

DTM



DTM
SPORTING
REGULATIONS
2017
ENGLISH

FEEL THE ROAR

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ARTICLE S 1 PREAMBLE

The DMSB – Deutscher Motor Sport Bund e.V. (hereafter referred to as DMSB) organises the DTM for the year 2017. The DTM Sporting and Technical Regulations were conjointly prepared by DMSB and ITR. ITR and DMSB jointly wish to bring the DTM both to a sporting and a commercial success. For the purpose of realising these aims effectively, these two parties have agreed upon the following share of duties: All relevant sporting matters and functions shall be exercised by the DMSB whereas ITR shall be responsible for all organisational and commercial questions as well as for publicity work.

The final text for these Regulations is the German one. Headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

These DTM Sporting Regulations are published by the DMSB (registration number 900/17), they come into force on 1 January 2017 and shall remain in force until the publication of the approved DTM Sporting 2017. They replace all other DTM Sporting Regulations.

Exception:

The pro-forma registrations and the test regulations come into force already on 17th October 2016.

These Regulations have been approved by the FIA.

The DTM is open for:

- 1.) Drivers and Competitors (Teams),
Hereinafter referred to as Participants.
- 2.) Car makes (Manufacturers)

ARTICLE S 2 GENERAL PRINCIPLES OF DTM

2.1 The DTM and its qualifying rounds will be organised in conformity with the following Sporting Codes, Provisions and Rules (the DMSB internal Guidelines for licence holding officials are not applicable):

- FIA International Sporting Code (ISC) and appendices;
- DMSB Code of Ethics;
- Articles 28 to 39 of the DMSB General Event Regulations;
- DMSB Decisions and Provisions;
- DMSB Legal System and Procedural Rules („RuVO“);
- FIA Judicial and Disciplinary Rules;
- Anti-Doping Regulations of the national and international Anti-Doping Agencies

(NADA/WADA Code) as well as the FIA Anti-Doping Regulations;

- DMSB Environmental Guidelines;
- General Provisions for DMSB Championships;
- Pro-forma registration and registration for the season 2017
- Test Regulations;
- These Sporting Regulations, including appendices;
- The DTM Technical Regulations published by the DMSB, including all appendices;
- The data stored on the DMSB FTP server in the file “mandatory regulation files”
- The Homologation Regulations 2017 as well as the Additional Homologation Regulations 2017;
- DMSB Bulletins issued in order to clarify, modify or supplement these Regulations;
- Supplementary Event Regulations and Bulletins.

With reference to the Appendix B to the FIA International Sporting Code and to the DMSB Code of Ethics, the DMSB ensures a fair, well-regulated and safe running of the DTM.

Any act which is likely to impair the sportsmanlike and fair running of a DTM event or to influence the competition in an unsportsmanlike manner will result in a penalty applied by the Stewards or the DMSB Courts.

All the drivers, competitors and officials undertake to observe the present 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 the approval by the DTM Commission and the DMSB.

2.2 Any special national regulations at DTM rounds organised under the authority of an ASN other than the DMSB may only come into force with the approval of the DMSB. The DMSB will inform all participants about any specific national provisions and the related approvals, if applicable.

ARTICLE S 3 GENERAL CONDITIONS

3.1 It is the participants' responsibility to ensure that all persons concerned by their entry observe and comply with all the requirements specified in Article S 2. If a competitor is unable to be present in person at a DTM event he must nominate his representative in writing and submit this nomination in writing to the Stewards before the beginning of the event.

3.2 Participants must ensure that their cars comply with the DTM Sporting and Technical Regulations at any time during a DTM Event 2017. It is the participants' obligation to produce evidence of conformity.

3.3 A valid DMSB technical passport must be issued for each registered car at latest one week before the first DTM Event as specified in Article S 5.7. This technical passport must be submitted at scrutineering of each event. Failure to submit a valid technical passport will result in non admission to the corresponding DTM Event.

3.4 With the submission of the pro-forma registration, all participants undertake to provide the DMSB Technical Delegate with a detailed and binding technical description of the cars to be used in a DTM Event, if requested. From the moment a car participates in a test as defined In the Test Regulations, the DMSB Technical Delegate or the scrutineers nominated by the DMSB must be allowed to carry out as many additional checks as they may consider necessary.

3.5 Throughout the entire event, all participants in the DTM are prohibited to produce video images and/or photo sequences for the analysis of race lines of the race cars on the track or to have them produced. It is moreover prohibited, by whatever means, to procure access to images and/or sound files which have been produced with an officially assigned camera, provided the corresponding files have not been made publicly accessible by the rights owner or an authorised person. Waivers must be approved by the DMSB Delegate and the full-time ITR managing director. Any offence will be reported to the Stewards and will at least result in disqualification and a fine of 50,000 Euros.

3.6 During the 1st Free Practice 1 competitors are permitted to produce video images with unofficial inboard/onboard cameras. The provisions of Article S 3.5 must be respected and the cameras must always be directed to the driver only. The fixation and the position of the cameras must be checked and approved by the Technical Delegate or a scrutineer appointed by the Technical Delegate.

ARTICLE S 4 LICENCES

4.1 All competitors must hold current and valid International Competitors' Licences.

4.2 All drivers must hold current and valid International Drivers' Licences, grade A or B.

5.1 To be eligible to participate in a DTM event 2017, all cars must be in total conformity with the conditions and prescriptions of the Technical Regulations and with the DTM Homologation Regulations 2017 (as at 27th February 2017) as well as with provisions of the additional homologation 2017 (as at 30th April 2017). Homologation extensions applicable for the season 2017 will be published in a Bulletin.

The DTM Commission may in addition decide to issue special admission prescriptions (waivers).

5.2 Each DTM event will have the status of an international competition.

5.3 A DTM event normally consists amongst others of the following parts:

- Three free practice sessions of 30 minutes duration respectively,
- One start practice after the first (1st) free practice sessions and one after the third (3rd) free practice session (maximum duration five minutes each),
- Two qualifying of 20 minutes respectively,
- Two Races of 55 minutes plus one (1) additional lap.

5.4 Each DTM Event starts one day before the first Race (normally on Friday), at 12:00hrs.

5.5 On the first (1st) day of each event (normally on Friday) a drivers' briefing will be organised. The exact time and location for the drivers' briefing will be published in the corresponding Supplementary Event Regulations. All drivers and competitors (or their appointed representatives) of the cars eligible to take part in the event must be present throughout the entire briefing. Any absence, late arrival or early departure will result in a fine of 1.000 Euro applied by the Race Director.

5.6 The finish line (also referred to as timing line) is a single line which crosses both the track and the pit lane at an angle of 90° across the driving direction. The lap times will be taken at the finish line.

5.7 DTM events 2017

The DTM events 2017 are shown in the below table.

A binding event schedule shall be prepared for each DTM event. Modifications in the event schedule are subject to the approval of the stewards and shall be published in an event Bulletin.

	Date 2017	Circuit	Lap distance in km
1	05.05. – 07.05.	Hockenheimring	4,574
2	19.05. – 21.05.	Lausitzring	3,478
3	16.06. – 18.06.	Budapest (HUN)	4,381
4	30.06. – 02.07.	Norising	2,300
5	21.07. – 23.07.	Moskau (RUS)	3,931
6	18.08. – 20.08.	Zandvoort (NED)	4,307
7	08.09. – 10.09.	Nürburgring	3,629
8	22.09. – 24.09.	Spielberg (AUT)	4,326
9	13.10. – 15.10.	Hockenheimring	4,574

Table 1

5.8 All drivers, irrespective of the nationality of their drivers' licence, shall retain the nationality of their passport for prizegiving ceremonies and for all publications. The organisers are obliged to publish in their publications (programmes, entry/starting and result lists) the names of all DMSB competitors' or sponsors' licence holders as specified on the appropriate licence together with the drivers' names. DMSB cannot be held liable by the competitors' and sponsors' licence holders for any publications of the organisers.

ARTICLE S 6 CLASSIFICATIONS

6.1 The title „DTM Champion“ will be awarded to the driver who has scored the highest number of points at the end of the last Race of the year 2017. All the final results obtained during the DTM Races of the year 2017 will be taken into consideration.

6.2 The title „DTM-Team-Champion“ will be awarded to the team (competitor) with their two drivers which have scored the highest total of points at the end of the last Race of the year 2017. All the final results obtained during the DTM Races of the year 2017 will be taken into consideration.

6.3 If a driver changes the team during the season, his points scored so far for the team championship will be taken into consideration for the result of the team under which he has scored these points.

6.4

- a) Points for the drivers' and team classification will be awarded for each Qualifying according to the following scale:

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

Table 2a

The allocation of points will be based on the qualifying result. Classification penalties imposed for the relevant qualifying and/or for the starting grid which is based on the qualifying shall affect the allocation of points. Classification penalties imposed in previous parts of the competition and affecting the qualifying result and/or the starting grid which is based on the qualifying shall not be taken into consideration for the allocation of points.

Should several drivers set identical times during a qualifying, priority will be given to the driver who set it first. Moreover, the provisions of Article S 34 shall apply accordingly.

No points shall be allocated if the qualifying does not take place.

- b) Points for the drivers' and team classification will be awarded at each Race according to the following scale:

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

Table 2b

6.5 If there are less than 10 starters in a qualifying or a Race, only 50% of the points specified under Articles S 6.4 will be awarded for this qualifying and/or Race.

6.6 If a Race is suspended under Article S 42 and cannot be resumed, points will be awarded according to table 2b as follows:

Suspension before the 2nd race lap has been completed	No points
Suspension after the 2nd race lap but before the 42 nd race minute has been completed	Half points
Suspension after the 42 nd race minute has been completed	Full points

Table 2c

6.7 The title „DTM Make Champion“ will be awarded to the make (Manufacturer) which has scored the highest number of points after the last Race of the year 2017, results of its drivers being taken into account.

6.8 For the classification of the make championship, the points scored by the drivers in the qualifying and the Races will be added for each make. Points for the make championship will be awarded at each qualifying and at each Race according to Tables 2a and 2b, in consideration of Article S 6.5 and S 6.6 where applicable.

6.9 The drivers finishing first, second and third in the annual championship classification as well as an important representative of the teams finishing first, second and third in the annual team classification must be present at the annual ITR and DMSB prizegiving ceremony. A fine of 10.000 Euro will be imposed on any driver or representative failing to attend, subject to a case of force majeure.

ARTICLE S 7 DEAD HEAT

7.1 If two or more cars cross the finish line at the same time at the end of a Race and have furthermore covered the same number of laps, points to be awarded according to Article S 6.4 for all the positions of drivers/competitors who tie will be added together and shared equally amongst the drivers/competitors affected.

7.2 In the case of a dead heat (ex aequo) after the last Race of the season, the higher place in the championship classification will be awarded to the driver/ team/ make holding the greatest number of first, then second and, if necessary, further places in the Races. If this procedure fails to produce a result, the better place in the last Race will be decisive. Should this procedure still fail to produce a result, the DMSB will take a decision.

ARTICLE S 8 ADMINISTRATIVE CHECKS

8.1 Administrative checks which are compulsory for all participants will take place at the first DTM Event 2017 in the Race Office. Exact time and location will be published in the Supplementary Event Regulations. There will be no more compulsory additional administrative checks after the first round of the current Championship. However, all drivers undertake to inform the Stewards about any eventual changes of their submitted information until the beginning of the first free practice of the corresponding next DTM Event at latest.

8.2 At the first administrative checks of the year 2017, the participants must personally submit their Driver's and Entrant's Licences as well as an ASN authori-

sation for foreign licence holders (applicable for licences not issued by the ASN of a membership country of the EU or an associated country).

ARTICLE S 9 ORGANISATION OF EVENTS

9.1 Each organiser must publish Supplementary Event Regulations which shall be in compliance with the standard regulations issued by the DMSB. The corresponding standard form will be provided by the DMSB. The DMSB must receive the Supplementary Event Regulations not later than four weeks before the event.

9.2 The organiser shall submit the „Race Meeting Check List“ to the Race Director or to the Safety Delegate until Thursday, 17:00hrs, of the corresponding event at the latest.

ARTICLE S 10 INSURANCES

10.1 The organiser must conclude a liability insurance with a cover complying at least with the legal requirements and prescriptions of the corresponding ASN. This insurance must comprise the competitors, their team personnel, all persons admitted in the pits/pit lane, the DMSB officials (including ASN Officials for foreign rounds), the drivers and the guests of taxi rides (any driving on the race track with more than one person on board), if applicable, and the entertainment programme (e.g. stunt drivers) relevant for an insurance.

10.2 The insurance confirmation must be submitted to the DMSB until 4 weeks before the beginning of the event at the latest.

10.3 The liability insurance arranged by the organiser shall be in addition and without prejudice to any other insurance performances.

ARTICLE S 11 DMSB DELEGATES

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

- Technical Delegate
- Safety Delegate

The DMSB may in addition nominate the following delegates:

- DMSB Delegate
- Medical 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 S 12 OFFICIALS

12.1 The DMSB will nominate the following permanent officials:

- Two Stewards, one of which will be appointed Chairman
- Race Director
- Starter
- Chief Timekeeper
- Safety Car Driver

12.2 The organiser will appoint the following officials:

- Third Steward
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy
- Chief Medical Officer
- Safety Car Co-Driver

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 practices and Races 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 of the Supplementary Regulations;
- The issue of Event Bulletins;
- The application of classification penalties;
- The stopping or interruption of practice sessions or races for safety reasons;
- The use of the safety car;
- The activation and the termination of slow-zone phases;
- The enabling of activating the DRS system;
- The stopping of a race car;
- The complete starting procedure;
- The management of an eventual restart / resuming the Race;
- Drivers' briefings.

12.4 The Technical Delegate nominated by the DMSB will be responsible for the complete scrutineering and the technical checks carried out during the DTM. He has full authority over the scrutineers and assistant scrutineers assigned to him and re-

ports 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 2017 DTM Sporting and Technical Regulations.

12.5 The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the provisions under Article S 2 is reserved for the Stewards and the DMSB jurisdiction.

ARTICLE S 13 REGISTRATIONS - FEES - ENTRIES

13.1 All the competitors (teams) wishing to take part in the DTM 2017, must submit a pro-forma registration to the DMSB until 16.10.2016 at the latest. The fee for this pro-forma registration is 500 € plus VAT for each car and must be paid to the DMSW GmbH.

With the submission of the pro-forma registration, the participants undertake to acknowledge and accept the provisions under Article 2, including in particular those covering the prescriptions applicable for periods outside of DTM Events.

13.2 Applications to compete in the DTM must be made by each entrant, each driver and each team by submitting the duly completed registration form to the DMSB.

13.3 Each team (competitor licence) may enter the maximum of two cars.

13.4 To participate in the DTM, a driver must be entered by a registered team.

13.5 With the submission of the registration form, all participants entrust and authorise the DMSB with the entry to all DTM Events.

13.6 All participants are generally obliged to participate in each DTM Event of the 2017 season. The DTM Commission may give waivers in exceptional circumstances.

13.7 The DMSB must receive the registration applications until 17th March 2017 at latest. DMSB and ITR reserve the right to accept applications which might arrive later.

13.8 The DTM Commission may refuse registration applications and single entries under specification of the reasons.

14.1 Authorisation to access the event area

All persons staying in the event area may only access those areas for which they hold an access authorisation. The persons must have this legitimization with them at all times and carry it in a clearly visible position.

14.2 Limitation of the staff

From the day of the 1st free practice (Friday) 12:00hrs local time until 30 minutes after the start of the last DTM Race of an event, the number of team personnel in the paddocks who are or may be directly or indirectly associated in any way with the operation or the assistance of a DTM car or parts of it is limited to the numbers specified in table 3. This limitation refers to each specific manufacturer, but includes all competitors of that make. Cars which are exclusively used as so-called taxis are not considered to be a DTM car for the application of this regulations.

