International Sporting Code relating to the driver conduct on circuits. The regulations below shall complement said provisions.

30.2 Manoeuvres likely to hinder or endanger other drivers may lead to the exclusion of the offender from the event. The same shall apply to drivers who apparently fail to meet the standards of the event. The Race Director may require any driver to undergo a medical examination carried out by the Medical Officer in charge. Should the Medical Officer consider a driver to be unfit for racing, the driver shall be barred from the event and the corresponding license will be withdrawn until the participant proves his medical suitability to the DMSB or another responsible ASN by means of a medical certificate.

30.3

30.3.1 No more than one (1) swerve (off the ideal line) shall be allowed in order to defend one's position. Any driver returning to the ideal line after defending his/her position off the ideal line, should keep a distance of at least one vehicle width between his car and the lines defining the track when approaching a bend/turn.

30.3.2 Any driver defending his/her position on a straight, approaching a braking zone, may use the full track width during the lane change, provided no "major part" of a car trying to overtake is next to him/her. In this case, the driver must not depart from his line without good reason while defending his/her position.

To avoid any doubt, "major part" means that the front of the passing car is next to the rear wheel of the other car.

30.3.3 Overtaking on the inside of a curve:

Any car being overtaken is required to give sufficient room to an overtaking car if the latter has a significant portion of the car alongside the car being overtaken.

When considering what is a significant portion under such circumstances, the Race Director and/or the Stewards will consider if the overtaking car's front is alongside the lateral center line of the other car by no later than the turning point into the corner. In general, it will also be taken into consideration if the overtaking manoeuvre was conducted in a safe and controlled manner.

30.3.4 Overtaking on the outside of a curve:

Any car being overtaken is required to give sufficient room to an overtaking car if the latter has a significant portion of the car alongside the car being overtaken.

When considering what is a significant portion under such circumstances, the Race Director and/or the Stewards will consider if the overtaking car's front is alongside the lateral center line of the other car throughout the corner. In general, it will also be taken into consideration if the overtaking manoeuvre was conducted in a safe and controlled manner.

30.3.5 If a car changes his direction to defend his position while breaking in front of a corner in the breaking zone, the driver always has to leave one car width space between him and the edge of the track.

30.4 Any stopping in front of, in or behind a curve shall be forbidden. Should a driver be compelled to stop his car on the track, the car must be removed from the track as soon as possible and extreme caution must be exercised. The driver must leave the car in neutral and the steering wheel in place. This

shall also apply to cars parked in the Parc Fermé.

The driver must then immediately move into a safe position, in any case at least behind the first line of protection if he is not able to assist in recovering the car. The officials' instructions are to be obeyed at all times.

30.5 The Race Track shall be defined by white demarcation lines on both sides of the track. The kerbs shall not be part of the track as defined in this article. The drivers may use the whole width of the track between these white lines. The car is considered to be off the track as soon as all of the four wheels of the car are outside these white lines.

30.6 Drivers shall be strictly forbidden to drive their cars in the opposite race direction or crosswise to the track, unless this is absolutely necessary in order to move the car from a dangerous position or unless directed to do so by a Marshal.

Should a car stop on the track it shall be the duty of the Marshals to remove it as quickly as possible so that its presence may not constitute a danger or hinder other competitors. Except on a Marshal's specific instructions, any pushing of a car during a race shall be strictly forbidden. During Practice sessions, Qualifyings and Races, only the Marshals may give assistance to drivers outside the pit lane.

Should a driver receive any mechanical assistance from a mobile safety unit car during a Qualifying or a Race, this part of the event shall be over for the respective driver. Should the driver however continue in that Qualifying or that Race, the following penalty shall apply:

Laps completed and lap times set from the moment the illegal assistance is received shall be cancelled. The driver shall in addition be shown the black flag.

30.7 Except where these Sporting Regulations specifically provide so, only the driver may touch a stopped car unless it is in the pit lane, in the paddocks or on the starting grid. This provision shall not affect the acceptance or toleration of outside assistance provided by Marshals or by any other person for safety reasons.

Repairs or any kind of work on a race car may be carried out only at/in their respective pits, in the paddocks and on the starting grid. During Races or Practice sessions no team member shall be allowed on the track.

Working in the pit lane under a competition vehicle is only permitted if the vehicle is secured by a device against unintentional lowering.

30.8 A penalty may be imposed on any driver obviously hindering or blocking other participants.

30.9 Any driver leaving the track may only rejoin it if this manoeuvre does not represent a danger or obstruction to other drivers. According to circumstances, classification or other penalties may be imposed on any driver gaining a permanent advantage from leaving the track. The Race Director may, at his/her discretion, give such drivers the opportunity to relinquish the advantage gained by leaving the track. Special parts of the circuit (chicanes) may be observed by judges of fact.

30.10 Drivers intending to leave the track must signal their intention to do so in good time making sure that they can do so without risk to others. Drivers entering the pits must respect the following provisions:

Access to the pits shall only be allowed through the deceleration zone which may not be left once it has been joined. Drivers must reduce speed as soon as they join the deceleration zone so that they can stop their cars at their pits without endangering other participants or the Marshals. Any pit stop must take place in front of the allocated garage or in the garage of the team concerned. In the pit lane, vehicles on the "fast lane" have the right of way over vehicles in the working lane.

After a pit stop drivers may rejoin the track at the end of the pits and it shall be their responsibility to rejoin the track without endangering or obstructing other participants. It shall be strictly prohibited to cross the Line at the end of the pit lane. Crossing the line at the end of the pit lane shall be strictly prohibited. The Race Director shall issue a reprimand against offenders during Free Practices, demote any offenders by at least 3 positions on the starting grid in Qualifyings, and impose at least a penalty as mentioned in article 16 during Races.

Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact.

Throughout the entire duration of the event, a 50 kph speed limit shall be enforced in the pit lane between the two markings (pit lane entry/pit lane exit). At his decision, the Race Director may amend this limit for safety reasons.

Cars may not be reversed in the pit lane under their own power at any time.

For violations of the pit lane speed limit, the Race Director shall impose the following penalties:

During Practices, Qualifyings: €50 for each km above the limit up to max. 10 kph violation

A violation of more than 10 kph: €500 fine and an additional demote by 3 positions on the starting grid

In a Races: minimum: Penalty as mentioned in article 16

Also, deliberate slow driving and blocking other participants during the obligatory pit stop shall be punished.

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

30.11 Cars losing oil must immediately pull off the track. Drivers may not drive the car back to the pits regardless of the risk of soiling the track.

30.12 The cars' head, rear and rain lights must be illuminated when the official time-keeping monitors display the "lights on" message on page 7 or the "lights" board is shown at the Finish Line.

30.13 The Race Director may stop any car involved in an accident or with the rear lights out of order to be checked. Any such car may rejoin the Race after being checked and/or after repair.

30.14 Extreme caution must be exercised when rescue or safety vehicles are on the track. The drivers must immediately give way to such vehicles.

30.15 No spare oil, water and fuel cans or empty cans may be carried on board the race car.

30.16 It shall be prohibited to close the pit gates during Practice sessions, Qualifyings and Races or to position partition walls, to use covers or to take any other action which might impede view onto the cars, whilst they are in the paddocks, in the pits, in the pit lane or on the starting grid.

The only permitted exceptions shall be covers with the unambiguous purpose of protecting mechanically sensible parts (e.g. open intake ports) or covers for fire protection.

It shall be prohibited to:

- cover the rear wing
- use pit stop stations, tool boxes, tyre trolleys, engine bonnets or anything similar with the purpose of obstructing the view

It shall be permitted to:

- cover damaged cars or car parts
- cover cars in Parc Fermé or in the pit lane when it rains
- use heat protection on the starting grid.

In the case of repair after heavy accidents and with the agreement of the Technical Delegate it may be permitted in individual cases to close the pit gates.

30.17 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 commercially available rubber slider in the area of the pit stop stations.

30.18 Drivers with medical conditions (e.g. allergies, bleeder, diabetic etc.) shall submit written information to the Chief Medical Officer before the beginning of an event. This information must include the driver's name and the number of the race car. Participants with injuries or temporary handicaps must also contact the Chief Medical Officer immediately.

ARTICLE 31 FLAG SIGNALS/SIGNALLING

The emergency services and track control shall be organised in accordance with the provisions of Appendix H to the FIA International Sporting Code. All drivers undertake to study these requirements to observe the signals and to obey any instructions.

Signalling can be done by flags as well as by LED panels (light flags). In case of different signals, the signal with the higher warning level has priority.

The signalling by the vehicle display has no sport legal relevance.

The flag signals do not release the drivers from their obligation to prevent any risks to other drivers when recognising a potential danger.

ARTICLE 32 PRACTICE

32.1 On the day before the first Race, two 45-minute Free Practice sessions shall be held in accordance with the time schedule for the corresponding DTM event. The following provisions shall apply:

Only timed laps will be counted in the free practice, which will be started and finished on the track and outside the pit lane.

32.2 The Practice shall be held in accordance with the time schedule for the corresponding DTM event.

32.3 The following shall apply when Practice is being stopped:

Should it become necessary to stop a Practice because of an accident blocking the circuit or because of weather or other conditions making it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Start Line. When the signal to stop Practice is given overtaking shall be forbidden and all cars must proceed slowly back to their respective pits. All cars abandoned on the track shall be recovered. The event host shall bring them back to the pit lane if possible; he shall not be under any obligation to do so.

The Race Director may interrupt Practice as often and as long as he sees fit to clear the track or to allow the recovery of a car.

However, except during Qualifyings, the session shall not be extended or the timetable modified as a result.

Should one or more sessions be thus interrupted, no protest shall be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start. The same shall apply to cuts in Practice time.

A stopped Practice session shall be restarted upon instruction of the Race Director only.

32.4 Drivers may generally not start in a Race unless they have participated in at least one Practice.

32.5 There shall be a traffic light showing green or red at the pit lane exit during each Practice. The drivers may only leave the pit lane when the green light is on. In addition, a blue flag and/or a blue flashing light shall be shown at the pit lane exit to alert the drivers at the pit lane exit to a vehicle approaching on the Race Track.

ARTICLE 33 QUALIFYING

33.1 In principle, a qualifying session of 20 minutes will take place before each race.

Only timed laps will be counted in the qualifying, which will be started and finished on the track and outside the pit lane.

During the qualifying refuelling and defuelling shall be prohibited.

Wheels may be mounted on the vehicle at the earliest 5 minutes before the start of the respective qualifying session.

33.2 If a qualifying session is aborted due to a decision of the Race Director, the Race Control will in any case try to continue the aborted qualifying session as soon as possible. The break will be kept as short as possible after the signal to stop. All information regarding the timing, especially the new start time, will be communicated to the participants on page 7 of the timing monitors. A minimum driving time of three (3) minutes will be guaranteed for the remaining part of the qualifying session, even if this means that the scheduled total driving time of the qualifying session of 20 minutes is exceeded. Art. 34 remains unaffected.

33.3 Should a driver set a faster lap time than his previous ones when yellow flags are shown at any point on the circuit, this lap time shall be deleted. Additional classification and/or other penalties may be imposed by the Race Director and/or the Stewards.

33.4 Should a driver, in the opinion of the Stewards, intentionally stop his car or obstruct another driver in whatever way during Qualifyings, a penalty shall be imposed.

33.5 After the respective Qualifying, all race cars that took part in the Qualifying shall be subject to Parc Fermé provisions throughout the circuit premises and no technical changes to the cars shall be allowed.

Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.

All cars must move directly to the Parc Fermé indicated in the respective Special Regulations.

Any cars parked in the Parc Fermé before the end of the Qualifyings shall be subject to Parc Fermé provisions from that moment on.

The driver must leave the car in neutral and the steering wheel in place.

Data storage media from the team's own data loggers may be removed from the car by the driver after the vehicle has been parked in the parc fermé. Removal by a person other than the driver and/or at a later time before the end of the parc fermé is prohibited.

33.6 Any driver failing to take part in the respective Qualifying or to drive a timed lap may only start the Race with the special approval of the Race Director. A written application must be submitted no later than two hours before the start of the formation lap.

33.7 Immediately after the Qualifyings, the fastest lap times of each driver shall be published. Should several drivers set identical times during a Qualifyings, priority shall be given to the driver who set it first.

ARTICLE 34 DEFINITIVE STOPPAGE OF QUALIFYING

If a qualifying session is cancelled and cannot be restarted due to special circumstances, the following will apply:

a. If, up to the time of the abandonment, all drivers have started a lap outside the pit lane and completed a lap outside the pit lane, the lap times achieved in this qualifying session will be used for the starting grid.

b. If not all drivers have started a lap outside the pit lane and finished a lap outside the pit lane (timed lap) by the time of the abandonment, all drivers who have achieved a timed lap will first be taken into account for the starting grid according to their lap time. Subsequently, all drivers who have not achieved a timed lap will be considered according to the current standings in the drivers' standings.

ARTICLE 35 WET PRACTICE/WET RACE

Once the Race Director has allowed the use of wet-weather tyres under Article 25.4b, the decision to use dry-weather tyres or wet-weather tyres during Practice, Qualifyings and Races shall be at the participants' discretion. A "Wet Practice" or "Wet Race" board shall be displayed.