Personnel under the aforementioned regulations/limitations must, in addition to the access authorisation pursuant to Article S 14.1, be provided with a specific and personified DTM identification ticket (ID ticket) issued by the DMSB. Inside the paddocks, the ID ticket must either be worn by the person concerned at a clearly visible position or be promptly presented upon request. The ID ticket does not authorise to access the event area.

Number of cars registered by a manufacturer for the DTM season 2017	Maximum number of personnel permitted for each manufacturer pursuant to Article 14.2
6	64

Table 3

Exception to table 3:

For each manufacturer and season, six (6) ID tickets will additionally be provided which are not included in the figures as shown in table 3. Each ID ticket of this additional allocation may be used at one single event only.

14.3 Restricted areas

Personnel staying in areas for which a DTM registered manufacturer registered in the DTM make classification and/or a person/company under contract of a manufacturer claims domiciliary rights and for which a paddock ticket on sale alone does not grant access must at all times provide identification upon request of the ID ticket inspectors charged by the DMSB and provide information about their professional activities.

Before the beginning of each event, all manufacturers registered in the DTM 2017 must supply the DMSB with a detailed drawing which clearly shows all the areas for which the corresponding manufacturer of the DTM car engaged by him claims domiciliary rights and for which a paddock ticket on sale alone does not grant access.

The drawings must furthermore clearly and unambiguously indicate those areas which are not visible by the owners of paddock tickets on sale or which are only visible when leaving the designated spectator areas.

14.4 Notification of the owners of event-related ID tickets

The manufacturers undertake to submit to the DMSB until two (2) days before the first Race of an event (normally on Thursday, 18:00hrs) a list with the names of all owners of an ID ticket who are part of the ID ticket contingent pursuant to table 3 (including the possible exception) at the corresponding event by online accreditation system.

Any case in which ID ticket holders who are not specified in the list are found in the paddocks during the event (identification by ID ticket inspectors) will be considered as an infringement of Article S 14.2 committed by the corresponding manufacturer. This applies also if the list submitted to the DMSB does not make full use of the maximum permitted number of personnel pursuant to table 3.

The list once submitted to the DMSB may only be modified during an event in exceptional cases and in the existence of serious reasons. In all such cases, a written application shall be submitted to the Stewards by the relevant manufacturer. The Stewards shall decide upon the approval of the application within one hour of receipt. It is the sole responsibility of the Stewards to decide on the existence or the non-existence of a serious case.

14.5 Inspections

The manufacturers registered in the DTM 2017 are obliged to grant at all times and promptly access upon the request of the ID ticket inspectors commissioned by or acting on behalf of the DMSB to all areas for which the manufacturer of his DTM car claims domiciliary rights.

14.6 Definition of the paddocks

For the application and inspection of the provisions in Article S 14, the following is considered to be part of the “paddocks”:

- 1.) All areas in which DTM cars are moved during an event.
- 2.) All areas in which persons who are associated with the organisation and the running of the races and the practice sessions are staying or may be staying.
- 3.) All areas for which DTM registered the manufacturers of their DTM cars claim domiciliary rights.
- 4.) All areas to which ID ticket holder have access due to their legitimation (see Art. S 14.1).

14.7 Activities which may be carried out by ID ticket holders only

The following activities in the paddocks (see Definition in Article S 14.6) may only be executed by the ID ticket holders notified to the DMSB for the event:

- 1.) The recording and/or reading*, sending and/or receiving of:
 - a) any in whatsoever kind car-related data of a DTM car,
 - b) any track-related data of the corresponding track,
 - c) any timing-related data which have any kind of relation to the actual or theoretical driving performance of a DTM car. It is hereby irrelevant whether this concerns timing information of the official timekeeping or individual timing data.
- 2.) The dismounting or mounting of any car components.
- 3.) The machining of any car components.

* For the purpose of this article, any work for which electricity is used to create, modify and/or identify information is considered to be "recording and/or reading".

14.8 Medical- an physiotherapeutic services

Persons providing medical and/or physiotherapeutic services for one or more manufacturers are required to hold an SID ticket. A list with the names of all holders of an SID tickets who are charged with medical and/or physiotherapeutic services at an event shall be submitted to the DMSB until the official beginning of an event by online accreditation system. The number of SID tickets is not limited. The SID ticket alone does not represent an access authorisation.

14.9 Special provision for cross-brand services

Persons who fall under the restrictions of Art. S 14.7 due to their activities but who are contracted by competitors of different DTM manufacturers or by a DTM competitor and the DMSB with the provision of identical services at an event (e.g. service or repair of the vehicle radio system, the single components etc.) must be in possession of a Service ID ticket (SID ticket) issued by the DMSB. The number of SID tickets is not limited.

A list with the names of all holders of an SID tickets who are charged with the provision of identical services at an event shall be submitted to the DMSB until the official beginning of an event by online accreditation system.

The SID ticket alone does not represent an access authorisation.

14.10 Persons exempt from holding an ID ticket

The following persons are not required to hold an ID ticket even if they come into contact with DTM cars, on condition that they do not perform any activities under Article S 14.7:

- a. Members of the Board of a manufacturer which is part of the ITR organisation;
- b. One (1) team owner of each team (competitor) registered in the DTM and his guests;
- c. One (1) team manager for each two-car team;
- d. Advisory board members of the ITR e.V.;
- e. Members of the ITR e.V. Board of Directors;
- f. Team Principals (maximum one team principal for each registered competitor);

- g. DTM drivers;
- h. Staff of ITR e.V. and ITR GmbH;
- i. Representatives of sponsors;
- j. Persons who are on duty for or on behalf of an ITR manufacturer in the fields of marketing and/or media and/or public relations;
- k. Security personnel;
- l. Persons charged by the ITR or the DMSB with the service or maintenance of the official, car-related TV technical equipment and/or of the official, car-related timing technical equipment and/or of the car-related single components. These persons are explicitly allowed to perform any work on the cars and with the car data as long as this work/data is an absolutely necessary condition to perform their duties and
- m. Officials nominated in the Supplementary Regulation respectively Bulletins of the Event.

Exception to figures a) to g) above:

These persons are permitted to perform the activities specified in Article S 14.7 point 1 at any time.

14.11 Power of decision

It is the sole responsibility of the DMSB to decide whether a person is subject to the obligation of holding an ID ticket or not.

14.12 Sanctions

Infringements of one or several of the provisions under Article S 14 may result in a penalty imposed by the Stewards at their sole discretion. Irrespective of the aforementioned, any infringement will be reported to the DTM Commission.

ARTICLE S 15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 Only the Race Director or the Clerk of the Course (or his deputy in his 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 location of the official notice board will be indicated in the Supplementary Regulations. All classifications and results of practice and the Races, as well as all decisions issued by the officials, will be posted on the official notice board.

15.3 All Bulletins issued for the Event and Bulletins issued by the DMSB, if applicable, will additionally be circulated to the participants. The persons specified in Article 3.1 must confirm receipt by signature.

15.4 Classification penalties inflicted during practice, qualifying or Race will be displayed on page 7 of the official timing monitors and are thus considered to be notified. It is the competitor's responsibility to inform the driver concerned in time. Any decision or communication concerning a particular competitor should also be notified to him in writing within 25 minutes after such decision has been taken. This communication is of informative nature only. The competitor must confirm receipt in writing. This written communication does not affect the moment of notification specified in this Article and/or the delay for taking the penalty specified in Article S 16.5.

15.5 Classification penalties during practice, qualifying or Race will in addition be 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 will 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 is 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.

If the circuit is equipped with an additional display board it may replace the board with the race number. No one else may use signals identical or similar to these.

15.6 For all DTM Events, any official communication, decision or instruction issued to the competitors will be displayed on page 7 of the official timing monitors.

15.7 Communications in relation to investigations concerning sports law will be issued in writing. Competitors must confirm receipt in writing.

ARTICLE S 16 INCIDENTS

16.1 "Incident" means 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 race
- Breach of these Sporting Regulations
- False start
- Starting from wrong start position
- Collisions
- Forcing a driver off the track
- Blocking another driver
- Impeding during overtaking manoeuvres
- Leaving the track and gaining an advantage
- Infringement of the provisions regarding the obligatory pit stop pursuant to Art. S39.

16.2 Unless it was completely clear that a driver was in breach of the Code of Driving conduct, any incidents involving more than one driver will normally be investigated and decided after the race under the authority of the Stewards and normally following a report of the Race Director.

If an incident is under investigation a message informing which driver or drivers are involved will be displayed on page 7 of the timing monitors. Provided that such a message is displayed no later than five (5) minutes after the Race has finished the driver or drivers concerned may not leave the circuit area without the consent of the Stewards of the Race Director.

16.3 Classification penalties which may be inflicted:

- Change of grid position
- Non-classification (practice laps, practice times, qualification times, exclusion from results)
- 10 second Stop-and-Go time penalty
- Drive Through Penalty
- Pit Stop Penalty

In addition to Art. S 16.2, the Race Director may inflict classification penalties without complying with any particular procedures. 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 penalties and / or penalties.

16.4 A classification penalty inflicted by the Race Director may be examined by the Stewards if an admissible protest is received. In this case, the Stewards are not 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.

If the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be inflicted by the Stewards and/or the Disciplinary Commission, independent of a 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 inflicted.

16.5 The classification penalties below will be notified as defined in Article S 15.4 and S 15.5. From the moment the classification penalty is notified, the relevant driver 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 within this time limit, he will receive the black flag upon decision of the Stewards.

16.6 Drive-Through Penalty

To carry out the Drive Through Penalty, the driver concerned must enter the pit lane, drive through the pit lane without stopping and observe the speed limit.

16.7 10 Second Stop-and-Go Time Penalty

To carry out the 10 second Stop-and-Go Penalty, the driver concerned must enter the pit lane and stop at his pits for at least 10 seconds and may then continue to re-join the Race. The speed limit for the pit lane must be observed. This 10 seconds stopping time may be increased upon decision of the Race Director. It is the participant's responsibility to respect the imposed stopping time.

16.8 Parc fermé rules apply for the car concerned by one of the penalties specified in Article S 16.6 and S 16.7 above from the moment it enters the pit lane until it exits the pit lane.

16.9 If a Drive-Through Penalty is imposed at a time when the remaining race time is five (5) minutes or less, the participant may elect to take the Drive-Through Penalty or to accept a time penalty of 30 seconds added to the elapsed race time of the driver concerned instead of the imposed Drive-Through Penalty.

16.10 If a 10 Second Stop-and-Go Time Penalty is imposed at a time when the remaining race time is five (5) minutes or less, the participant may elect to take the penalty or to accept a time penalty of 30 seconds added to the elapsed race time of the driver concerned instead of the imposed 10 Second Stop-and-Go Time Penalty. In this case, the stopping time inflicted along with the time penalty (minimum 10 seconds) will in addition be added to his elapsed race time.

If the penalty is taken, the driver concerned must subsequently cross the finish line outside the pit lane at least one more time before he takes the chequered flag. Failure to do so will result in a time penalty of 30 seconds added to the total time of the driver concerned.

The time added to the elapsed race time as specified in Articles S 16.9 and S 16.10 may be adjusted accordingly by the Stewards to the particularities of the corresponding circuit.

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. S 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 S 39, at the latest at his tyre change (pursuant to Art. S 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 rejoins 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 S 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 S 16.5 to take a penalty is not applicable in case of a pit stop penalty.
- b) A time penalty according to the pit stop penalty may also be applied for a driver who has already completed his obligatory pit stop (pursuant to Art. S 39) or if a obligatory pit stop (pursuant to Art. S 39) is not mandatory in the corresponding part of the event.

16.12 In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles S 16.6, S 16.7, S 16.11) if 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. An equalisation is considered to be applied by a driver if he lets the other car which was wrongly overtaken completely past.

A new overtaking manoeuvre may not be started before the exit of the corner following the change of positions.

If the driver concerned does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Article S 16.6, S 16.7 or S 16.11 will be inflicted.

The relevant information will be notified to the participants on page 7 of the timing monitors.

ARTICLE S 17 PROTESTS

17.1 All protests must be lodged in compliance with the provisions of the ISC. The protest fee is specified in the Supplementary Event Regulations.

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

- Drive-Through Penalty – Article S 16.6
- 10 Second Stop-and-Go Time Penalty – Article S 16.8
- Pit stop Penalty – Article S 16.11

17.3 Protests against the qualifying results may also be heard after the corresponding Race.

ARTICLE S 18 PENALTIES AND APPEALS

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 apply penalties with suspension. The Stewards may also pronounce a penalty which will take effect at the next event/s.

18.2 The Stewards may apply a penalty by modifying the start position or by reducing the driving time in a qualifying for the current or following event/s.

Any driver who receives three (3) reprimands in the same DTM season will, upon the application of the third reprimand, be given a five (5) grid place penalty at the next Race. If the third reprimand is imposed following an incident during a Race the grid place penalty will be applied at the driver's next Race.

If a driver receives the fifth (5) reprimand in the same DTM season, this driver will be given a ten (10) grid place penalty at the next Race. If the fifth reprimand is imposed following an incident during a Race the grid place penalty will be applied at the driver's next Race. After application of the ten grid place penalty all the reprimands in terms of this Article will be cancelled.

18.3 Fines shall be paid to the DMSB within 48 hours of their notification.

18.4 No appeal may be lodged against any of the following decisions by the Stewards:

- a) Drive-Through-Penalties, including those penalties added to the total time.
- b) Decisions pursuant to Articles S 30.2 and 32.6.
- c) All penalties resulting from the application of Articles S 28 and S 28b.

ARTICLE S 19 CHANGES OF CARS

19.1 At latest at initial scrutineering, the team must specify the driver / car combination. After scrutineering, the change of a car, the entry of an additional driver and/or an additional car must be approved by the Stewards.

In no case may a driver entered for a specific car change this car during an Event after the beginning of the first (1st) free practice session of a DTM Event.

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

19.3 Cars of the makes Audi, BMW and Mercedes may only participate in DTM Races of the 2017 season if they are equipped with a monocoque (EB17-001) which had been used in at least one Race of the DTM season 2012 up to and including 2016.

Exceptions A:

1.) For each registered make, one car equipped with a monocoque that was not used at any DTM Race until the beginning of the season 2017 may be used at DTM Races in 2017.

Exception B:

If, during a DTM event, a monocoque is damaged and cannot be repaired or is damaged and a repair is not possible without deteriorating safety or performance, the driver concerned is from the next event allowed to use a monocoque which was not used in any of the DTM Races.

The decision whether a monocoque can be repaired without deteriorating safety or performance is at the sole discretion of the DMSB Technical Delegate.

The DMSB may permit further exceptions.

The list with the vehicle identification numbers (Additional Homologation Art. 6.1) submitted to the DMSB in connection with the homologation must be completed by the vehicle identification numbers of the new monocoques used in application of Exception B. The homologation/additional homologation of the replaced monocoques is then cancelled.

ARTICLE S 20 DRIVING / DRIVERS' EQUIPMENT

20.1 Each driver must drive his car alone and unaided on the race track.

20.2 Whilst driving, each driver must always wear his complete driver's equipment in compliance with the Appendix L to the ISC, Chapter III, and the prescribed head restraint system and fasten his seat belts. Driving is considered to be any movement of the car under its own engine power.

ARTICLE S 21 CAR IDENTIFICATION

21.1 Race Numbers

The race numbers for the participants in the DTM will be allocated by the ITR. Start number 1 is totally and solely available for the current DTM champion. If the corresponding driver confirms in writing to the DMSB until the 1st of February of the corresponding year that he waives his right to start number 1, this number shall not be allocated in the corresponding year.

21.2 Size, design and number of the start numbers and the start number panels will be determined by the ITR. The positions and formats defined in the ITR document "Series Rights 2017 – Sticker Prescriptions" (in their current version) are mandatory.

21.3 Driver's Name

In compliance with Article S 5.8, the national flag of each driver's home country and the driver's surname and the "three letter code" of his name must appear on the rear side windows on both sides of the car. Flags, three letter code and the driver's name must be designed as large as possible. The letter type must be Helvetica.