The Race Director may order the use of wet-weather tyres.

ARTICLE 36 STARTING GRID

36.1 The starting grid for the Races shall be drawn up in the order of the fastest times achieved in the respective Qualifyings. The fastest laps of the first Qualifying shall count towards the first Race and those of the second Qualifying shall count towards the second Race. A change of positions shall not be possible. Should two or more drivers set identical times, priority shall be given to the one who set it first.

36.2 Should more than one driver fail to set a time during the Qualifying, they shall apply in writing to be placed at the end of the grid in the following order:

- a) The drivers who started their timed lap,
- b) The drivers who did not start a timed lap,
- c) The drivers who failed to leave the pit lane.

36.3 In any case, a driver whose lap time was deleted by decision of the Race Director or the Stewards must start the Race behind the cars mentioned above.

36.4 Where necessary, Article 18 shall only be applied after the formation of the starting grid under the preceding Articles.

36.5 The starting grid for the Race will be published no less than one hour before the start of the formation lap. This is also the deadline for any qualified participant unable to start the Race to inform the Race Director.

36.6 All race cars must be moved to the starting area in race direction. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).

36.7 Cars still in the pit lane when the pit lane is closed (red light) may not join the starting grid. Such cars may take the start from the pit lane after the whole field has started formation lap or into the Race, provided that the pit exit light shows green. Their places in the starting grid must remain vacant.

36.8 As soon as the race cars are on their starting place, a branded sun protection cover provided by GTM GmbH is to be attached to the front windscreen for each car until the 5-minute sign.

ARTICLE 37 STARTING MODE

Races shall be started in rolling mode from a 2-abreast formation with the two rows maximum one car length apart. The pole position shall be the starting slot closest to the first turn after the Line.

ARTICLE 38 START/DELAYED START

38.1 Approx. 40 minutes before the beginning of the formation lap, the pit lane shall be opened and the cars may leave the pit lane for a reconnaissance lap.

At the end of this lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped. Details on the starting positions designated at the end of the reconnaissance lap and on the general schedule shall be announced at the drivers' briefing. It shall be forbidden to start into another reconnaissance lap. Any cars re-entering the pit lane shall be allowed to start after the entire grid has started into the formation lap observing the following rules. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: within the context of the grid presentation or slight corrections of positions at the corresponding start position itself).

Except for changing damaged tyres or switching from dry-weather tyres to wet-weather tyres and vice versa, tyre changes are prohibited after leaving the pit lane until the start of the race.

Approx. 35 minutes before the start of the formation lap, the exit from the pit lane shall be closed.

Cars still in the pit lane may start from the pit lane. They may be moved to the pit lane exit only with the driver in position. After the whole field is past the pit exit in the formation lap, such cars shall have 10 seconds to leave the pit lane and join the formation lap in progress at the end of the field. They may not take up their original grid positions.

Cars still in the pit lane after the 10 seconds, may join the Race when the whole field is past the pit lane exit on its first racing lap.

Any infringement of the above shall result in no less than a Penalty as mentioned in Article 16.

38.2 The approach of the start into the formation lap shall be announced by signs indicating the following times, each accompanied by an audible warning, in the sequence described below:

a) 10-minute sign:

Countdown. Green light or green flag (beginning of the formation lap) in 10 minutes.

b) 5-minute sign:

Only team personnel and officials allowed on the starting grid. Green light or green flag (beginning of the formation lap) in 5 minutes.

c) 3-minute sign:

All cars must have their wheels fitted. Cars must not be jacked up again. Any infringement shall result in a Penalty as mentioned in Article 16. Green light or green flag (beginning of the formation lap) in 3 minutes.

d) 1-minute sign:

Start engines. Drivers sitting in their cars. All other persons leave the starting grid without delay. Green light or green flag (beginning of the formation lap) in 1 minute.

e) 30-second sign:

Green light or green flag (start into the formation lap) in 30 seconds.

30 seconds after this sign, a green flag or green light will indicate to the participants that they are to follow the Pace Car into one lap.

38.3

a) The Pace Car flying the yellow flag shall lead the competition cars to the starting (formation lap). Alternatively, the Pace Car may also be equipped with yellow/orange revolving lights.

Drivers shall observe a maximum following distance of 3 car lengths. Dropping back and trial starting may result in a classification penalty inflicted by the Race Director.

Overtaking during the formation lap shall be permitted only if a car is delayed when leaving its grid position 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. Cars overtaken by the entire grid shall stay at the end of the starting grid and start from there. Should more than one driver be affected, they shall line up at the end of the starting grid in the order they left. Cars not overtaken by the entire grid shall be allowed to re-assume their designated starting position until the "grid" board is shown. Any change in position after the "grid" sign shall be strictly prohibited.

In these cases, the Race Director/Clerk of the Course may, at his sole discretion, withhold permission to start and order completion of an additional formation lap.

b) Drivers unable to start into the formation lap must signal this immediately. The other drivers must maintain the grid order while passing the stopped car and allow other drivers immediately behind the stopped car to pass it.

As soon as the official race-closing car bringing up the rear of the field is past the stopped car(s), the latter shall be returned to the pit lane without delay, where the respective technical staff shall be allowed to provide help to their car(s). The cars may be push-started and then take the start from the pit lane.

During the formation lap and start, vacant starting places shall not be occupied by drivers downfield. Should whole rows remain vacant, drivers downfield may move up to close the gap.

c) Drivers shall each be responsible for keeping their places on the starting grid. The starter shall not be required to order another formation lap to re-establish the starting order.

d) The provisions above shall apply to any number of formation laps ordered in addition to the initial formation lap.

38.4 The Race shall be under the Starter's supervision, as soon as the Pace Car is leading to the pits.

The cars must approach the start corridor from this point onwards at the speed of the lead car, or as instructed by the Race Director, in an orderly formation in two starting rows. All competitors occupying an odd numbered position on the grid at the time of the start (e.g. 1st place, 3rd place, 5th place, etc.) must drive in one row behind each other and all competitors occupying an even numbered position on the grid at the time of the start (e.g. 2nd place, 4th place, 6th place, etc.) must drive in the row on the other side behind each other.

Empty starting positions may not be filled by moving up the other cars at the start. Free starting rows may be closed by moving up other cars.

All vehicles must approach the starting line in two starting rows (seen lengthways across the respective starting boxes). The distance between the vehicles in a row must not exceed one car length.

Leaving the starting formation and moving inwards or outwards is forbidden. The speed is set by the leader.

The starting lights shall be red.

After entering the start corridor, the leader may accelerate at a time chosen by him.

At this point the start signal is given by switching the lights at the start light from red to green. Overtaking is permitted from the start signal. The details and

definition of the start corridor will be announced in the drivers briefing.

The drivers shall hold the starting formation when driving over the starting boxes on their respective sides. Accelerating or decelerating as well as any swerving from the corridor before the start signal shall be prohibited.

The Race Director may inflict a Penalty on offenders.

The Starter shall give the signal to start by switching the starting lights from red to green or by switching off the red light. The start signal is given after the car in the pole position has crossed a line defined in the drivers briefing.

Details shall be announced at the drivers' briefing.

Should the Starter deem the formation irregular, he may order one or more additional formation laps.

The starting lights shall remain red and yellow lights shall flash. The Marshals shall wave yellow flags along the track.

The formation shall complete another formation lap, with the Pace Car in the lead. For this purpose, the Pace Car shall assume a specifically designated position along the track during the start phase. Another start shall be attempted after this additional formation lap. The details and the position of the 2nd Pace Car (Safety Car) shall be announced at the drivers' briefing.

If starting necessitates more than one formation lap, the Race shall be deemed to have started at the end of the first formation lap.

Should additional formation laps fail to result in a regular start, the Race Director may deploy the Safety Car and bring the formation back to the starting grid. Page 7 of the time-keeping monitors shall display "Safety Car deployed" and the Marshals shall wave yellow flags and the "SC" board until all cars shall have stopped behind the Line.

All cars must slow down, stop on their initial grid position and engines must be turned off.

After a broken-off start, the Race Director and the Stewards shall agree the duration of the Race, the new countdown and the pit stop window and publish them for the participants on page 7 of the official time-keeping monitors.

38.5 Drivers causing a delayed or aborted start shall be reported to the Stewards and face penalties.

38.6 Compliance with the starting rules shall be monitored by judges of fact.

38.7 During the start of a Race, the pit wall must be kept free of any persons. The official time schedule for the corresponding DTM event shall be the only binding schedule for the procedure described above. Minor modifications of the Schedule shall be announced on the official time-keeping monitors up to 1 hour before the start of the formation lap.

38.8 Jumping a start shall result in no less than a penalty as mentioned in Article 16 imposed by the Race Director. The Stewards may impose additional penalties. Any overtaking (leaving of the starting position) before the starting signal shall be considered to be a jumped start.

38.9 A Race shall not be stopped when it rains, unless the circuit is blocked or it is too dangerous to continue.

Delayed Start

38.10 Should weather conditions lead to a delayed start, the Race Director shall order the following variations in the starting procedure:

if it starts raining after the 5-minute signal but before the start into the formation lap, a "start delayed" board shall be displayed at the Line and the yellow light shall start flashing. The starting procedure shall resume at the 10-minute point in the countdown. The procedure set out in Article 38.2 shall apply from that moment on.

38.11 Should the start of a Race be imminent and the Race Director be convinced that the track cannot be negotiated safely even on wet-weather tyres, he may delay the start by switching on the yellow flashing lights and by displaying the "start delayed" board.

Information about the estimated duration of the delay or the new start time shall be displayed on the time-keeping monitors. The starting procedure shall begin again at the 10 minutes signal.

After a delayed start, the Race Director and the Stewards shall agree the duration of the Race and the pit stop window and publish them for the participants on page 7 of the official time-keeping monitors and over the public announcement system.

38.12 Another "start delayed" board should be shown at the middle of the grid formation.

ARTICLE 39 PIT STOP/ OBLIGATORY PIT STOP

39.1 A pit stop during a race, during which more than one wheel is changed, can only remain penalty-free if, in addition to all other regulations, the following conditions are observed during the entire time the vehicle is stationary:

a) The changing of wheels, all related work and/or other activities on the vehicle shall be performed by a combined maximum of six (6) persons. All six (6) persons shall wear the special identification (armbands) issued by GTM GmbH in a clearly visible manner.

b) The activity of one (1) of these six (6) persons consists solely of operating the air lance.

c) The activity of one (1) of these six (6) persons consists solely in regulating the approach and departure of the vehicle by means of a lollipop held in the hand.

d) The activity of one (1) of these six (6) persons shall consist solely in receiving or presenting wheels in the area between the pits and the working lane.

e) The activity of one (1) of these six (6) persons consisted solely of receiving or presenting wheels in the area of the dividing line between the fast lane and the working lane.

f) The rear wheels to be mounted must be actively held by persons named in Article 39.1 d) or e), as the case may be, solely by muscular force until the corresponding vehicle has come to a stop at the pit stop station. These persons must at all times be able to move the wheels out of the danger zone in the event of an unsuccessful approach to the pit stop station. The front wheel to be mounted, if not held by muscle power, may be laid flat on the ground. Provided that the wheels are laid flat on the ground: The wheels must be placed in such a way that they do not hinder or endanger other participants.

g) All equipment which is suitable to hold the wheels in the sense of letter d) or e) is prohibited.

h) The dismounted wheels must lie flat on the floor or be actively held by persons referred to in Article 39.1 d) or e), exclusively by muscular force, during the departure of the vehicle, until the corresponding vehicle has left the pit stop station.

Provided that the wheels are laid flat on the ground: The wheels must be placed in such a way that they do not obstruct or endanger other participants.

Provided the wheels are held by muscle power: These persons must be able at all times to move the wheels out of the danger zone in the event of an unsuccessful departure from the pit stop station.

i) For any wheel change that involves changing a rear wheel, the rear wheel change must be completed before the front wheel is changed.

j) A maximum of two (2) wheel guns may be used together to loosen and tighten wheel nuts. Each impact wrench will be used to loosen/tighten one wheel nut on the front axle and one on the rear axle. No impact wrench will be handed over/passed from one person to another.

k) The air for activating the air jacks installed in the vehicle is supplied exclusively via a valve located on the side of the vehicle facing away from the fast lane. The air boom is used to distribute the compressed air required for the operation of the impact wrenches.

l) All setup settings of the vehicle are unchanged.

m) All work is completed before the vehicle is lowered again by pulling out the air lance.

Whether the above conditions are met is a matter for the judgment of a judge of fact. The above conditions do not apply if the standing time of the vehicle is more than 15 seconds.

At no time during any part of the event may wheels and/or other equipment (with the exception of the pit stop equipment defined in Article 46.1 to 46.3) be stored in the working lane. Exception: The wheels defined in f) or h) may be laid flat in the working lane immediately before the pit stop, during the pit stop and immediately after the departure of the vehicle from the pit stop station.