21.4 Advertising Spaces

The compulsory advertising spaces to be reserved for the series partners are determined by the ITR. The positions and formats defined in the ITR dossier "Series Rights 2017 - Sticker Prescriptions (in their current version) are mandatory.

21.5 DRS Communication / Display

A display must be fitted to the inside of both rear side windows and be connected electrically in accordance with the provisions of the Technical Regulations.

ARTICLE S 22 TESTING

The testing regulations are published in the Appendix 1 to these Regulations.

23.1 A marking divides the pit lane over its total length in front of the pits into two lanes. The lane closest to the pits is designated the working lane, the lane closest to the pit wall is designated the fast lane. The exact and final definition of the fast lane and working lane areas will be communicated in the drivers' briefing. 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. Excepted are cars which are in the fast lane of the pit lane when a race is suspended in accordance with Article S 42.5. In no case may work be carried out on a car if it is likely to hinder other cars.

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 are admitted in the pit area. Children and young people (under 16 years of age) are not admitted in the pit lane, even if accompanied by an adult. This applies also if they are in possession of a valid pass.

23.4 During a free practice, a qualifying and a Race the maximum of 6 persons for each race car is permitted at the pit wall and they must have a special identification.

Team personnel are only allowed to cross the line separating the pit lane and the pit garage to the pit lane when their race car is about to come to 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	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	Mandatory	Mandatory	Mandatory
Fireproof stockings complying with FIA Standard 8856-2000	Recommended	Recommended	Recommended
Fireproof shoes complying with FIA Standard 8856-2000	Recommended	Recommended	Recommended

Table 4

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

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

23.5 The DTM participants are obliged to clear the pit area outside their scheduled practices and Races if there is another practice or Race taking place at that time. For safety reasons, it is furthermore not permitted to move the cars in 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. Smoking is absolutely prohibited in the complete area of the pits and on the starting grid.

23.7 During a 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 will warn the drivers if a car approaches the pit lane exit on the track.

23.8 The cars must always approach and exit a pit stop station on the fast lane under own engine power. It is prohibited for the mechanics/team personnel to push-start a car after the pit stop. It is prohibited to pass a car which blocks the fast lane momentarily (e.g. to be pushed into the pits by team members) by using the working lane.

23.9 It is the responsibility of the participant to leave the pits and/or the working lane without endangering other participants or persons. 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 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 The compliance with the above safety prescriptions for entering and leaving the pit lane and for the pit stop will be controlled by marshals.

23.11 During a DTM Event, it is prohibited to climb onto the fencing of the pit wall, in particular at the Race end. A penalty may be imposed by the Stewards on any team failing to comply.

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

ARTICLE S 24 SCRUTINEERING

24.1 Before the start of the 1st free practice of an event, each car must be presented at scrutineering at the times specified in the timetable. No car may take part in a DTM Event until it has been approved by the scrutineers. The presentation of a car for scrutineering will be deemed an implicit statement of conformity with the Technical Regulations.

24.2 Scrutineering at the DTM Events will be carried out in the pits in accordance with the timetable. Any competitor failing to present his car for scrutineering will not be allowed to take part in the Event.

24.3 Cars which have successfully passed scrutineering will be provided with a special identification by the scrutineers, positioned above the windscreen. Any car failing to comply with the Technical Regulations will be rejected by the scrutineers.

24.4 Any car which, after being passed by the scrutineers, is damaged or dismantled or modified in a way which might affect its safety or call into question its eligibility, must be represented for the scrutineers' approval without being expressly requested.

24.5 At any time during an event, including the period after scrutineering, all cars must be made available for additional checks to be carried out.

The participants must ensure that it is possible for a person appointed by the Technical Delegate to download the stored data and, for a person appointed by the Technical Delegate, to check the software of:

- the engine control unit (EB17-022),
- the gearbox control unit (EB17-003),
- the DDU (EB17-044),
- Power Control Module (EB17-051),
- the marshalling systems (EB17-034),
- the incident camera (EB17-029) and
- the accident data recorder (EB17-033).

Upon request, the tyres marked for the corresponding car and for the corresponding event must be made available to the Technical Delegate at any time during an event. Tyres packed in a DMSB sealed tyre parc fermé cover SB17-017 (see Art. S 25.3) are considered to be made available. Before the checking of tyres packed in a sealed tyre parc fermé cover, the competitor concerned will be informed and will have the opportunity to nominate one person to be present during the check.

24.6 In coordination with the Stewards and the Technical Delegate, the scrutineers or DMSB authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards will be informed about the results of such checks. The race results remain provisional until the

Stewards have decided.

24.7 If a car loses a component during a free practice, a qualifying or a Race, the weight of this component can be taken into consideration when determining the car's weight. It is at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components will 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 S 16) be checked.

24.10 The correct presentation of the series sponsors, of the drivers' names and of the race numbers as indicated in the "Series Rights 2017 - Sticker Prescriptions – as at 22th May 2015" (in their current version) will be checked at scrutineering. The ITR will inform the participations about modifications of the prescriptions in due time, if applicable.

24.11 The Stewards will publish the findings of the scrutineers about the technical checks carried out on the cars. The results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

ARTICLE S 25 TYRES

25.1 For the practice sessions, the qualifying and the Races, the only permitted tyres are Hankook dry-weather tyres (specification Standard) and Hankook wet-weather tyres in the specification indicated by the ITR. All tyres must have an identification (BAR CODE label) applied during the production process for the doubtless identification of each single tyre. Any modification or cutting of any part of the tyre is prohibited. Any chemical, mechanical or thermal treatment of the tyres is prohibited. Prohibited is furthermore any treatment of the tyres using microwaves and/or infrared waves and/or any other wave or radiation systems. It is prohibited to remove the colour marking from the tyres or to apply markings with identical or similar design.

From the moment of the delivery of the allocated tyres to the competitors until the end of the event, any measure of whatever kind resulting in an increase or reduction of the tyre, rim and/or filling medium temperatures is prohibited. Heating elements are not allowed in the pits. It is the sole responsibility of the DMSB to decide on the presence or not of a heating element.

Notwithstanding the above, slick tyres may at no time be accommodated in tyre heating blankets or be covered by any other means.

Exceptions:

- It is permitted to use tyre heaters in accordance with Article 12.7 of the 2017 DTM Technical Regulations for rain tyres which are fitted to the car in the pit lane. The tyre heaters may only be placed onto the tread surface of the tyres, in accordance with the manufacturer’s recommendation. A heat input over the rims is not permitted.
- It is 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. Any device used for that purpose must be approved and marked by the DMSB. It is the sole responsibility of the DMSB to evaluate these devices and their function.
- It is permitted to clean the wheels on condition that the cleaning devices are approved and marked by the DMSB.
- The use of the tyres when the DTM car is being driven by the associated driver is not considered to be such measure.

The tyres must always be fitted to the rims by the service partner of the tyre supplier. The tyres may only be filled with chemically unmodified ambient air or with nitrogen. The car must always be fitted with 4 tyres of the same specification (standard, wet) when the car is moving outside the pit lane on the track.

25.2 Tyre handling – tyre allocation – tyre lottery

Before they are used, all the slick tyres eligible for an event must be recorded by the Technical Delegate by means of the bare code labels and be allocated to the drivers. No driver may use the track outside the pit lane with one or several tyres which are not allocated to him by the Technical Delegate for that corresponding event.

For the interpretation of these Regulations, a “set” is deemed to comprise 2 front and 2 rear tyres.

25.3 Tyre lottery of slick tyres during all events 2017

One day before the day of the first Race, previously unused, new slick tyres will be allocated amongst the competitors to the drivers in a random procedure (lottery) according Table 5 below under the control of the Technical Delegate or a representative appointed by him.

	When	For each driver	Only permitted for use in
Lottery 1	10:00 hrs	8 sets	Each free practice, each qualifying and each Race of the event

Table 5

In no case may more than 6 sets be allocated to a driver for the third free practice of an event. 2 sets shall be returned until one hour after the 2nd free practice at the latest. The nomination of these two returnable sets shall be made until 20:00hrs on the day before the first Race.

25.4 Not allocated

25.5 Up to 90 minutes at the latest before the beginning of the 1st free practice of an event, a list of allocations, signed by the competitor and clearly and precisely comprising the below information related to the driver, must be submitted to the Technical Delegate:

- The bar codes of all slick tyres which may exclusively be used during the event.

On the previous day of a Race from 20:00hrs at the latest, all the slick tyres which are intended to be used in one of the free practices, a qualifying and/or a Race and fitted to rims with specification EB17-072 must be packed in a DMSB sealed parc fermé cover and be located in the pits allocated to the team. Tyres which have been previously used may hereby also be placed under the DMSB sealed parc fermé cover without being fitted to rims. Until the beginning of the overnight parc fermé at the latest and throughout its complete duration, all slick tyres must be placed in the vicinity of the associated car.

The DMSB reserves the right to monitor compliance with these provisions at all times, using cameras and/or thermometers.

Not earlier than 30 minutes before the beginning of a free practice as specified in the official timetable (in the case of a modification of the timetable, the deadline is adjusted accordingly), the competitors themselves may remove the seals of the tyre parc fermé covers independently, but only after permission has been given on page 7 of the official timing monitors ("Tyre Parc fermé open").

After this permission is given, all tyres must be placed inside the team's pits at a position where they are not exposed to sunbeam until the start of the information laps.

From the beginning of the information laps, all tyres must be placed in the front part of the pits at a location where they are not exposed to sunbeam and where all of them are in full view from the working lane.

One set of tyres in application of Article 45.3.1 is exempted from this regulation.

After the end of the Race until the beginning of the tyre parc fermé, all tyres must be placed inside the team's pits at a position where they are not exposed to sunbeam.

Exception:

Cleaning in accordance with Article S 25.1.

Any mechanical/thermic treatment of the tyre surface as well as the cleaning of wheels as explicitly permitted under S 25.1 “Exceptions” is prohibited starting from 40 minutes before the beginning of a qualifying until the end of the corresponding qualifying.

Any mechanical/thermic treatment of the tyre surface as well as the cleaning of wheels as explicitly permitted under S 25.1 “Exceptions” is prohibited starting from 40 minutes before the beginning of the information laps of a Race until the end of the corresponding Race.

The competitors shall alone be responsible for compliance with the aforementioned conditions.

25.6

Tyres of specification “Wet” may only be used after the Race Director has published the message “wet tyres admitted” on page 7 of the official timing monitors.

25.7 No change of tyres which have been allocated by the scrutineers at a (1) DTM Event is permitted without the approval of the Technical Delegate. This approval will only be granted if a tyre has a verifiable damage that can be traced to the production process which must be confirmed by the tyre manufacturer.

25.8 Wet-weather tyres

- a) A driver may not use more than 12 wet-weather tyres (6 front wheel tyres and 6 rear wheel tyres) during the qualifying and the Race of one event day.
- b) The scrutineers will allocate the wet-weather tyres to the drivers / participants who will receive a written confirmation. The allocated wet-weather tyres are related to the driver. These allocated wet-weather tyres may only be used during qualifying and during the Race from the beginning of the formation lap.
- c) At the first DTM Event of the 2017 season, 12 wet-weather tyres (6 front wheel tyres and 6 rear wheel tyres) will be allocated to each registered driver. These tyres must be fitted onto rims and be stored by sets (per 4 complete wheels) in containers until 21:00hrs at latest on the day of the allocation. These containers will be sealed by the scrutineers and submitted to the participants. Any thermal or chemical treatment of the containers or the tyres stored in the containers, or any other action to modify the physical and/or chemical parameters is forbidden
- d) The containers may only be opened (seal destroyed) by the participants with the approval of the Race Director. Any such approval will be communicated on page 7 of the official timing monitors through the message “wet tyre boxes open”. The permission to open the containers does however not authorise the competitors to use the tyres in the containers on the allocated car.

The permission to use the tyres from the containers in compliance with their allocation will be communicated through the message “wet tyres admitted” on page 7 of

the official timing monitors.

If such a permission to use the wet-weather tyres is given during a DTM Event but the wet-weather tyres are not used, they will be placed back into the containers at the end of the corresponding DTM event day until 20:00hrs at the latest and the containers will be sealed again at the latest at the same time.

The competitors are responsible for compliance with the aforementioned provisions.

If wet-weather tyres are used in a qualifying and/or a Race, these wet-weather tyres may no longer be used in any qualifying and/or Race of a subsequent event day of the season 2017. In any such case, new wet-weather tyres will be allocated to the corresponding participant for the following event days in accordance with the above point c).

- e) If the wet-weather tyres are used in qualifying and/or Race, the participants will, after the corresponding event day, receive a number of new wet-weather tyres from the tyre supplier's stock at the circuit which is equal to the number of tyres they have used.

These tyres must be fitted onto rims and be stored by sets (per 4 complete wheels) in containers until 21:00hrs at latest on the day of the allocation. These containers will be sealed by the scrutineers and submitted to the corresponding participants. Any thermal or chemical treatment of the containers or the tyres stored in the containers, or any other action to modify the physical and/or chemical parameters is forbidden.

- f) The Technical Delegate is authorised to request the exchange of single or of all of the registered wet weather tyres before the beginning or after the end of a DTM Event.
- g) Until one hour before a qualifying or the start of a Race, the Race Director may notify "wet tyre boxes open" on page 7 of the timing monitors, if applicable. The participants are themselves responsible to check the timing monitors regularly.
- h) In the case of a sudden change of climatic conditions, this permission to open the containers and/or to use wet weather tyres may be notified at any time without advance notice. No car may use wet-weather tyres on the track without the Race Director's approval.
- i) No change of tyres which have been allocated by the scrutineers at a (1) DTM Event is permitted without the approval of the Technical Delegate. This approval will only be granted if a tyre has a verifiable damage that can be traced to the production process which must be confirmed by the tyre manufacturer.
- j) At no time during the qualifying or the Race may a car use wet-weather tyres on the circuit which have not been allocated to that particular car for the corresponding event.

25.9 At any time during an event, the scrutineers and the official assistant scrutineers may check the tyres in relation to their correct identification and for compliance with the prescriptions. All participants must allow these checks and provide the necessary support for them to be carried out.

25.10 The Technical Delegate has 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.

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

ARTICLE S 26 WEIGHTS AND WEIGHING

Distinction is made between 3 minimum weights.

The cars must comply with the compulsory minimum weights at all times during an event.

26.1 Total minimum weight

The total minimum weight is made up of:

- the minimum weight of the car
- the minimum weight of the driver.

The total minimum weight is 1.125.0 kg (tolerance: -2 kg).

Based on these 1.125.0 kg, the total minimum weight may vary for a specific manufacturer from the end of a qualifying and from the start of the directly following Race, according to the number of allocated performance weights (see Article S 26.6 as well as table 8, column D).

26.2 Car minimum weight

The minimum weight of the car is made up of:

- the actual weight of the car at the moment of the weighing
- the weight of the inboard cameras allocated by the ITR or the equivalent weight (see Art. 18.1 DTM Technical Regulations)) and the dummies, if no inboard camera is allocated
- 5 x EB17-045D (performance weight)

but without

- driver difference weight
- driver and his equipment.

The car minimum weight is 1.041.0 kg (tolerance: -2 kg).

Based on these 1.041.0 kg, the car minimum weight may vary for a specific manufacturer from the end of a qualifying and from the start of the directly following Race, ac-

cording to the number of allocated performance weights (see Article 26.6 as well as table 8, column D).

Subject to the corresponding car minimum weight, the number of performance weights pursuant to table 8 are mandatory.