39.2 For the compulsory pit stop during a race, the following rules apply in addition to those mentioned above:

- Every vehicle has to make a mandatory pit stop during a race of a DTM event.
- This mandatory pit stop must start between the 20th and the 40th race minute (not before 20min 00sec 000 and not after 39min 59sec 999) (pit stop time window).
- The Race Director may make a different arrangement (postponement of the pit stop time window) up to the end of the 20th minute of the race without following any special procedure, if the Safety Car or Full Course Yellow is expected to be in use by the original start of the pit stop time window. The postponement will initially be announced on page 7 of the official timing monitors with the message "pit stop window will be postponed". The modified pit stop time window will be announced as an absolute time at least one (1) minute before its start with the message "pit stop window from hh.mm.ss until hh.mm.ss" on page 7 of the official timekeeping monitors. The regulation for the start of the mandatory pit stop applies accordingly.
- In the event that Full Course Yellow is used in the pit stop time window ("Full Course Yellow deployed" will be displayed on the official timekeeping monitors), the pit stop time window will be extended once by three (3) minutes. The modified pit stop time window will be announced as an absolute time with the message "pit stop window extends to hh.mm.ss" on page 7 of the official timekeeping monitors.
- In case of suspension of the race and shortening of the race distance, the Race Director will determine the pit stop time window. The changed pit stop time window will be announced as absolute time with the message "pit stop window from hh.mm.ss until hh.mm.ss" on page 7 of the official timekeeping monitors.
- The decisive factor for the start of a pit stop is the crossing of the line marking the beginning of the time measurement in the pit lane.
- Abnormally slow driving or stopping in the fast lane is prohibited.

The mandatory pit stop must be made at the pit stop station designated by the Race Director or his representative for the vehicle in question or within the assigned pit box.

A pit stop will only be counted as a mandatory pit stop if the following conditions are met:

- it was started within the pit stop time window;
- four complete wheels have been removed from the vehicle and replaced with wheels that were not fitted to that vehicle at the start of the pit stop in question;
- the pit stop was made at the pit stop station designated by the Race Director or his representative for the vehicle in question;
- the pit lane is left with wheels that were not mounted on the vehicle at the start of the pit stop in question;
- no systems and/or devices capable of detecting or providing information on the tightening torque of the wheel nuts have been used;
- the requirements of Article 39.1 were complied with;

No activities other than those directly necessary to change the wheels were performed. This does not include the cleaning of the windows and cooling air intakes or the removal or fixing of damaged parts already on the vehicle.

Liquids may not be poured into the vehicle during the mandatory pit stop.

Vehicles of drivers competing for the team classification for the same team may not be lifted at the same time during the mandatory pit stop. If this rule is not observed, the mandatory pit stop for the vehicle that was lifted first will be deemed not to have been carried out.

39.3 The locations of the gantries in the pit lane for the execution of the compulsory pit stop are determined by the Race Director or his representative. There may be only one pit stop station per team (2 cars).

Competitors who have only one (1) vehicle enrolled may use its own pit stop station.

If an applicant enters a third (3rd) vehicle, that vehicle may only use the pit stop station assigned to that applicant.

No more than four (4) wheel guns may be connected to one (1) pit stop station at any one time during the event. A maximum of two (2) (active) wheel guns may be used at the same time during a mandatory pit stop. The spare passive wheel gun(s) must be firmly connected to the pit stop station during the use of the two active wheel guns. The wheel gun(s) must be guided in such a way that no danger can emanate from it. In particular, exposed hoses must be avoided.

Only compressed air is permitted for operating the wheel guns according to article 46.2, except for electrically operated wheel guns according to Article 46.2. Only compressed air is permitted for operating the pit stop stations and for activating the air jacks installed in the racing vehicles.

The clear height of the gantries and all parts attached to them must be at least 2 meters (except immediately before and during a pit stop).

39.4 If the mandatory pit stop is started after the sign for the suspension of the race, this mandatory pit stop will only be counted if the vehicle was already behind the 1st safety car line in the pit approach or in the pit lane when the suspension was indicated.

39.5 If a mandatory pit stop was made during a lap that is not scored due to a suspension of the race, this mandatory pit stop will be treated as if it had not taken place.

39.6 If a suspended race is resumed, the drivers who had not yet completed their compulsory pit stop at the time of the suspension must perform the compulsory pit stop in the remaining part of the race.

39.7 The drivers receive a track-dependent time addition defined in the following table on the total driving time for a not completed mandatory pit stop, if a race is suspended and not restarted.

Track	Addition in seconds
Oschersleben	54
Zandvoort	35
Norising	39
Nürburgring	37
Lausitzring	41
Sachsenring	29
Red Bull Ring	33
Hockenheim	32

39.8 If the obligatory pit stop is not carried out correctly, 60 seconds will be added to the racing time of the driver concerned.

39.9 All persons in the pit lane, except the team mechanics of the registered competitors, must wear the appropriate additional identification during the Race. Team personnel are only allowed in the pit lane immediately before an obligatory pit stop and must withdraw as soon as the tyre change is completed.

39.10 It shall be each team's responsibility to ensure that a car leave its pit stop station only when it shall be safe to do so without endangering other cars.

39.11 Compliance with the above shall be controlled by judges of fact.

ARTICLE 40 SAFETY CAR

40.1 The DTM Safety Car shall be a car specified and adapted for high-performance driving on racing circuits. It shall be powerful enough to maintain levels of speed at which the competition cars may be driven without compromising their racing capabilities.

The car shall have at least 2 seats and 2 or 4 doors affording good rear-view. It should be fitted out with a roll cage as specified in Appendix J as well as FIA-approved seat belts.

The rear and sides of the car shall bear large SAFETY CAR lettering (similar to race numbers). It shall have at least one visible yellow or orange roof light and a green light facing its rear, each with its own power circuit. The exterior lights shall be mounted to safely withstand the vehicle's maximum speed.

The driver shall have racing experience. The Safety Car shall carry an observer capable of recognizing all the competing cars who is in permanent radio contact with Race Control. The crew shall all wear FIA-approved helmets and non-flammable overalls.

40.2 The Race Director may deploy the Safety Car to

- neutralise a Race when participants or officials are in imminent danger but the situation does not require the Race to be stopped.
- start a Race under extraordinary circumstances (e.g. bad weather)
- restart a stopped Race.

40.2a Two continuous Safety Car Lines each 20cm thick must be painted with non-slip paint across the Race Track in the pit entry and exit areas as follows:

- Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the track. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.
- Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the track. Before this line, cars on the track may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.

40.3 10 minutes before the beginning of the formation lap, the Safety Car shall take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 40.14 below) it shall cover an entire lap of the circuit and exit the track to get to the station assigned by the Race Director.

40.4 When the Safety Car is ordered to deploy, the "SAFETY CAR DEPLOYED" message shall be posted on page 7 of the time-keeping monitors, the yellow lights over the Line shall flash and all observers' posts shall display waving yellow flags and the "SC" board until the Safety Car intervention is over. All cars must immediately slow down.

40.5 The Safety Car with its yellow/orange lights on shall join the track immediately regardless of the Race leader's position.

40.6 Any car being driven unnecessarily slow or erratically shall be reported to the Stewards. This applies whether any such car is driven on the track, in the access lane to the pits or in the pit lane.

40.7 All competing cars must then form up in a line behind the Safety Car no more than 5 car lengths apart. With the exceptions below, overtaking shall be forbidden until the cars reach the Finish Line after the Safety Car has turned into the pit lane.

Overtaking shall be permitted under the following circumstances:

- If the Safety Car crew signals a car to do so;
- Under Article 40.14 below;
- Any car heading for the pit line may pass another car remaining on the track or the Safety Car after it has crossed the first Safety Car Line;
- Any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car Line;
- When the Safety Car turns in to the pits it may be overtaken by cars on the track once it has crossed the first Safety Car line;
- Any car stopping at its designated pit stop station whilst the Safety Car is using the pit lane may be overtaken;
- If another car slows down with an obvious problem.

40.8 When ordered to do so by the Race Director, the observer in the Safety Car shall use a green light to signal to any cars between it and the Race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at appropriate speed and without overtaking other competitors until they reach the line of cars behind the Safety Car.

40.9 The Safety Car shall stay out at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the Race leader must keep within 5 car lengths of it (except under Article 40.11 below) and all remaining cars must keep the formation as tight as possible.

40.10 The cars may enter the pit lane whilst the Safety Car is deployed. Overtaking the Safety Car is forbidden when accessing the pit lane. The same shall apply as long as the Safety Car drives on the fast lane in the pits.

The cars may rejoin the track when the green light at the end of the pit lane is on. It shall be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track shall proceed at appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances, the Race Director may direct the Safety Car to use the pit lane or other parts of the circuit. In such cases, and provided its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking. Cars entering the pit lane under such circumstances may stop in their designated pit areas. As a general rule, all cars must follow the Safety Car as long as its yellow/orange lights are on.

40.11 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed which involves no acceleration, braking or other risky manoeuvres until the Safety Car turns into the pit lane.

As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.

40.12 Each lap completed while the Safety Car is deployed shall be counted as a Race lap.

40.13 Should the Race end whilst the Safety Car is deployed it shall enter the pit lane with extinguished lights at the end of the last lap and the cars shall take the chequered flag as usual without overtaking. The Marshals shall continue to wave yellow flags.

40.14 In exceptional circumstances and after a suspension under Article 42.5, the Race may be re-started behind the Safety Car. In such case, it shall turn on its yellow/orange lights at any time before the one-minute signal. This shall be the signal to the drivers that the Race will be re-started behind the Safety Car. All Marshals' posts shall display waving yellow flags and the "SC" boards as long as the Safety Car is deployed.

When the green lights are on, the Safety Car shall leave the grid with all cars following in grid order no more than 5 car lengths apart. There shall be no formation lap and racing shall start when the green lights are on.

When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Finish Line.

During the first lap only, overtaking shall be permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should that be the case, drivers may only overtake to re-establish the original starting order.

If stationary after the remainder of the cars have crossed the Starting Line, drivers who shall be delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. Should more than one driver be affected, they must form up at the back of the field in the order they left the grid.

Any of the penalties under Article 16 shall be imposed on any driver whom the Race Director or the Stewards deem to have unnecessarily overtaken another car during the first lap.

ARTICLE 41 FULL COURSE YELLOW

In order to temporarily neutralise a free practice session or a race, the race director may order a "full course yellow phase" (FCY phase) as an alternative to the use of the safety car.

FCY may be used as an alternative if double waved yellow flags are necessary in a part of the track and participants or officials are in danger.

The initiation of an FCY phase will be communicated to competitors via page 7 of the official timing monitors with the message "FCY DEPLOYED" and waved yellow flags and the sign "FCY" will be displayed at the finish line and at all track marshals.

No car shall be driven unnecessarily slowly, erratically or in a manner that may be considered potentially dangerous to other drivers or other persons at any time during the FCY period. This applies whether such a car is being driven on the track, in the pit entry, in the pit exit or in the pit lane.

All vehicles must immediately reduce their speed to 80 kph on the entire track while observing extreme caution (no full braking; but also no slow coasting). A deviating determination of the maximum speed can be made in the drivers' meeting. All vehicles must maintain the prescribed maximum speed until the end of the FCY phase (see Article 42.6).

With the exception of the cases listed under a) to d), no driver may overtake another car on the track during the FCY phase.

Exceptions to this are:

- a) any car heading for the pits may pass another car as soon as it has crossed the 1st safety car line.
- b) any vehicle leaving the pit lane may overtake or be overtaken by vehicles travelling on the circuit before it has crossed the 2nd safety car line.
- c) any vehicle which is in the pit entry, pit lane or pit exit may overtake another vehicle which is also in one of these three areas.
- d) if another vehicle slows down due to an obvious problem.

When the Race Director decides that the FCY phase can be ended, the message "FCY ENDING" will be sent to all competitors via the official timing monitors. Between 10 to 15 seconds later, the yellow flags and FCY signs will be retracted simultaneously and replaced by green flags at all marshals and at the finish line. The relevant part of the event is immediately reopened for all participants.

Each lap completed during the "FCY phase" will be counted.

Any infringement of the above rules will be penalised with a scoring penalty in accordance with Article 16.

Only valid for races at the Lausitzring (Round 5):

During the "Full Course Yellow deployed" and "Green Flag" messages on the official timing monitors, the pit entry is closed.

Pit stops during this time will not be counted as mandatory pit stops. Entry into the pit lane during this period will result in a drive-through penalty being imposed on the competitor concerned. A penalty will not be imposed if the competitor was behind the 1st Safety Car line in the entrance to the pit lane when the "Full Course Yellow deployed" message appeared.

ARTICLE 42 SUSPENDING A RACE

42.1 Should it become necessary to suspend a Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Start Line.

42.2 Overtaking shall be forbidden when such signal has given and the pit exit shall be closed. All cars must proceed slowly to the starting grid. The first car takes the Pole-Position, all following cars fill up the positions behind and wait for information if the race can be re-started.

If the Safety Car uses the pit lane (Article 40.10), the cars shall line up in the fast lane.

42.3 Should the track be blocked, the cars concerned shall be directed onto the starting grid by the Marshals where they must take up their grid positions in the order they occupied before the Race was suspended. The order shall be taken at the last point at which it is possible to determine the position of all cars by measuring points/loops of the official timekeeping system. Such cars shall then be permitted to resume the Race.

The Safety Car shall then take up position at the front of the starting grid.