Total and car minimum weight subject to the allocated performance weights as well as mandatory numbers EB17-045D

A	B	C	D	E	F
Total minimum weight	Driver minimum weight	Car minimum weight	Allocated performance weight	Mandatory number of performance weights (EB 045D)	Camera dummy weight
1.095.0 kg	84.0 kg	1.011.0 kg	- 30.0 kg	—	-
1.097.5 kg	84.0 kg	1.013.5 kg	- 27.5 kg	—	-
1.100.0 kg	84.0 kg	1.016.0 kg	- 25.0 kg	—	-
1.102.5 kg	84.0 kg	1.018.5 kg	- 22.5 kg	—	-
1.105.0 kg	84.0 kg	1.021.0 kg	- 20.0 kg	—	-
1.107.5 kg	84.0 kg	1.023.5 kg	- 17.5 kg	—	-
1.110.0 kg	84.0 kg	1.026.0 kg	- 15.0 kg	1	-
1.112.5 kg	84.0 kg	1.028.5 kg	-12.5 kg	—	min 5 kg
1.115.0 kg	84.0 kg	1.031.0 kg	- 10.0 kg	1	min 5 kg
1.117.5 kg	84.0 kg	1.033.5 kg	- 7.5 kg	2	min 5 kg
1.120.0 kg	84.0 kg	1.036.0 kg	- 5.0 kg	3	min 5 kg
1.122.5 kg	84.0 kg	1.038.5 kg	- 2.5 kg	4	min 5 kg
1.125.0 kg	84.0 kg	1.041.0 kg	0 kg	5	min 5 kg
1.127.5 kg	84.0 kg	1.043.5 kg	+ 2.5 kg	6	min 5 kg
1.130.0 kg	84.0 kg	1.046.0 kg	+ 5.0 kg	7	min 5 kg
1.132.5 kg	84.0 kg	1.048.5 kg	+ 7.5 kg	8	min 5 kg
1.135.0 kg	84.0 kg	1.051.0 kg	+ 10.0 kg	9	min 5 kg
1.137.5 kg	84.0 kg	1.053.5 kg	+ 12.5 kg	10	min 5 kg
1.140.0 kg	84.0 kg	1.056.0 kg	+ 15.0 kg	11	min 5 kg

Table 8

For all cars that have been instructed to carry an official camera, the possibility to reduce the dummy camera weight according to table 8, line 7, is not applicable.

If, in application of the Sporting Regulations, the total / vehicle minimum weight of a car may be reduced by more than 15 kg, this weight exceeding the 15 kg may only be removed by dismounting components which are identified as ballast in the additional homologation of the corresponding car.

The minimum weight may in all cases only be increased by adding EB17-045D weights.

26.2A

The applicable total minimum weight as well as the car minimum weight must also be respected if the water containers provided for the cooling of the brakes is empty and when there is no fuel in the fuel system.

The Technical Delegate may decide whether the driver difference weight must be removed to determine the actual weight of the car or if it shall be deducted from the weighing result in terms of figures.

26.3 Driver minimum weight

The driver minimum weight is made up of:

- the driver
- the driver's personal equipment as carried on board at the moment when the car was on the track for the last time before it was selected for weighing
- the driver difference weight, is applicable.

The driver minimum weight is 84 kg (tolerance: -2 kg).

26.3a Driver difference weight

If the actual weight of the driver (including the parts of his personal equipment carried on board at the moment the car was on the track for the last time before it was selected for weighing) is less than 84 kg, the driver difference weight (in relation to 84 kg) must be attached to the suspension points of the lap and crotch strap belts in form of ballast.

Components of the homologated safety belt cannot be declared as driver difference weight.

It is the competitor's responsibility to ensure that the total of the installed driver difference weight plus his actual weight (plus the parts of his personal equipment carried on board at the moment the car is selected for weighing) is at least 84 kg.

26.4 Separate weighing

If the total minimum weight is checked when the driver is not in the car, driver (plus the parts of his personal equipment carried on board at the moment the car is selected for weighing) and car are weighed separately. The tolerance of each of the thus determined single weights is 2 kg.

To determine the total weight, the two determined single weights will however be added without consideration of a tolerance. A tolerance of 2 kg will be permitted for the result of this addition.

The Technical Delegate and/or the scrutineers may decide to weigh race car and driver separately.

26.5 Weight during Qualifying and Race

During Qualifying, the weight of the car may only be increased / modified through:

- Refuelling and removing fuel (without using the quick refuel valve)
- Change of wheels

During a Race, the weight of the car may only be increased / modified through:

- Change of wheels

No weight may be added to the car, to the driver and/or his personal equipment on the way from the race track to the parc fermé or inside the parc fermé.

26.6 Performance weights and allocation

Depending on the procedure specified below in Art. S 26.7, the number of the mandatory performance weights (EB17-045D) and consequently also the mandatory minimum weight for all cars of a make may be amended after a qualifying and after the start of the directly following Race.

26.7 For the sole purpose of the allocation of performance weights, a list showing the theoretically fastest lap times of each individual driver will be prepared after each qualifying. This theoretically fastest lap time of a driver is established by adding the fastest times of the driver achieved in each single sector, irrespective of whether these times were set in one and the same lap or not. Only the fastest driver of each make thus established in this list and his theoretically fastest lap time will be relevant for the allocation of the performance weights according to Table 9 (relevant driver).

The following allocations are final (2.5 kilogrammes correspond to one performance weight):

relevant driver	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg
Fastest		±0		+ 2,5		+ 5		+ 2,5		+ 5		+ 5
2nd fastest	≤ 0,1	±0	≤ 0,1	+ 2,5	≤ 0,1	+ 5	> 0,1/ < 0,2	- 2,5	> 0,1/ < 0,2	±0	≥ 0,2	- 5
3rd fastest	≤ 0,1	±0	> 0,1/ < 0,2	- 2,5	≥ 0,2	- 5	> 0,1/ < 0,2	- 2,5	≥ 0,2	- 5	≥ 0,2	- 5

Table 9

The following allocation of performance weights and/or adjustment of vehicle minimum weights applies if the vehicle minimum weight for the fastest car was 1.056,0 kg during the corresponding qualifying:

relevant driver	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg	Time difference to the fastest in %	Adjustment performance to the weight in kg
Fastest		±0		±0		±0		±0		±0		±0
2nd fastest	≤ 0,1	±0	≤ 0,1	±0	≤ 0,1	±0	> 0,1/ < 0,2	- 5	> 0,1/ < 0,2	- 5	≥ 0,2	- 10
3rd fastest	≤ 0,1	±0	> 0,1/ < 0,2	- 5	≥ 0,2	- 10	> 0,1/ < 0,2	- 5	≥ 0,2	- 10	≥ 0,2	- 10

Table 9 a

In no case may there be more than 11 performance weights (EB17-045D) in a car.

A mandatory performance weight (EB17B-045D) that is not placed in the correct location will be deducted from the weighing result.

If there is no reduction of the total minimum weight and of the car minimum weight (1.125.0 kg) for the cars of a make, five (5) performance weights (EB17-045D) must be mounted in the car in compliance with the provisions in the “2017 DTM Technical Regulations”.

The numbers of performance weights specified below in Articles S 26.7.1 to S 26.7.3 which must be located in the service box are final numbers which may neither be lower nor higher.

26.7.1 During a qualifying, the mandatory number of performance weights EB17-045D in the service box is two.

Exceptions:

If, at the beginning of a qualifying, the car minimum weight is 1.031.0 kg or 1.026.0 kg, the mandatory number of performance weights in the service box during the corresponding qualifying is one (1).

26.7.2 If the minimum weight is increased by 2.5 kg between a qualifying and the following Race, the mandatory number of performance weights in the service box during the corresponding Race is three (3).

If the minimum weight is increased by 5 kg between a qualifying and the following Race, the mandatory number of performance weights in the service box during the corresponding Race is four (4).

Exceptions:

- 1.) If, in application of these Sporting Regulations, there was only one (1) performance weight in the service box at the beginning of a qualifying, the mandatory number of performance weights in the service box during the corresponding Race is two (2) (increase by 2.5 kg) or three (3) (increase by 5 kg).
- 2.) If, in application of these Sporting Regulations, there was no performance weight in the service box at the beginning of a qualifying, the mandatory number of performance weights in the service box during the corresponding Race is one (1) (in case of an increase of the minimum weight by 2.5 kg) or two (2) (in case of an increase of the minimum weight by 5 kg).

26.7.3 If the minimum weight is reduced by 2.5 kg between a qualifying and the following Race, the mandatory number of performance weights in the service box during the corresponding Race is one (1).

If the minimum weight is reduced by 5 kg between a qualifying and the following Race, no performance weights may be in the service box during the corresponding Race.

26.7.4 Only the number of performance weights (EB17-045D) resulting from the application of Article 4.2 Technical Regulations and from the application of Article

S 26.6 Sporting Regulations as well as the associated mounting materials may and must be in the skidpad frame and/or the service box.

The total weight of the mounting materials for the performance weights which are fitted in the skidpad frame may not be more than 400 grammes.

No components other than the performance weights allocated in application of the regulations may be in the skidpad frame (see DTM Technical Regulations Article 3.22.4 “Volume SPR”).

26.7.5 It is not authorised to remove the camera dummy weights between a qualifying and the following Race.

Exceptions:

If, at the beginning of a qualifying, the car minimum weight was 1.031,0 kg and it is reduced by 5 kg after the qualifying, the camera dummy weight can be removed.

If, at the beginning of a qualifying, the car minimum weight was 1.028,5 kg and it is reduced by 2,5 kg after the qualifying, the camera dummy weight may be removed and one (1) performance weight (EB-045D) must instead be mounted in the service box in compliance with the provisions outlined in the “2017 DTM Technical Regulations”.

26.8 Participants have the possibility to check the weight of their cars and drivers during the event on a weighing device assigned by the Technical Delegate. The times of operation of the weighing area will be communicated to all participants before each event.

26.9 During a weighing procedure carried out upon instruction of the scrutineers and/or the Technical Delegate, all drivers must wear their complete personal drivers' equipment in compliance with the 2017 DTM Technical Regulations.

The cars will be weighed as follows:

26.10 During a free practice and a qualifying, the weighing procedure will take place in a weighing area determined by the Technical Delegate. If a driver is signalled that his car must undergo the weighing procedure, the car, the driver and his personal equipment are from that moment subject to the parc fermé regulations until the weighing procedure is completed. The driver with his car must proceed to the weighing area on the shortest way and switch off the engine there.

26.11 The car is weighed with the driver on board and the result will be given to him or a team member in writing. The driver must not make any movements which might affect the weighing result.

26.12 If a car is unable to proceed to the weighing area under its own power, it will be pushed to the weighing area by marshals only.

26.13 Should the weight of a car be less than the prescribed minimum total weight,

a second and a third weighing of the corresponding car and driver on the same weighing device and in the same configuration will immediately be carried out. The highest value of these three weighing results will be considered to be the actual total weight of the car.

26.14 A weighing tolerance of 2 kg will be taken into consideration for determining the actual total weight. The weighing result is a decision of a judge of fact.

26.15 The driver must not leave the weighing area nor must the car be removed without the consent of the scrutineers.

Weighing after Qualifying and after the Race

26.16 If a car stops on the circuit during a Qualifying or a Race and the driver abandons the car, he must immediately go to the weighing area on his return to the pit lane and have his weight established.

26.17 After the Qualifyings and after the Races, all classified drivers must immediately proceed from the parc fermé to the weighing area to be weighed. The drivers and their personal equipment are subject to the parc fermé regulations until the weighing procedure is completed.

26.18 The driver will be weighed and the result will be given to him in writing. Any protest against the determined weight must be notified to the responsible official immediately after having received the result.

The car will then be weighed during the final technical checks, without driver. The total weight is determined by adding the driver weight and the car weight (including the driver difference weight).

A tolerance of 2 kg will be taken into consideration for the total weight such determined. The weighing result is a decision of a judge of fact.

Should the weight of a car determined during the final technical checks be less than the car minimum weight applicable for the corresponding car, a second and a third weighing of the corresponding car without driver on the same weighing device and in the same configuration will immediately be carried out. The highest value of these three weighing results will be considered to be the actual weight of the car.

26.19 All parts replaced during a qualifying and/or a Race must be made available to the scrutineers for verification without being explicitly asked. The parts removed from the car will be marked by the assistant scrutineers, if regarded necessary, and may subsequently in no way be modified. These parts must be stored in the pit of the corresponding team, at a place clearly visible by the assistant scrutineers, until they are released by the scrutineers. These parts may be taken into consideration instead of the new parts when determining the weight of a car.

26.20 All cars selected for weighing are subject to the parc fermé regulations. No substance may be added to or removed from a car, the driver and/or his personal equipment after it has been selected for weighing. The same is applicable during the weighing procedure or after the finish of the Race, with the exception of a scrutineer acting in his official capacity.

26.21 Non-compliance with the minimum weight during qualifying will result in the non-classification of the corresponding driver. The driver concerned may however start the Race from the last grid position.

Non-compliance with the minimum weight during a Race will result in disqualification.

26.22 It is the competitor's responsibility to ensure that the race car entered by him can immediately be pushed onto the assigned weighing device at any time during the event upon instruction of the Stewards or the scrutineers. The car is in any case subject to the parc fermé rules from the moment the instruction to undergo the weighing procedure is given until this procedure is completed. This includes the cooling of the brakes without touching the car directly.

26.23 No one other than officials on duty and their assistants may enter the weighing area. No intervention of any kind is allowed in this area unless authorised by these officials. Failure to present a car instructed to do so to the weighing area will result in a report by the scrutineers to the Stewards.

26.24 The DTM Commission has the right to modify the minimum weights or to introduce additional handicap weights between two events during the season.

ARTICLE S 27 GENERAL CAR REQUIREMENTS

27.1 The participants must ensure that the cameras defined in the 2017 DTM Technical Regulations are installed in the car and be in working order in accordance with the Regulations. Participants must ensure that the scrutineers have free access to the cameras.

27.2 Any breach of the aforementioned prescriptions will result in the disqualification of the participant concerned from the event.

27.3 All cars must be fitted with an accident data recorder (EB17-033)..

27.4 The accident data recorders will be provided by the DMSB and charged to the participants. The units are the property of the DMSB.

The DMSB will communicate the specification of the accident data recorder to the participants. The units must be fitted in compliance with the manufacturer's speci-

fication (for 2017: EM Motorsport). Participants must ensure that these accident data recorders are in working order at all times when the car drives on the race track.

27.5 Participants must ensure that the units are at all times available and accessible to the scrutineers to read out data or to exchange the recorder.

ARTICLE S 28 ENGINES

28.1 Contingents

During the events of the season 2017, a car registered for the DTM 2017 may only use engines which are sealed by the DMSB pursuant to the DTM Technical Regulations 2017 Article 5.8 and allocated to that make as specified below until 14 days before the first DTM Event 2017 at the latest.

The DMSB will seal only a limited engine contingent for each make, in compliance with the table below.

Maximum number of sealed engines that may be used without penalty (rotation contingent)	7 engines
Special contingent	1 engine

Table 10

28.1.1 Engine allocation from the rotation contingent

Until 20 minutes after the beginning of the first free practice of a DTM event, the competitors must inform the Technical Delegate in writing which engine from the sealed rotation engine contingent will be used by each driver for the event concerned (engine allocation).

Any new engine allocation and use after the above notification must previously be indicated to the Technical Delegate.

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

28.2 Maintenance and repair

Until the end of the season 2017 (opening of the parc fermé after the last event), components of a sealed engine may only be machined, removed or replaced if no seal is damaged or must be opened.

Exceptions to 28.2:

- a) In the period from the beginning of scrutineering at the first DTM Event until the end of the last round in the year 2017, the check of the valve clearance (Techni-

cal Regulations Art. 5.18) and an engine inspection (Technical Regulations Art. 5.17) may be carried out on engines from the rotation and the special contingent in co-ordination with the Technical Delegate or the appointed scrutineers.

- b) An engine which is damaged through an accident may be repaired even if it is necessary to remove seals for this purpose. The seals may only be removed by the Technical Delegate. However, only damages which are almost certainly a result of the direct mechanical, accident-caused impact on the engine may be repaired. The final decision on the acceptance of such accident-caused damaged parts is taken by the Stewards following a report submitted by the Technical Delegate.

In all cases, all engine components must after repair be totally in compliance with the drawings, CAD data and/or reference parts as left with the DMSB together with the engine homologation.