42.4 While the Race is suspended the provisions below shall apply:

- The timekeeping system will stop, unless otherwise announced by the Race Director.
- Cars may be worked on once they are stopped in the starting grid or entered the pits but any such work must not interfere with the resumption of the Race;
- It shall be forbidden to refuel or defuel cars;
- Only team members and officials shall be permitted on the grid.

42.5 Cars may enter the pit lane when the Race is suspended but a Penalty as mentioned in Article 16 shall be imposed on any driver entering the pit lane or any driver whose car is pushed to the pit lane after the Race has been suspended. Cars which were in the pit lane entry or pit lane when the Race was suspended shall not incur a penalty. However, when the Safety Car (Article 42.2 2nd sentence) directs the cars into the pit lane, a penalty as mentioned in Article 16 shall only be imposed on drivers whose cars are moved from the fast lane to any other part of the pit lane.

Such cars must remain in the pit lane until the Race is resumed and the green pit exit lights are on. Priority shall be given to the cars which were in the pit lane or in the pit lane entry at the moment the Race was suspended. Subject to the above, any car intending to resume the Race from the pit exit may do so in the order in which they got there under their own power. Passing/overtaking of other cars shall only be permitted if such other cars have obvious problems exiting the pit lane

Working shall be permitted in the fast lane during the wait, but any such work shall be restricted to:

- Starting the engine and any directly associated preparation;
- The use of cooling devices;
- Changing wheels if necessary due to the climatic conditions.

At all times, drivers must follow the directions of the Stewards.

ARTICLE 43 RESUMING A RACE

43.1 Interruptions of racing shall be kept as short as possible and as soon as a time for resumption is known, teams shall be informed via the time-keeping

monitors or through loudspeakers. At least a ten-minute forewarning shall be given.

Should a longer interruption be necessary due to extraordinary circumstances, the Race Director in co-ordination with the Stewards may, take appropriate action and modify the time schedule. In co-ordination with the Stewards, he may also decide that Parc Fermé rules apply to the cars until the Race is resumed. Participants shall be informed on page 7 of the time-keeping monitors, if applicable. Should this be the case, the entrants/competitors shall be given no less than a 30-minute delay for the preparation of the cars before the Race is resumed.

43.2 The count down for resuming the Race shall begin with the 10-minute signal. From this moment, the procedure as specified in Article 38.2 shall apply, starting with 38.2c.

43.3 At the three-minute signal, all cars must have their wheels fitted and may not be jacked up again. Any infringement shall result in a penalty as mentioned in Article 16.

At a point after the three minute signal, depending on the expected lap time, any cars which are placed in front of the Race leader in the starting grid shall be instructed to complete a further lap without overtaking and join the line at the end of the starting grid. This shall also apply to any cars intending to resume the Race from the pit lane (see Article 42).

43.4 At the one-minute signal, engines must be started and all team staff must leave the grid by the time the 30-second signal is given taking with them any and all equipment. Should drivers require assistance after the 30-second signal they must signal this immediately and, when the remainder of the cars able to do so have left the grid, Marshals shall be instructed to push the car into the pit lane. In this case, Marshals with yellow flags shall stand beside any car (or cars) concerned to warn the drivers behind.

43.5 The Race shall be resumed behind the Safety Car when the green lights are on. The Safety Car shall re-enter the pits after one lap unless

- The Race Director deems more than one lap necessary due to weather conditions;
- All cars are not yet in a line behind the Safety Car;
- The starting grid is still being cleared;
- A further incident occurs necessitating another intervention.

When the green lights are on, the Safety Car shall leave the grid with the yellow/orange lights switched on and with all cars following in the order they stopped behind the starting line, no more than 5 car lengths apart. All the Marshals' posts shall display yellow flags and the "SC" board as long as the Safety Car is deployed.

As soon as the last car in line behind the Safety Car passes the pit lane exit, the pit exit light shall be turned to green and any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.

43.6 During the first lap only, overtaking behind the Safety Car shall be permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should that be the case, drivers may only overtake to re-establish the original starting order.

If stationary after the remainder of the cars have crossed the Line, drivers who shall be delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. Should more than one driver be affected, they must form up at the back of the field in the order they left the grid.

43.7 Any of the penalties under Article 16 shall be imposed on drivers whom the Race Director or the Stewards deem to have unnecessarily overtaken other cars during this lap.

During this lap Articles 40.11 to 40.14 shall apply.

43.8 Should it be impossible to resume the Race, the results shall be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race is given.

Where 75% or more of the scheduled Race duration is elapsed at the time the Race is stopped, the Race shall be deemed to have finished. The result will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race is given.

ARTICLE 44 CUTTING THE RACE DISTANCE/END-OF-RACE

44.1 The End-of-Race flag shall be shown to all drivers in the respective Race crossing the Finish Line to indicate the end of the session. The last remaining lap shall be shown to the competitors as LAST LAP on page 7 of the official time-keeping screens. At the end of this lap, the End-of-Race flag

shall be shown to the Race leader and all subsequent drivers in the Race crossing the Finish Line, regardless of the number of laps actually completed.

44.2 Should the End-of-Race signal be given early, the Race shall be deemed to have finished at the time the leading car crossed the Finish Line before the signal was given. Should the End-of-Race signal be given late (after the maximum duration of the Race), the Race shall be deemed to have finished when it should have finished.

44.3 All cars must cross the Finish Line under their own engine power. They shall complete a slow-down lap and must not overtake any cars still in the Race. Any classified car which cannot reach the post-race Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

44.4 Should a Race be suspended, the Race Director in co-ordination with the Stewards may decide whether and, if applicable, how many minutes of interruption will be added to the race time of 60 minutes.

44.5 Should it become necessary in exceptional circumstances to cut the duration of the Race before the starting signal is given, the Race Director must inform the competitors of the new race duration and the pit stop window before the 5-minute signal. This must be announced by a message displayed on the official time-keeping monitors and also through loudspeakers.

ARTICLE 45 PARC FERME

45.1 From the moment the Race leader receives the End-of-Race signal, all classified cars and the pit stop equipment according to Art. 46 shall be subject to Parc Fermé rules which shall apply anywhere on the whole circuit. Any technical intervention on the cars and the pit stop equipment according to Art. 46 shall be prohibited.

Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.

45.2 The top three drivers at the end of the Race and any additional drivers so instructed by the Stewards must drive their cars to the place of the podium ceremony. A Parc Fermé shall be established in front of the podium where the cars concerned must be parked as instructed by the Stewards. Nobody shall be allowed in this area unless specifically authorised by Race Control. The drivers must not leave this area without the previous consent of the Technical Delegate or the Scrutineers. Immediately after prize-giving, team members must bring the cars as quickly as possible to the official Parc Fermé or to the location of post-event scrutineering. Each car shall be accompanied by a Marshal or by a Scrutineer.