Any repairs following an accident for which the seals have been removed by the Technical Delegate may only be carried out in the presence of the Technical Delegate or his representative. The replaced or repaired parts will be recorded by the Technical Delegate. This list (without photos) will be made available to all the other competitors upon request. The Technical Delegate will approve the replacement or the machining of engine parts which are damaged through accident only if a further development through this action is excluded. Evidence must be furnished by the competitor.

28.3 Missing or damaged seals

If the engine seal in a car is missing or if more than one seal is damaged, the driver of that car must start the two Races of the season following the discovery from the back of the grid, irrespective of the position he will have achieved in the two corresponding qualifying.

Neither the driver concerned nor the corresponding team will be awarded any Championship points for the event during which the infringement was discovered. The participation in any further test, practice sessions and/or qualifying or in a Race after the discovery is nevertheless only possible with an engine sealed by the DMSB at the latest 14 days before the first event of the DTM 2017 and the seals must not be damaged.

28.4 Amendment of the engine allocation

If a driver intends to use at an event another engine than the one allocated to him in due time, the Technical Delegate must be informed in writing before the beginning of the engine replacement (loosening of the screws on the engine subframe EB17-002 and/or on the flange plates SB17-010).

28.5 Special contingent

If an engine is damaged through accident, an engine from the special contingent may be used without resulting in a penalty.

If an engine from the special contingent is used without this being the consequence of an accident, the highest classified car of the corresponding make at the next Race following the engine replacement will not be considered for the make classification.

28.6 Extraordinary engine sealing

Irrespective of the aforementioned provisions, each competitor has the right to submit a written application for a late engine sealing of engines to the Technical Delegate. If any such application is approved, the two highest classified drivers of the corresponding make at the next Race following the engine replacement will not be considered for the make classification in that Race.

In the case of additionally approved applications, in addition the accordingly next classified driver/s of the corresponding make etc. will not be awarded any points in the make classification of the next Race.

28.7 Possible waivers

The DTM Commission has the right to approve waivers of the provisions in Article S 28 at any time and to issue new provisions.

ARTICLE S 28A AERODYNAMICS

No specification of a component described in the basis and/or additional homologation may be modified between the beginning of the homologation of the first scrutineering of a car and the last Race of the season.

28a.1 The exterior shape of the DTM vehicles is recorded on the corresponding DMSB basic and/or additional homologation form and binding for all DTM events 2017.

28a.2 Any change of the car model and/or the corresponding homologation for a driver is subject to the written approval of the DTM Commission.

28a.3 For drivers joining the DTM during the season 2017, the car model will be defined at the first DTM event in which the corresponding driver participates. Any such driver may, however, only use a homologation (basic and additional homologation) already valid for the corresponding car model.

28a.4 The complete rear wing with two end plates at the rear as defined in the DTM Technical Regulations must at all times during an event be fitted to the rear of the car as specified in the Technical Regulations. The modifications of the external body shape resulting from the various adjustments as well as from the activation of the DRS systems are permitted, provided that they are not in contradiction to any provision of the Technical or Sporting Regulations.

28b.1 During all DTM Events from the beginning of the first until the end of the last DTM Event 2017, all cars must be equipped with the brake discs, brake pads and brake callipers specified in the Technical Regulations.

28b.2

- a) During the period mentioned above in Article S 28b.1, the maximum of 3 sets (6 pieces) of brake discs for the front axle and 3 sets (6 pieces) for the rear axle may be used by each driver.
- b) The brake discs shall be allocated to the drivers by the Technical Delegate or his representative before they are used. For the purpose of the allocation of the brake discs to the drivers and verification of the number, at least two seals will be applied to the brake pot of each brake disc.
- c) It is the participants' responsibility to ensure that the seals specified by the Technical Delegate can be applied on the aforementioned components in such a way that the components sealed together cannot be separated without destroying the seals or the components. Furthermore, the Technical Delegate or his representative may specify number and location of the seals at his own discretion. Under no circumstances may a car participate in a DTM Event with unsealed brake discs or with more than one damaged brake disc seal.

28b.3 If a driver uses unsealed brake discs or more than one damaged seal or brake discs which are not allocated to the relevant driver, he will start the Race of the DTM Event following the discovery of the infringement from the last grid position, irrespective of the positions he will have achieved in qualifying of the concerning DTM Event.

28b.4 If, during the last DTM Event of the season 2017 and before the start of the second Race, a car is found to be fitted with unsealed brake discs or with brake discs which are not allocated to the corresponding driver, the driver concerned will receive a Drive-Through Penalty in the second Race of this last DTM round. This penalty must be taken during the first 10 laps. If, during the second Race of the last DTM round, a car is found to be fitted with unsealed brake discs or with brake discs which are not allocated to the corresponding driver, the driver concerned will get a time penalty of 60 seconds which will be added to the total time of the driver concerned.

28b.5 With the agreement of the Technical Delegate, brake discs damaged through accident may be replaced irrespective of the limitation in numbers specified in Article S 28b.1, at the sole discretion of the Technical Delegate.

28b.6 If brake discs are damaged for any other reason, they may be replaced upon the agreement of the Technical Delegate and at his sole discretion, irrespective of the limitation in numbers specified in Article S 28b.2, provided that no point of the friction surface of the brake disc to be replaced has a total thickness of less than 32 mm.

28b.7

- a) Within the period specified in Article S 28b.1, each driver may use the maximum of 9 sets (36 pieces) of brake pads for the front axle and 9 sets (36 pieces) of brake pads for the rear axle.
- b) The brake pads must be allocated to the drivers by the Technical Delegate or his representative before they are used. Each brake pad will be provided with at least one marking for the purpose of allocating the brake pads to the drivers and for checking the contingents.
- c) The Technical Delegate or his representative may furthermore decide at his own discretion to apply any number of seals at any location. Under no circumstances may a car participate in a DTM event with brake pads which are not allocated to the car.

18b.8 With the approval of the Technical Delegate, damaged brake pads may be replaced beyond the contingent specified in Article S 28b.7. Any such decision shall be taken by the Technical Delegate only.

ARTIKEL S 28 C CLUTCHES

28c.1 For all cars registered in the DTM 2017, only those clutch driving and separator plates (component ZF part number 003074000202 and corresponding to the drawing on the DMSB Server in the file „Mandatory Regulation Files“) which have an identification number that is different to the original component number and that is applied by the manufacturer are permitted for use during the DTM events of the season 2017.

28c.2 The plates to be used during a DTM event 2017 must be registered in writing with the DMSB by submitting the identification numbers in each case until the beginning of scrutineering at the latest.

28c.3 For each of his registered vehicle, each competitor may register the maximum of 27 plates (15 x clutch separator plates, 12 x clutch driving plates) in total for all DTM events.

28c.4 For each make, the plates registered for the season 2017 may have the maximum of 18 different identification numbers and the maximum of 9 plates (5 x clutch separator plates, 4 x clutch driving plates) may hereby have an identical identification number.

28c.5 There will be no allocation of the registered plates to the vehicle and the competitor. This means that any plate registered in a timely manner may be used in each DTM registered vehicle. It is in no case allowed to use a plate that was not registered in a timely manner and/or for which the identification number was not submitted to the DMSB.

ARTICLE S 28 D FRONT DIFFUSORS

28d.1 All front diffusers (EB17-057) used in a car registered for the DTM 2017 during the DTM events of the season 2017 must be provided with a transponder fitted by the manufacturer of the front diffuser.

28d.2 The DMSB must be notified in writing of the transponder numbers of all the front diffusers to be used during a DTM event 2017 until the beginning of scrutineering of the corresponding event.

28d.3 This notification by a competitor is limited to the maximum of three (3) front diffusers in total for each registered car in all DTM events together.

28d.4 There is no allocation of the notified front diffusers to a specific car and competitor. This means that any front diffuser notified in due time may be used in any registered car. In no case is it allowed to use a front diffuser which was not notified to the DMSB in due time together with the transponder number.

ARTICLE S 29 REFUELLING / FUEL, COMBUSTIVE / COOLING

29.1 Refuelling of race cars or the removal of fuel is allowed in the pits or in the pit lane, unless otherwise stated in the organiser's provisions or in the DTM track licence. All refuelling systems must have a completely closed circuit for refuelling or removal of fuel and a volume flow of maximum 0.8 l/sec. The connectors of the inlet and return pipes of these systems must be provided with self-sealing quick couplings.

29.2 Any refuelling or removal of fuel outside the pits and the pit lane is forbidden.

29.3 Throughout all refuelling operations carried out at any time, the minimum of one manual extinguisher (class AB, foam AFFF) with a sufficient capacity, must be kept on stand-by.

29.4 All cars must be fitted with a self sealing connector which is used by the scrutineers to remove fuel from the tank. This connector must be a type approved by FIA (see FIA Technical List No. 5).

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. The sampling connector must be located in an unlockable area between the injection strip and the fuel pipe inside the engine compartment.

29.5 All participants must use the fuel nominated by the ITR for the corresponding event. At any time during the event, after scrutineering, no other fuel than the

prescribed one may be in any car which has passed scrutineering.

The fuel provided against payment is unleaded Super Plus and corresponds to DIN EN 228 minimum specification. The prescribed fuel may not be modified. No substances may for example be added, removed or modified in their concentration. Any mixture with other fuel including a fuel which had been assigned at a previous event is prohibited.

The fuel prescribed by the ITR for all DTM events of the season 2017 will be supplied by the official fuel supplier. The fuel at each event is dispensed from the tank truck of the official fuel supplier in the paddocks on

Thursday between 16:00 and 18:00hrs,

Friday between 08:00 and 12:30hrs and between 14:00 and 17:30hrs, and on

Saturday between 08:00hrs and 12:30hrs and between 14:00hrs and 17:30hrs and on Sunday between 08:00hrs and 12:00hrs at each event.

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 is forbidden.

29.7 During the event cooling of fuel may only be made with unmodified ambient air.

29.8 Solely chemically unmodified ambient air, water, antifreeze agent and oil are permitted as cooling elements for the units of the cars.

ARTICLE S 29A CHECKS

29a.1 Fuel checks

a) At each event, a reference sample from the fuel supplier nominated in the Supplementary Event Regulations for that particular event will be taken at the circuit. If the fuel at the circuit is 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 will be taken from each tank.

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

- one container to the scrutineers for testing
- one container to the organiser
- one container to the fuel supplier.

The containers will be labelled and sealed.

b) At any time during the event, and in particular after each qualifying and after each Race, there must be enough fuel in the tank of each car for a quantity of at least 0.5 kg to be taken as fuel sample from the connector defined in the Technical Regulations.

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 will be used for the fuel samples. Three containers will be filled with the samples and delivered as follows:

- one container to the scrutineers for testing
- one container to the organiser
- one container to the participant.

The containers will be labelled and sealed.

d) If the prescribed fuel is dispensed by the fuel supplier at the circuit from different containers, all the samples taken from each of the different containers will be compared with the samples taken from a race car, if regarded necessary.

29a.2 Tyre checks

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

b) Gas-proof locking containers will be used for the tyres samples. Three containers will be filled with samples and delivered as follows:

- one container to the scrutineers for analysis
- one container to the organiser
- one container to the tyre supplier.

The containers will be labelled and sealed.

c) The tyres used during a DTM Event must at all times during the event comply with the tyre manufacturer's specification. The Technical Delegate or the scrutineers may order tyre samples to be taken from the allocated tyres at any time during the event. Gas-proof locking containers will be used for the tyre samples. Three containers will be filled with the samples and delivered as follows:

- one container to the scrutineers for analysis
- one container to the organiser
- one container to the participant.

The containers will be labelled and sealed.

29a.3 Airbox check

In order to check the tightness of the engine intake system, the scrutineers will use a device in which the vacuum defined in the Technical Regulations can be built up. If the vacuum required in the intake system cannot be achieved under the conditions specified in the Technical Regulations, the scrutineers will carry out detailed investigations on the reasons. A report about their findings will be submitted to the Stewards.

ARTICLE S 30 GENERAL SAFETY PROVISIONS, CODE OF DRIVING CONDUCT

30.1 The Code of Driving Conduct as well as the safety prescriptions for the Races are equally applicable for all practice sessions, including the qualifying.

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

30.2 Manoeuvres likeable to hinder or to endanger other drivers may lead to the exclusion of the offender from the event. The same applies to drivers who do apparently not meet the requirements of the driving standards. The Race Director may require any driver to undergo a medical examination carried out by the responsible Medical Officer. If he considers a driver to be unfit for racing, he is obliged to refuse the driver to further participate in the event.

30.3 Any stopping in front of, in or behind a curve is 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, extreme caution must be exercised. The driver must leave the car with the neutral gear engaged and the steering wheel in place. This is equally applicable when a car is left 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 instructions by the officials must be respected.

30.4 The track is defined by white demarcation lines on both sides of the track. For the interpretation of this Article, the kerbs are not considered to be part of the track. The drivers are allowed to 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.

30.5 Drivers are strictly forbidden to drive their car 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.

If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Safe as specially instructed by a marshal, any pushing of a car during a Race is strictly forbidden. During the practice sessions, the qualifying and the Races, only the marshals may give assistance to the driver if not in the pit lane.

If any mechanical assistance by the cars of the mobile safety units is received by a driver in a qualifying or in a Race, this corresponding part of the event is considered to be finished for this driver. Should the driver however continue the qualifying or the Race, the following penalty will apply:

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

30.6 Save as specifically authorised by these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the pit lane, in the paddocks or on the starting grid. The acceptance or toleration of outside assistance provided by marshals or by any other person for safety reasons is not affected by this prescription.

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 the Races and/or the practice sessions no team member is allowed on the track.

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

30.7a No more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, must leave at least one car width between his own car and the edge of the track on the approach to the corner.

30.7b Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no "significant portion" of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

30.8 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 inflicted on any driver gaining a lasting advantage from leaving the track. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. Special parts of the circuit (chicanes) may be observed by judges of fact.

30.9 Any driver intending to leave the track must signal his intention to do so in good time making sure that he can do this without danger. Drivers intending to enter the pit lane must respect the following provisions:

Access to the pits is only allowed through the deceleration zone which may not be left once it has been joined. The driver must reduce speed as soon as he joins the deceleration zone so that he can stop his car at the pits without endangering other participants or the marshals. Any pit stop must take place in front of the allocated pit or in the garage of the team concerned. All participants must approach their corresponding pit through the fast lane. The working lane may only be used for the immediate access to the pit or the pit stop station. Any car driving on the access to the pit lane or in the pit lane under its own engine power must generally form a line. Any car driving extraordinary slowly due to an apparent technical problem may be overtaken. In the pit lane, cars on the fast lane have priority over those cars in the working lane.

After a pit stop the driver may rejoin the track at the end of the pit lane and it is his responsibility to rejoin the track without endangering or obstructing the other participants. It is strictly prohibited to cross the line at the end of the pit lane and will generally result in a reprimand if happening in a free practice, a drop of at least three (3) grid position if happening in a qualifying and at least with a Drive Through Penalty if happening in a Race, applied by the Race Director.

The compliance with the maximum permitted speed will be checked. The result of a speed monitoring is a decision by a judge of fact.

Throughout the entire duration of the event, a speed limit of 60 km/h is enforced in the pit lane between the two markings (pit lane entry/ pit lane exit). Solely the Race Director may amend this limit for safety reasons.

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

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

During the practice, qualifying:	For each km above the limit: a fine of 50 EUR
In a Race:	minimum: Drive-Through Penalty

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

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

30.11 The cars' dipped headlights and the rear lights must be illuminated at all times when the information „lights on“ is displayed on page 7 of the official timing monitors or when they use rain tyres. A board “Lights on” will additionally be shown at the finish line.

30.12 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.

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

30.14 No kind of oil, water and fuel reserve tanks or empty reserve tanks may be carried on board the race car.

30.15 It is prohibited for participants 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.

30.16 It is prohibited to close the pit gates during the practice sessions, the qualifying, the time between qualifying and the following Race, the Races and the starting grid or to position partition walls, to use covers or to take any other action which might impede the view onto the cars, whilst they are in the paddocks, in the pits, in the pit lane or on the track.

The same applies for all periods notified on page 7 of the official timing monitors by displaying the information "Pit gates open from xx.xx h to xx.xx h".

The following is permitted:

- To cover cars or car parts damaged through accident;
- To use tyre heating blankets for the rain tyres.

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

30.17 Drivers with medical peculiarities (e.g. allergies, bleeder, diabetic etc.) are always obliged to submit a written information to the DMSB Medical Delegate or to the Chief Medical Officer before the beginning of an Event. This information must include name and number of the race car. Participants with injuries or temporary handicaps are also obliged to contact the DMSB Medical Delegate or the Chief Medical Officer immediately.

30.18 The DMSB defines a computer programme (IMPACT) to assist the Medical Delegate in judging if a driver who was involved in an accident is fit to race. With reference to Article S 30.2, all DTM registered drivers undertake to undergo the basic test and the corresponding examination after an accident upon instruction.

ARTICLE 30A COMMUNICATION WITH THE RACE CAR

30A.1 To prevent unauthorised interventions into the sportsmanlike competition (see Article S2) during a DTM event, the transmission of data and/or signals of whatever kind to the race car and/or from the race car to a station/ device outside the car is prohibited.

This applies in particular, but not exclusively, to any data/signal traffic by light signals, infrared devices, laser, digital/analogue radio interfaces and/or similar systems to and from the car. Any appliances capable of assuming any such function may not be present in the race car during an event.

Excepted from this are:

- Verbal communication between driver and competitor via radio (see Art. S 30A.2 - 5);
- Verbal communication between driver and Race Director via radio (see Art. S 30A.6);
- Verbal communication between driver and TV staff via radio (see Art. S 30A.7);
- Permitted information displayed on pit boards exclusively from the pit wall to the car. The pit boards used must be current-free and they must not have any hydraulic and/or pneumatic devices. Only Latin letters and numbers of different colours may be displayed;
- Body movements / signals of the driver;
- Signals of the official lap trigger sensor which have the sole purpose of determining the lap and sector times and which are exclusively received through EB-058;
- Radio signals of the official TV cameras, including the unidirectional transmission of the signals for vehicle speed, gear and accelerator position;
- The data communication of the marshalling system;
- The measurement of the tyre and brake temperatures with infrared measuring devices whilst the car is stationary.

30A.2 With the submission of the registration for the DTM 2017, the competitors and manufacturers explicitly agree that the complete radio communication from and to the race cars is recorded during the qualifying and the Races of a DTM event. The Race Director, the Stewards, the DMSB Delegate and the DMSB Courts have the right to analyse these recordings at any time.

30A.3 Solely one (1) radio system may be present in the race car. Solely one channel and one frequency for the verbal communication with the driver may be used. The radio system must be designed so that the driver cannot make any adjustments on it when seated normally in the race car.

The frequency used shall be notified in writing by each registered competitor to the Stewards before the beginning of the first free practice.

30A.4 The permitted radio communication between the competitors (teams) and drivers is generally free during a DTM event on condition that the provisions of Article S2 are respected. The Race Director will issue mandatory rules for the radio communication and advise the competitors and the drivers of such rules during the drivers' briefing.

30A.5 It is the sole discretion of the Stewards to decide whether the radio communication between competitor and driver complied with the regulations.

30A.6 At any time during a DTM event, the Race Director may use the radio system for the unidirectional communication with the drivers. This applies in particular for the management of a restart after a safety car phase during a Race.

30A.7 At the time during a DTM event specified by the ITR, the TV partner's staff member authorised by the ITR may use the radio system for the bidirectional communication with the drivers.

ARTICLE S 31 FLAG SIGNALS / SIGNALLING

The emergency services and the track control are organised in accordance with the provisions of the Appendix H to the FIA International Sporting Code. All drivers undertake to study these prescriptions, to observe the signals and to respect the corresponding instructions.

Signals may be given by using flags and/or LED panels (light-flags).

In the case of different signals, the signal with the higher warning level shall take precedence.

Signalling through the car display are not relevant under sporting law.

The flag signals do not release the drivers from their obligation to avoid any driver to be endangered if he recognises a potential danger.

ARTICLE S 32 PRACTICE

32.1.1 The times recorded by the official timekeeping team during the free practices will generally not be taken into consideration for the starting grid.

32.1.2 After the first (1st) free practice (first (1st) day of an event) and the third (3rd) free practice (third (3rd) day of an event), there will be a 5 minutes start practice. This is the opportunity for the participants to practice the last seconds before a

Race start with the official start lights. Each driver may practice one start in each start practice session. For this purpose, the driver may cross the finish line not more than once outside the pit lane, provided that the car had come to a complete stop in any start box of the first 5 rows on the grid and did not re-start before the start lights had come off.

Only the foremost car on each side of the grid may start in each start practice (red lights are switched off).

Overtaking is prohibited on the way to the start practice from the moment the car joins the straight in front of the start line.

At the beginning of the start practice, the pit exit lights will be green for the duration of 210 seconds.

32.2 The following applies for the stopping of practice:

Should it become necessary to stop a practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director will 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 is forbidden and all cars must proceed slowly back to their respective pits. All cars abandoned on the track will be recovered. The organiser will bring them back to the pit lane, if possible, without being obliged to do so.

The Race Director may interrupt practice as often and as long as he thinks necessary to clear the track or to allow the recovery of a car.

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

Should one or more sessions thus be interrupted, no protest will be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

A stopped practice session will restart upon instruction of the Race Director only.

32.3 As a principle, no driver may start in a Race without taking part in at least one practice session.

32.4 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

32.5 In the event of a driving infringement during practice the Stewards may drop the driver such number of grid positions or reduce the driving time in qualifying as they consider appropriate.

32.6 Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to one or several of the penalties referred to in Article S 32.5.

ARTICLE S 33 QUALIFYING

33.1 A 20 minutes qualifying will take place on the second (2nd) and the third (3rd) day respectively of each DTM Event.

If a qualifying is suspended upon instruction of the Race Director, Race Control will in all cases attempt to resume the suspended session as quickly as possible. The delay after the signal to suspend the session will be kept as short as possible. In all cases, a five (5) minutes warning will be given before the re-start (green pit exit lights). All the information on the schedules and in particular on the re-start time will be communicated to the participants on page 7 of the timing monitors. A minimum duration of three (3) minutes will always be ensured for the remaining part of the session even if this results in exceeding the scheduled total qualifying time of 20 minutes.

33.2 If a driver sets a faster lap time than any of his previous ones when yellow flags are shown at any point on the circuit, this lap time will be deleted. Additional classification and/or other penalties may be inflicted by the Race Director and/or the Stewards.

33.3 Any driver taking part in qualifying session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to a penalties.

33.4 Any driver failing to take part in a qualifying may only start the corresponding Race with the special approval of the Race Director, in co-ordination with the Stewards. A written application must be submitted until at latest 50 minutes before the start of the formation lap.

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

ARTICLE S 34 DEFINITE STOPPING OF QUALIFYING

If the qualifying is stopped and cannot be re-started due to extraordinary circumstances, the following applies:

- a) If, at the moment of the stopping of the qualifying, all drivers have started and completed a lap outside the pit plane, the starting grid will be based on the lap times set in this qualifying.
- b) If, at the moment of the stopping of the qualifying, not all of the drivers have started and completed a lap outside the pit lane (timed lap), the first part of the starting grid will be based on the lap times set by the drivers who have completed a timed lap. The second part of the starting grid with all the drivers who have not completed a timed lap will then be based on the current Drivers' Championship standing.

If a qualifying has to be completely cancelled, the starting grid will be based on the current Drivers' Championship standing. In the case of a cancellation of qualifying at the first event, the starting grid will be based on the times achieved in the last free practice session that has taken place before the 1st Race.

ARTICLE S 35 WET PRACTICE / WET RACE

Once the Race Director has notified that the use of wet-weather tyres is permitted according to Article S 25.8d ("wet tyres admitted" on page 7 of the official timing monitors), the use of dry-weather tyres or wet-weather tyres during qualifying and the Race is under the responsibility of the participants themselves.

ARTICLE S 36 STARTING GRID

36.1 The grid positions for the Races will be based on the fastest lap times achieved in the corresponding qualifying as follows:

The driver with the fastest lap time will occupy first grid position, the driver with the second fastest lap time will occupy second grid position and so on.

A change of positions is not possible. If two or more drivers set identical times during a qualifying, priority will be given to the one who set it first.

36.2 If more than one driver fails to set a time during a qualifying, they will be arranged at the end of the grid in the following order:

- a) The drivers who started a timed lap,

- b) The drivers who failed to start a timed lap,
- c) The drivers who failed to leave the pit lane (see Article 33.4).

36.3

- a) Any driver who incurs a grid position penalty under Article S 28b.3 will take precedence over any driver who incurs a grid position penalty under Articles S 28.3.
- b) Drivers whose lap times were deleted by decision of the Race Director or the Stewards must start the Race behind the cars mentioned above.
- c) Drivers who incurred a grid position penalty under Article S 45.3 (Post Qualifying Parc Fermé) must start the Race behind the drivers mentioned above (Art. S 36.3.a) and b)) from the end of the starting grid.
- d) Any driver disqualified in the Qualifying due to an infringement of Article S 45.2 must take up the position at the end of the grid behind the aforementioned drivers (Art. S 36.3 a) to c)).

36.4 If more than one driver is affected by one of the groups under Article S 36.1 – S 36.3, these cars will be arranged on the starting grid in the order of their race numbers.

36.5 Article S 18 will, if necessary, only be applied after arrangement of the starting grid under the aforementioned Articles S 36.1 – S 36.4.

36.6 The starting grid for the Race will be published no less than 50 minutes 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.

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

36.8 Any car which is still in the pit lane when the pit lane is closed (red light) may not join the starting grid.

These cars may take the start from the pit lane when the whole field has started the formation lap or the Race, provided that the pit exit light shows green. The corresponding vacant grid position will not be filled. It is not permitted to move up but free rows on the grid will be closed accordingly.

ARTICLE S 37 STARTING MODE

All Races will have a standing start. The grid will be in a staggered 1x1 formation (Grand-Prix-Start) and the rows on the grid shall be separated by 16 metres. The pole position for each circuit is specified in the FIA track licence and will be published in the Supplementary Regulations of each event.

ARTICLE S 38 START / START DELAYED

38.1 About 40 minutes before the start of the formation lap, the pit exit will be opened for the duration of five (5) minutes and the cars may leave the pit lane to cover a reconnaissance lap. At the end of this reconnaissance lap the cars will stop at their corresponding positions on the starting grid presentation and stop their engines. From this point the cars may only be pushed to the starting grid, where applicable. Practice starts in the pit lane, at the pit lane exit and/or during the formation lap are forbidden. Neither in the pit lane nor on the track is it permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).

The tyres used for the information lap(s) must also be used at the start of the Race.

The only permitted exceptions are:

- a) The change from slick to rain tyres (if the Race Director has notified “wet tyres admitted” on page 7 of the timing monitors);
- b) The change from rain to slick tyres or
- c) In the case of a damage of one or several tyres (must be previously approved by the Technical Delegate).

Drivers joining the pit lane at the end of their information laps must pass any car which is on stand-by for the presentation very slowly and they must in all cases drive through the pit lane at reduced and appropriate speed (maximum 40 km/h). They may then leave the pit lane again at the earliest during the formation lap and respecting the below conditions (point a) or b)).

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

During the information laps, in the period between the opening of the pit lane (pit exit light green) and the closing of the pit lane (pit exit light red), only one (1) team member per car may enter the pit lane. For the application of this provision, the pit lane is considered to be the area between the demarcation line in front of the pits and the pit wall. The pit wall itself is hereby not considered to be part of the pit lane. Holders of a pit wall ticket are permitted to cross the pit lane between the pits and the pit wall.

Exception:

Provided the information “wet tyre boxes open” is displayed on page 7 of the official timing monitors and before the opening of the pit lane for the information laps (pit exit light green), one (1) addition team member per car may enter the pit lane and the starting grid with one tyre trolley respectively.

About 37 minutes before the start of the formation lap, an audible warning will be given indicating that the end of the pit lane will be closed in two minutes.

About 35 minutes before the start of the formation lap, the end of the pit lane will be closed.

- a) Any car which is still in the pit lane can start from the end of the pit lane. It may be moved to the pit exit only with the driver in position and ready to race. These cars have the possibility to leave the pit lane within a period of 10 seconds after the whole field has passed the pit exit in the formation lap and join the formation lap at the end of the field. They may not take up their original grid positions.
- b) Any car which has not left the pit lane within these 10 seconds, may join the Race when the whole field has passed the pit exit on its first racing lap.
Any offence against the above prescriptions will at least result in a Drive-Through-Penalty.

38.2 The approach of the start of the formation lap will be announced by the start light signals (red start lights switched off) showing 15 minutes, 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds, each of which will be accompanied by an audible warning. These signals have the following meanings:

a) 15 minutes signal:

Five red lights are on. Green light (beginning of the formation lap) in 15 minutes.

b) 10 minutes signal:

Five red light are flashing twice. Green light (beginning of the formation lap) in 10 minutes.

c) 5 minutes signal:

Four red lights are on. Start of the count down, only team personnel and officials are allowed on the starting grid. Green light (beginning of the formation lap) in 5 minutes.

d) 3 minute signal:

Three red lights are on. All cars must stand on the wheels and they may not be lifted up again. Any offence against this prescription will result in a Drive-Through Penalty. Green light (beginning of the formation lap) in 3 minutes.

e) 1 minute signal:

Two red lights are on. The engines are started, the drivers are sitting in their cars. Green light (beginning of the formation lap) in one minute.

f) 30 seconds signal:

One red light is on. All team technical staff must leave the grid. Green light (beginning of the formation lap) in 30 seconds.

30 seconds after this signal the last red light is extinguished and substituted by green lights whereupon the cars will begin a formation lap without the organiser's official pace car, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, the formation must be kept as tight as possible (maximum 5 car length distances). Practice starts are forbidden. Practice starts and dropping back may result in a classification penalty applied by the Race Director.

38.3

- a) Overtaking during the formation lap is only 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. In this case, drivers may only overtake to re-establish the original starting order.
- b) Any driver who is delayed in leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the Race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to the starting grid.
- c) Any driver who is unable to start the formation lap must signal this by activating his blue warning lights (in the windscreen and the rear window). The other cars must maintain starting order when passing the stopped car and give the cars immediately behind the stopped car time and possibility to pass it. As soon as the official race-closing car at the end of the field has passed the stopped car, a team member of the car concerned may attempt to rectify the problem for the maximum of 30 seconds. The only device that may be used is an external starting device with connecting cable. It is not permitted to push start the car. The car may then start the formation lap but it may not overtake another moving car (except the organiser's car which follows the field) and it must start the Race from the back of the grid. If more than one car is affected, their positions at the end of the grid will be in the order in which they have left the starting grid. If the car is unable to start once the 30 seconds have elapsed, it must be pushed to the pit lane where the team personnel may attempt to start it. It is permitted to push start the car in the pit lane. These cars may then take the start from the pit lane.
- d) Any driver who, in the opinion of the Race Director unnecessarily overtakes another car will be given at least a Drive-Through Penalty.

38.4 When the cars come back at the end of the formation lap (under the aforementioned conditions), they will stop on their respective grid positions.

They keep their engines running on their respective grid positions and a marshal will display the green flag at the end of the field. The first red light will be switched on (red lights illuminated in pairs) which is the five second signal, the second red light signifies the four second signal, the third one the three second signal, the fourth one the two second signal and the fifth one the one second signal. After the one second signal appears, the Race will be started at any moment by extinguishing all red lights. The start is free as soon as the red lights are extinguished.