45.3 All other cars having received the End-of-Race signal must proceed directly to the Parc Fermé area specified in the Supplementary Regulations at the end of their slow-down laps.

Any classified car unable to cross the Finish Line under its own engine power and/or to reach the Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

45.4 The driver must leave the car in neutral and the steering wheel in place.

45.5 After the respective Race, the Parc Fermé shall be lifted as instructed by the Race Director/Clerk of the Course in consultation with the Stewards.

45.6 Any car having passed through Scrutineering at an event may not be removed from the paddocks until the end of the last post-race Parc Fermé and until any post-race Scrutineering is finished, unless so authorised by the Technical Delegate.

45.7 After parking his car in Parc Fermé, the driver is allowed to remove storage devices from the teams' data loggers. The removal by another person and/or at a later time before the end of Parc Fermé is prohibited.

ARTICLE 46 PIT STOP EQUIPMENT

46.1 Air lance

For the operation of the jacks installed in the vehicle, only compressed air from an air bottle fed exclusively by a valve on the side of the vehicle facing away from the fast lane may be used.

The air lance shall not be used for any purpose other than lifting and lowering the vehicle and shall be operated by human power. Guides and tools used exclusively for inserting the lance are permitted.

46.2 Wheel Guns

Only the wheel guns listed below are permitted for use in the designated pit stop stations during a qualifying or race:

- Paoli DP 5000
- Paoli DP 6000
- freely available on the market and purely electrically operated wheel guns from Paoli or Milwaukee

Before the start of the first event, the manufacturer of the wheel guns listed above must file detailed documentation with the DTM Technical Department. The wheel guns must fully comply with this documentation. Only original parts from the manufacturer for the respective wheel gun type may be used. Any

kind of modification or manipulation of the wheel gun or components of the wheel gun is prohibited. It is permitted to secure the holder of the wheel gun with adhesive tape or rubber bands.

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

Each competitor must register the wheel guns used during a race with the Technical Delegate before the start of each DTM event, within the scope of the scrutineering document defined in 24.1. A maximum of four (4) wheel guns may be registered. After the start of an event, the wheel gun may still be changed after prior approval by the Technical Delegate.

Only wheel guns that are sealed or marked in accordance with the DTM wheel gun specifications in the appendix to these regulations may be registered.

46.3 Gantries / hose bridges

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

With the exception of compressed air, no other medium or system that can transmit and/or store mechanical energy and/or electrically triggered signals is permitted on the gantry. Any system or measure to increase the operating pressure of the wheel gun for a short time is prohibited. No electricity is permitted for operating the pit stop stations.

The compressed air bottles must be located inside the gantry. Nobody shall carry compressed-air cylinders on their backs (no pit runners).

The installation of a gantry is not required when using electric wheel guns. Compressed air bottles used to operate the air jacks on the vehicle must be located inside the pit stop station.

During a DTM session, the pit stop station must be set up at the assigned location (both longitudinally parallel to the fast/working lane and at the distance of the boom in relation to the dividing line between fast and working lane) in the pit lane. During the session of a support series, the pit stop station must always be removed or moved back in such a way that the teams of the support series are given the maximum possible space in the working lane. Exceptions require the approval of the Race Director.

ARTICLE 47 STANDINGS/CLASSIFICATION

47.1 1st place shall go to the participant having completed the most laps. Should several participants have completed the same number of laps, the one who completed them first shall be the winner. Any laps that a car shall not have completed on its own engine power shall not count.

47.2 In order to be classified, a driver must have completed at least 90% of the winner's race distance. Should a driver cross the Finish Line in the pit lane after the display of the chequered flag, a 30-second Time Penalty shall apply.

47.3 A provisional classification shall be published when the Race is over. The classification shall not become final before all post-race technical checks are completed and the protest and appeal time limits have elapsed.

ARTICLE 48 PODIUM CEREMONY AND PRESS CONFERENCES

48.1 The podium ceremony shall take place immediately after the end of each Race on the podium supplied by the event host. The drivers finishing the Race in 1st, 2nd and 3rd place must attend the ceremony and the official press conference. Failure to attend the ceremony and/or the press conference shall result in a fine. The Stewards may inflict additional penalties. During the ceremony, the drivers on the podium must wear their racing overalls completely closed and the cap with the tyre sponsor's name. Representatives of the winning team in the Race must attend the podium ceremony for the Team classification.

48.2 If requested, all registered drivers shall attend all press conferences organised during an event by GTM GmbH.

A press conference with the three best-placed drivers of a Race could be scheduled to take place immediately after the prize-giving ceremony. Attendance shall be obligatory for these drivers. During the press conference as well as during all TV interviews, the drivers shall wear their overalls completely closed.

ARTICLE 49 CHANGES FOR THE 2024 SEASON

The mandatory use of electric wheel guns is planned for the 2024 season.

Article 1 Aims

The GT Commission is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organiser's Regulations which are not clearly the responsibility of other officials (e.g. the Race Director, the series manager or the Technical Delegate etc.).

Article 2 Members

The GT Commission shall consist of:

- Guido Quirnbach
- Michael Rebhan
- Sebastian Tietz
- Sven Stoppe
- Robert Maas

Three DTM team representatives shall be appointed for each season. They shall be permanent members of the GT Commission.

To prevent a possible conflict of interests, the teams' representatives shall not have a vote in matters requiring neutrality (including but not limited to duties pursuant to Articles 5.1, 13.12 and 19.1).

The Commission may call for expert advice (from the stewards, team principals, drivers, the tyre partner, etc.).

Article 3 Activity

The GT Commission shall proactively deal with any issues falling under its purview. It may also act upon requests from current or potential participants.

The GT Commission may consult organiser staff or officials where decisions are likely to have significant consequences.

The GT Commission shall meet at least three times annually (pre-season, in-season, post-season).

Article 4 Decisions

The GT Commission shall take decisions by a simple majority of its members.

The GT Commission should provide reasons for its decisions and set a date for their coming into force. Decisions should be communicated to those affected in writing or in bulletins, as applicable.

Article 5 ADAC GT Masters

Since the members of the GT Commission – with the exception of the DTM team representatives – cover among themselves all relevant aspects and responsibilities, they shall jointly control all areas of concern in the ADAC GT Masters. In addition, three ADAC GT Masters team representatives shall be appointed for each season. They shall be permanent members of the GT Commission.

Article 6 ADAC GT4 Germany

Since the members of the GT Commission – with the exception of the DTM and ADAC GT Masters team representatives – cover among themselves all relevant aspects and responsibilities, they shall jointly control all areas of concern in the ADAC GT4 Germany.