38.5 Should a driver realize that he is unable to start, for whatever reason, after having taken up his grid position, he must immediately activate his blue warning lights installed for this purpose. The marshal in charge of this grid row must in this case immediately show waved yellow flags. The starter may, at his sole discretion, abort the start if such a warning light is activated. If the starter decides to abort the start, the yellow flashing lights will be shown at the Line and an “EXTRA FORMATION LAP” board will immediately be displayed. The green lights at the Line will in addition be switched on about 2 seconds later and all the cars able to do so must start a new formation lap. The car which has caused the start abort will be pushed into the pit lane, but it may also be brought to any other safe location as directed by the Race Director.

The team members may attempt to start the car in the pit lane. These cars may then start from the pit lane as soon as the whole field has taken the start. If more than one car is concerned, they will start the Race in the order in which they have arrived at the pit lane exit. The cars starting from the pit lane have completed their first lap as soon as they cross the Line for the first time.

Every time the board “EXTRA FORMATION LAP” is displayed, the scheduled Race duration will be shortened by three (3) minutes.

38.6 Should the starter decide to abort the start, the following will apply: The yellow flashing lights will be shown at the Line and a “START DELAYED” board will be displayed. All engines must be stopped. A new formation lap will begin 5 minutes later and the next signal is the 3-minutes signal. (Three red lights are on.) All cars must stand on the wheels and they may not be lifted up again. Any offence against this prescription will result in a Drive-Through Penalty.

Every time the board “START DELAYED” is displayed, the scheduled Race duration will be shortened by three (3) minutes.

38.7 The driver who caused the start abort must start the Race from the last grid position. The corresponding grid position/s at the new start will remain free.

38.8 The compliance with the provisions relating to the starting procedure will

be controlled by judges of fact.

38.9 The starting signal will be given by the starter by extinguishing all the red lights. During the start of the Race the pit wall must be kept free of all persons with the exception of the officials on duty and one person from each team in the area of the starting grid. The only binding time schedule for the procedure described above is the official time schedule for the corresponding DTM Event. Minor changes to the time schedule may be published on the official timing monitors until 1 hour before the start of the formation lap.

38.10 After the start all the cars which were unable to take the start will be pushed into the pit lane by the marshals if possible. The team members may then attempt to start the car. These cars may then start from the pit lane as soon as the whole field has taken the start. The cars starting from the pit lane have completed their first lap as soon as they cross the finish line for the first time.

38.11 Any significant forward movement of the car between the four-second signal (two pairs of red lights are illuminated) and the start signal is deemed to be a jump start.

A pit-stop penalty of at least five (5) seconds will be imposed by the Race Director for a jump start. If the car moreover leaves the start box (front wheels being in front of the start box) allocated to it before the start signal is given, the jump start will result in a Drive-Through penalty.

In special cases, the Stewards may furthermore apply other penalties.

38.12 A Race will not be stopped in the event of rain, unless the circuit is blocked or it is too dangerous to continue.

Start delayed

38.13 The following variations in the start procedure will be ordered by the Race Director in the case of conditions leading to a delayed start:

If it starts to rain after the 5-minute signal but before the start to the formation lap a board START DELAYED will be displayed at the Line and the starting procedure will begin again at the 10 minute point. (Five red lights are flashing twice.) The procedure set out in Article S 38.2 will be applied.

38.14 If the start of the Race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the start can be delayed 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 will be given on the timing monitors. The starting procedure will begin again at the 10 minutes signal.

38.15 The board START DELAYED should be shown again at the middle of the grid.

Every time the board “START DELAYED” is displayed, the scheduled Race distance will be shortened by three (3) minutes.

ARTICLE S 39 PIT STOP / OBLIGATORY PIT STOP DURING THE RACE

39.1 A pit stop during which more than one tyre is changed during the Race will not result in a penalty if, in addition to all other applicable prescriptions, the following conditions are respected at all times when the car is stationary:

- a) The maximum number of team personnel for changing the wheels and for performing any kind of associated work and/or other interventions on the car is eight (8).
- b) The only activity of two out of these eight (8) persons was to receive or to hand over wheels which are at this moment not in contact* with the car and this must take place in the area of the demarcation line between the fast lane and the working lane.
- c) The only activity of one out of these eight (8) persons was to receive or to hand over wheels which are at this moment not in contact* with the car and this must take place in the area of the demarcation line between the working lane and the pits.
- d) The maximum of two (2) wheel guns (EB17-099) in total are used to release and to secure the wheel nuts (EB17-052.98 or EB17-052-99).
- e) Each wheel gun (EB17-099) was used to secure/release one wheel nut each at the front and one at the rear axle.
- f) No wheel gun (EB17-099) was passed or handed over by one person to another one.
- g) All of the eight (8) persons are wearing the special identification (armbands) issued by the ITR at a clearly visible position.
- h) The air for activating the vehicle's air jacks (EB17-017) is exclusively supplied through a valve located on the side of the car which faces to the opposite of the fast lane (for the purpose of this regulation, the Y=0 plane separates the cars).
- i) The set-up position of the rear wing is not changed.
- j) The air strap (SB17-020) is used for the distribution of the compressed air necessary to operate the wheel gun (EB17-099).

Exception to b):

Once the two wheels of one vehicle side are removed and positioned in a way that they do not represent any hazard for others, the corresponding persons may perform additional activities and also touch the car.

Exception to c):

This person is at all times permitted to clean the cooling air inlets and the windscreen. It is the sole discretion of a judge of fact to decide whether the aforementioned condi-

tions a) to j) are respected. The aforementioned conditions a) to h) are suspended if the stopping time of the car is more than 10 seconds.

* For the application of this prescription, any touching of one or several compressed-air hose/s is not considered as a contact with the car.

39.2 During each Race of a DTM event, all drivers must complete one obligatory pit stop. The following time restrictions apply:

The obligatory pit stop may not begin before the race leader has crossed the safety-car line 1 in the first lap.

The moment at which a car crosses the line marking the beginning of the speed limit sector in the pit lane is considered to be the beginning of a pit stop.

The obligatory pit stop must take place at the pit stop station indicated for the corresponding car by the Race Director or his representative or in the allocated garage.

The formation lap and additional formation laps, if applicable, are not considered to be part of the laps pursuant to this article.

A pit stop is only considered to be an obligatory pit stop if the following conditions are respected:

- a) It is taken within the laps eligible before an obligatory pit stop
- b) Four complete wheels are replaced by wheels which were not mounted to that car at the beginning of the pit stop;
- c) The pit stop was carried out at the pit stop station defined for the corresponding car by the Race Director or his representative under Article S 23.2;
- d) The car exits the pit lane with wheels which were not fitted to that car at the beginning of the corresponding pit stop;
- e) The pit stop was not carried out whilst the safety car is deployed.

The following applies:

From the moment the message "SAFETY CAR DEPLOYED" is notified on page 7 of the timing monitors, a pit stop will not be considered as an obligatory pit stop until the end of the deployment of the safety car (Art. S 40.11), plus one additional lap which must be started and finished outside the pit lane. This does not apply for cars which are in the pit lane or behind the 1st Safety Car Line in the pit lane access at the moment the Safety Car is deployed. Should the Safety Car use the pit lane (Art. S 40.10), the cars may stop at their designated pit stop station. Any such pit stop will however not be considered as an obligatory pit stop.

- f) The pit stop was not taken during a “slow zone” phase. The following applies:
From the moment the message “SLOW ZONE DEPLOYED” is notified on page 7 of the timing monitors, a pit stop will not be considered as an obligatory pit stop until the end of the “slow zone” phase. This does not apply for cars which are in the pit lane or behind the 1st Safety Car Line in the pit lane access at the moment the “slow zone” phase begins.
- g) Only the wheel guns according to EB17-099 were used to release and to secure the wheel nuts.
- h) No systems and/or devices which are capable of recognizing or delivering information on the tightening torque of the wheel nuts were used.
- i) The conditions of Article 39.1 were respected.
- j) No activities other than the ones necessary to only change the wheels were performed, with the exception of the removal of blanking of whatever kind.

No liquids may be added to the car during the obligatory pit stop.

The cars of drivers entered for the team classification from one and the same team may not be jacked at the same time during an obligatory pit stop. The pit stop for the car which was jacked first will not be considered to be an obligatory pit stop in the case on non-respect of this provision.

39.3 The positions of the air straps (SB17-020) (pit stop station) in the pit lane for the obligatory pit stop are determined by the Race Director or his representative. There may be no more than 1 pit stop station per team (2 cars).

Exception:

Teams having registered only one (1) car may only use the straps of a team with two (2) registered cars during the pit stops.

Up to 3.5 hours before the start of a Race as specified in the official timetable, all competitors must notify the Race Director on the pit stop station at which the corresponding participant will take his obligatory pit stop. The allocation will be published on the Official Notice Board.

At any time during an Event, no more than three (3) wheel guns EB17-099 may be connected simultaneously at one (1) pit stop station. The maximum of two (2) (active) wheel guns (EB17-099) may be used simultaneously during an obligatory pit stop. The third (3rd) (passive) wheel gun (EB17-099) respectively must be solidly connected with the pit stop station whilst the two active wheel guns (EB17-099) are used. This wheel gun must be arranged so that it does not represent any hazard. Exposed hoses must in particular be avoided.

Only electricity and compressed-air may be used for the operation of the pit stop stations.

Only compressed-air is permitted for the operation of the wheel guns (EB17-099) and for the activation of the air lifts (EB17-017) mounted in the race cars.

The clear height of the straps and all the connected parts (not applicable immediately before and during a pit stop) must be at least 2 metres.

39.4 If the obligatory pit stop starts after the signal for the suspension of the Race, this pit stop is only considered to be an obligatory pit stop if the vehicle was behind the 1st Safety Car Line in the pit lane access or in the pit lane at the moment the signal was given.

39.5 Any obligatory pit stop in a lap which is not classified due to the suspension of the Race will not be accepted as an obligatory pit stop.

39.6 If a suspended Race is resumed, all drivers which have not yet proceeded to their obligatory pit stop at the moment the Race was suspended must carry out the obligatory pit stop in the remaining part of the Race.

39.7 A time in accordance with the table below and depending on the track configuration will be added to the overall time of a driver missed his obligatory pit stop, if applicable, provided that:

- a) a Race is suspended and not re-started, or
- b) the obligatory pit stop was not possible in accordance with the regulations due to the deployment of the safety car, or
- c) the Race was finished behind the safety car (Art. S 40.13) or
- d) it was not possible to proceed to a correct obligatory pit stop due to a “slow zone” phase.

Circuit	Addition in seconds
Hockenheimring	27
Lausitzring	34
Budapest	30
Norisring	34
Moskau (RUS)	37
Zandvoort (NED)	27
Nürburgring	31
Spielberg (AUT)	30

Table 12

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 teams, 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 is the competitor's responsibility to ensure that a car leaves his pit stop station only when it is safe to do so without endangering other cars.

39.11 The compliance with the above prescriptions will be controlled by judges of fact.

39.12 During or immediately following a correct obligatory pit stop an orange signalling lamp (see Technical Regulations Article 8.1.0) must be activated by a team member on each side of the car. This lamp may also be activated by the driver. In this case, the lamp must be activated at latest when he crosses the start/finish line for the second time after the obligatory pit stop.

ARTICLE S 40 SAFETY CAR

40.1 The DTM safety car will be designed and adapted for high performance circuit driving and with power adequate to maintain speeds at which the types of cars competing in the event can be driven without compromising their race-worthiness. There will be at least two seats and two or four doors; rear visibility must be good. A roll cage installed to Appendix J specifications is recommended, as are FIA-approved seat harnesses.

The safety car must be marked "SAFETY CAR" in letters of appropriate dimensions similar to those of the race numbers, on the rear and sides. It must have at least one clearly visible yellow or orange light on the roof and a green light showing to the rear, each powered by a different electrical circuit. Lights fitted to the outside must be fixed to withstand the maximum speed attainable in the vehicle.

It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing cars, and who is in permanent radio contact with race control. The occupants must wear FIA-approved helmets and FIA flame-resistant clothing.

40.2 On the decision of the Race Director, the safety car may be brought into operation to:

- neutralise a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
- start a race in exceptional conditions (e.g. poor weather);
- resume a suspended race.

40.2a At the circuits two continuous, 20 cm wide “Safety Car Lines” should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, at right angles to the track centreline, at the following places:

- Safety Car Line 1: at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the safety car as it enters the pits at the end of the intervention.
- Safety Car Line 2: at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.

40.3 10 minutes before the beginning of the formation lap the safety car will 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 S 40.14 below) it will cover a whole lap of the circuit and enter the pit lane.

40.4 When the order is given to deploy the safety car the message “SAFETY CAR DEPLOYED” will be displayed on page 7 of the official timing monitors and all marshal’s posts will display waved yellow flags and “SC” boards for the duration of the intervention.

All cars must immediately and clearly reduce speed.

40.5 The safety car with its yellow/orange lights illuminated will join the track immediately regardless of where the race leader is.

40.6 Any car being driven unnecessarily slow or erratically or in a manner deemed potentially dangerous to the other drivers will be reported to the Stewards. This applies whether any such car is driven on the track, the pit entry or the pit lane.

40.7 All competing cars must then form up in line behind the safety car no more than 5 car lengths apart. Overtaking, with the following exceptions, is forbidden

- a) until, in the case of an Indianapolis restart under Art. S 40.11 b), the safety car has joined the pit lane and the signal for the restart has been given by extinguishing the red lights at the start line, or
- b) until, in the case of a traditional restart under Art. S 40.11 c), the cars reach the finish line after the safety car has joined the pit lane.

Overtaking will be permitted under the following circumstances:

- If a car is signalled to do so from the safety car team;
- Under Article S 40.14 below;
- Any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line;
- Any car leaving the pits may overtake the following cars on the track, including

the Safety Car, or be overtaken by those before it crosses the second safety car line;

- When the safety car is returning 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 position 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 car will use a green light to signal to any cars between it and the race leader that they should pass. This instruction only refers to the car immediately following the safety car. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the safety car.

40.9 The safety car shall be used 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 S 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 in operation. Overtaking of the safety car is forbidden when accessing the pit lane. The same applies as long as the safety car drives on the fast lane of the pit lane.

The cars may rejoin the track when the green light at the end of the pit lane is on. It will 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 must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

Under certain circumstances the Race Director may ask the safety car to use the pit lane or other parts of the circuit. In these cases, and provided its yellow/orange lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area. The following generally applies: As long as the yellow/orange lights are illuminated all cars must follow the safety car.

40.11

- a) Upon instruction of the Race Director the message „LAPPED CARS MAY NOW OVERTAKE“ will be displayed on page 7 of the official timing monitors and any cars that have been lapped will thus be required to pass the cars on the lead lap and the safety car.

Having overtaken, these cars shall then proceed around the track at an appropriate speed, without overtaking, until they have taken up the position at the back of the line of cars behind the safety car. Whilst they are overtaking, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the racing line unless deviating from it is unavoidable.

If the Race Director considers that the track conditions are not suitable for overtaking as described above the message „OVERTAKING WILL NOT BE PERMITTED“ will be displayed on page 7 of the official timing monitors.

- b) When the Race Director calls in the safety car, it must extinguish its yellow/orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point, the RED lights at the pit exit lights will be illuminated until all cars after the re-start have passed the pit exit.

The yellow flags and the “SC” boards at the observers’ posts will immediately be withdrawn.

The re-start will be a rolling start. The starting grid for this re-start will be in 2 x 2 start row arrangement (Indianapolis start). The pole position for this re-start will be the start position with the shortest distance to the first turn after the start line and be communicated in the Event Supplementary Regulations and in the drivers’ briefing.

The safety car shall assume the role of the leading car for this re-start.

When the safety car has pulled off, the formation is under the control of the starter. The cars must approach the start line at a constant speed and in a proper formation in two lines side by side. All the participants holding a position with an odd number (e.g. 1st place, 3rd place, 5th place etc.) at the moment of the re-start must drive in one line, one behind the other, and all the other participants holding a position with an even number (e.g. 2nd place, 4th place, 6th place etc.) at the moment of the re-start in the line on the other side, one behind the other.

The red lights at the start line are illuminated.

When approaching the start line, the two lines of cars must be in close proximity to each other at the track centre (when seen in longitudinal direction, driving between the start boxes) and the distance between the cars driving in one line may not be more than one car length. Any acceleration or slowing down, leaving the start formation or pushing to the inside or the outside before the restart signal is given is prohibited.

Any infringement of these provisions and/or non-compliance may result at least in a Pit-Stop-Penalty imposed by the Race Director.

The starter will give the restart signal only if, in his opinion, the formation complies with the regulations.

The signal for the restart will be given by the starter with the lights by extinguishing the red light when the leader is inside the designated starting corridor. Overtaking is permitted when the restart signal is given. Details on the starting

corridor and the definition of the starting corridor will be communicated in the drivers' briefing.

If, in the opinion of the starter, the formation does not comply with the provisions, another (or several other) lap(s) behind the safety car will be completed.

The red light will remain illuminated. Yellow flashing lights will be added to the lights at the start line and waved yellow flags will be shown at the observers' posts.

The cars will complete another lap behind the safety car with the race leader assuming the role and the function of the leading car. At the end of the additional lap(s) behind the safety car, another attempt to restart the race is made. Details will be communicated in the drivers' briefing.

- c) If the Race Director decides that the track conditions are not suitable for a rolling start in a 2 x 2 formation (Indianapolis start), the message „No Indianapolis restart“ will be displayed on page 7 of the official timing monitors.

When, in this case, the Race Director decides to call in the safety car, the car's yellow/orange lights will be extinguished. This will 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 five car lengths behind it. In order to avoid the likelihood of accidents during the restart, the drivers must proceed at a constant pace which involves no erratic acceleration or braking nor any other dangerous manoeuvres until the safety car had entered the pit lane.

As the safety car is approaching the pit entry, the yellow flags and SC boards will be withdrawn at the observers' posts and replaced by waved green flags with green lights at the start line. These will be displayed until the last car crosses the Line.

40.12 Each lap completed while the safety car is deployed will be counted as a race lap.

40.13 If the Race ends whilst the safety car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking. The Marshals continue to show waved yellow flags.

40.14 In exceptional circumstances and after a suspension in accordance with Article S 43.5, the Race may be started behind the safety car. In this case, at any time before the one minute signal its yellow/orange lights will be turned on. This is the signal to the drivers that the Race will be started behind the safety car. All the marshals' post will display yellow waved flags and a board "SC" until the end of the safety car intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and Race will start when the green lights are illuminated.

When the Race Director calls in the safety car it will extinguish its yellow/orange lights, this will 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 is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the start line which will be displayed until the last car has crossed the finish line.

Overtaking, during the first lap only, is 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. In this case, drivers may only overtake to re-establish the original starting order. Drivers unable to re-establish the original starting order until the 1st safety car line must return to the pit lane and may only rejoin the race once the complete field has crossed the pit lane exit and the green pit lane lights are switched on.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Article S 16 will be imposed on any driver who, in the opinion of the Race Director or the Stewards, unnecessarily overtook another car during the first lap.

If the race is started behind the safety car, the restart will not be given as rolling start with a 2 x 2 formation (Indianapolis start).

ARTICLE S 41 SLOW ZONES

41.1 As an alternative to the deployment of the safety car, "slow zones" may be initiated by the Race Director to neutralise a practice or race temporarily and locally. When the order is given to initiate a "slow zone" all marshal posts in the corresponding section will display waved yellow flags.

41.2 In addition, the message "SLOW ZONE DEPLOYED" will be displayed on the official timing monitors and all light panels in the corresponding section will display "SZ".

Before approaching a slow zone section, the drivers may be pre-warned through the vehicle display (EB17-044), if possible, at a distance.

A "slow zone" section begins at the virtual line in a 90 degree angle to the track at the first light-flag flashing yellow and displaying "SZ" and ends at a subsequent light-flag showing "green".

The speed limit applies to all vehicles entering the "slow zone" after the display of the

message “SLOW ZONE DEPLOYED”.

Overtaking of any car in the “slow zone” section is prohibited and a maximum speed of 80 km/h must be respected. The Race Director has the right to determine another maximum speed. A corresponding information will be issued to the teams and drivers in writing at the latest at the drivers’ briefing.

41.3 It is the responsibility of the drivers to reduce speed in front of a “slow zone” section and to then comply with the maximum speed throughout the whole “slow zone” section.

41.4 Any car driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person will be reported to the stewards. This applies whether any such car is being driven on the track, the pit entry or the pit lane.

41.5 A pit stop completed during a “slow zone” phase is not considered to be an obligatory pit stop pursuant to Article S 39.2.

41.6 With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track in the corresponding section of a “slow zone”. A “slow zone” may apply in the corresponding section also in the approach to the pit lane up to the beginning of the speed limit zone in the pit lane or when leaving the pit lane from the end of the speed limit zone.

The exceptions are:

- a) If the “slow zone” includes the section in which the 1st safety car line is located:
Each car entering the pits may pass another car as soon as it has passed the 1st safety car line;
- b) If the “slow Zone” includes the section in which the 2nd safety car line is located:
Each car leaving the pit lane may overtake, or be overtaken by, cars driving on the race track before it has passed the 2nd safety car line;
- c) Whilst a car is in the pit entry, pit lane or pit lane exit, the driver may overtake another car which is also in one of these three areas;
- d) If any car slows down with an obvious problem.

41.7 Before the end of a “slow zone” phase, the message “SLOW ZONE ENDING” will be displayed on page 7 of the official timing monitors. At any time between 10 and 15 seconds later, all marshals post in the corresponding section will show green flags and all light panels will change to green. From this moment drivers may continue racing immediately in this section. After 30 seconds, the green flags will be withdrawn and the light panels will be extinguished.

41.8 An infringement of the maximum permitted speed in a “slow zone” section during the race will at least result in a Drive-Through Penalty.

ARTICLE S 42 SUSPENDING A RACE

42.1 Should it become necessary to suspend the Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

42.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive shall take up pole position. All the other cars shall take up the following grid positions / start boxes.

If the safety car uses the pit lane (Article S 40.11), the car will be lined up in the fast lane.

42.3 Should the track be blocked, the cars concerned will be directed onto the starting grid by the marshals and they must take up their grid positions in the order they occupied before the race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such car will then be permitted to resume the Race.

The safety car will then be driven to the position in front of the starting grid.

42.4 Whilst the Race is suspended:

- Neither the Race nor the timekeeping system will stop;
- Cars may be worked on once they have stopped on the starting grid or entered the pits but any such work must not impede the resumption of the Race;
- It is forbidden to refuel and/or to remove fuel from the car!
- Only team members and officials will be permitted on the grid.

42.5 Cars may enter the pit lane when the Race is suspended but a Drive-Through Penalty will be imposed on any driver who entered the pit lane or whose car is pushed to the pit lane after the Race has been suspended. Any car which was in the pit entry or pit lane when the Race was suspended will not incur a penalty. However, if the cars have been directed into the pit lane by the safety car (Article S 41.2 2nd sentence), the Drive-Through Penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All these cars must remain in the pit lane until the Race is resumed and the green pit exit lights are on. Priority will 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 another car is only permitted if another car was unduly delayed.

Working in the fast lane during the waiting time is permitted, but any such work will

be restricted to:

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

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

ARTICLE S 43 RESUMING A RACE

43.1 The delay shall be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors or through loudspeakers, in all cases at least ten minutes warning will be given.

Should, due to extraordinary circumstances, a longer interruption be necessary, the Race Director may, in co-ordination with the Stewards, take appropriate action and modify the time schedule. He may also decide, in co-ordination with the Stewards, that the cars must respect *parc fermé* conditions until the Race is resumed. Information to participants will be given on page 7 of the timing monitors, if applicable. In this case, a minimum of 30 minutes must however be respected for the preparation of the cars before the Race is resumed.

43.2 The count down for resuming the Race will begin with the 10 minutes signal (five red lights flashing twice. The formation lap will start in 10 minutes.) From this moment, the procedure as specified in Article S 38.2 will be followed, starting with 38.2c.

43.3 When the three minute signal is shown all cars must have their wheels fitted and may not be jacked again. Any offence will result in a Drive-Through Penalty.

At some point after the three minute signal, which will be dependent upon the expected lap time, any cars on the starting grid in front of the race leader will be instructed to complete a further lap, without overtaking, and take up the positions at the end of the starting grid. This applies also to all cars intending to resume the race from the pit lane (see Article S 42).

43.4 When the one minute signal is shown, engines must be started and all team personnel must leave the grid by the time the 30 second signal is given taking all equipment with them. If a driver requires and kind of assistance after the 30 second signal he must switch on the blue warning lights in the windscreen and the rear window and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

43.5 The Race will be resumed behind the safety car when the green lights are illuminated. The safety car will 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 cleared;
- A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with the yellow/orange lights switched on and with all cars following, in the order they stopped on the starting grid, no more than 5 car lengths apart. All the marshals' posts will display yellow flags and the "SC" board until the safety car intervention is over.

As soon as the last car in line behind the safety car passes the end of the pit lane the pit exit light will be turned green, 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 in the safety car, it must extinguish its yellow/orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point, the RED lights at the pit exit lights will be illuminated until all cars after the re-start have passed the pit exit.

The yellow flags and the "SC" boards at the observers' posts will immediately be withdrawn.

The re-start will be a rolling start. The starting grid for this re-start will be in 2 x 2 start row arrangement (Indianapolis start). The pole position for this re-start will be the start position with the shortest distance to the first turn after the start line and be communicated in the Event Supplementary Regulations and in the drivers' briefing.

The safety car shall assume the role of the leading car for this re-start.

When the safety car has pulled off, the formation is under the control of the starter. The cars must approach the start line at a constant speed and in a proper formation in two lines side by side. All the participants holding a position with an odd number (e.g. 1st place, 3rd place, 5th place etc.) at the moment of the re-start must drive in one line, one behind the other, and all the other participants holding a position with an even number (e.g. 2nd place, 4th place, 6th place etc.) at the moment of the re-start in the line on the other side, one behind the other.

The red lights at the start line are illuminated.

When approaching the start line, the two lines of cars must be in close proximity to each other at the track centre (when seen in longitudinal direction, driving between the start boxes) and the distance between the cars driving in one line may not be more than one car length. Any acceleration or slowing down, leaving the start formation or pushing to the inside or the outside before the restart signal is given is prohibited.

The starter will give the restart signal only if, in his opinion, the formation complies with the regulations.

The signal for the restart will be given by the starter with the lights by extinguishing the red light when the leader is inside the designated starting corridor. Overtaking is permitted when the restart signal is given. Details on the starting corridor and the definition of the starting corridor will be communicated in the drivers' briefing.

If, in the opinion of the starter, the formation does not comply with the provisions, another (or several other) lap(s) behind the safety car will be completed.

The red light will remain illuminated. Yellow flashing lights will be added to the lights at the start line and waved yellow flags will be shown at the observers' posts.

The cars will complete another lap behind the safety car with the race leader assuming the role and the function of the leading car. At the end of the additional lap(s) behind the safety car, another attempt to restart the race is made. Details will be communicated in the drivers' briefing.

If the Race Director decides that the track conditions are not suitable for a rolling start in a 2 x 2 formation (Indianapolis start), the message „No Indianapolis restart“ will be displayed on page 7 of the official timing monitors.

When, in this case, the Race Director decides to call in the safety car, the car's yellow/orange lights will be extinguished. This will 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 five car lengths behind it. In order to avoid the likelihood of accidents during the restart, the drivers must proceed at a constant pace which involves no erratic acceleration or braking nor any other dangerous manoeuvres until the safety car had entered the pit lane.

As the safety car is approaching the pit entry, the yellow flags and SC boards will be withdrawn at the observers' posts and replaced by waved green flags with green lights at the start line. These will be displayed until the last car crosses the Line.

43.6 Overtaking behind the safety car during the first lap is permitted only if a car is delayed when leaving the start 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 order. Drivers unable to re-establish the original starting order until the 1st safety car line must return to the pit lane and may only rejoin the race once the complete field has crossed the pit lane exit and the green pit lane lights are switched on.

Any driver who is delayed leaving the start position may not overtake another moving car if he was stationary after the remainder of the cars had crossed the start line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

43.7 Either of the penalties under Article S 16 will be imposed on any driver who, in the opinion of the Race Director or the Stewards, unnecessarily overtook another car during this lap.

During this lap Articles S 40.11 to S 40.14 will apply.

43.8 If the Race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race was given. If the race leader has covered 75% or more of the scheduled Race duration (Table 2b), the Race will 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 was given.

ARTICLE S 44 SHORTENING OF THE RACE DISTANCE / FINISH OF THE RACE

44.1 The end-of-race signal of the Race will be given to all drivers at the finish line. The last racing lap will be indicated to the competitors on page 7 of the official timing monitors by displaying the message "LAST LAP". At the end of this lap, the chequered flag will be shown to the race leader and to all following cars, irrespective of the numbers of laps they have completed when crossing the finish line.

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

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

44.4 If a Race is suspended, the Race Director, in co-ordination with the Stewards, may decide whether and, if applicable, how many minutes of the interruption will be added to the duration of the corresponding Race.

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

Exception:

EB17-081 (data stick) may be removed, but only by the driver himself and only before he leaves the car for the first time after the end of a Race.

ARTICLE S 45 PARC FERME

45.1 From the moment the race leader receives the end-of-race signal, all classified cars as well as the drivers including their personal equipment are subject to parc fermé rules pursuant to the ISC which apply everywhere. Any technical intervention on the cars is prohibited.

It is prohibited to remove or add material or substances from or to the cars on their way from the track to the parc fermé.

It is also prohibited to lift the car or to check the tyre pressure.

45.1.1 The top three drivers finishing a Race and, upon the marshals' instruction, any additional driver must drive their cars to the place of the prize-giving ceremony. A parc fermé will be established in front of the podium where the cars concerned must be parked upon the marshals' instructions. Nobody is allowed in this area unless specifically authorised by Race Control. The drivers must not leave this area without the previous consent of the Technical Delegate or the scrutineers. Immediately after prizegiving, team members must bring the cars as quickly as possible to the official parc fermé or to the place of post-event scrutineering. Each car will be accompanied by a marshal or by a scrutineer.

45.1.2 All the other cars which have received the end-of-race signal must, at the end of their slow-down lap, proceed directly to the parc fermé area as specified in the Supplementary Regulations. Any classified car which was not able not cross the finish line under its own engine power and/or cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

45.1.3 It is permitted to use an external cooling fan for the cooling of cars which are subject to the parc fermé rules, provided that no part of the external cooling fan is connected to the car.

Only unchanged ambient air may be used to cool the cars with these cooling fans.

In the case of rain, it is furthermore permitted to have the openings in the rear windows closed by the marshals by using the corresponding profiles. These parts must be submitted to the marshals on duty in the parc fermé. These parts will in no case be considered for determining the weight of the car.

45.1.4 After the Race, the cars will be released from the parc fermé upon instruction of the Race Director / Clerk of the Course in agreement with the Stewards.

45.1.5 Any car which has passed scrutineering at an event may not be removed from the paddocks until the end of the post-race parc fermé and until eventual post-race Scrutineering is finished, unless authorised to do so by the Technical Delegate.

45.2.1 Parc fermé during a qualifying

Each car participating in a qualifying as well as the drivers including their personal equipment are is subject to the parc fermé conditions pursuant to Article S 45.1 from the moment it begins and has completed a lap outside the pit lane (timed lap).

Exceptions:

Notwithstanding the Parc fermé rules pursuant to Article S 45.1, the following work may be performed on the stationary car even if it has previously completed a lap outside the pits:

- Opening and/or removal of the driver's and/or the passenger's door/s.
- Changing of the wheels.
- Adding or removing blanking material;
- Changing the setup position of the rear wing;
- Removing and/or connecting the EB-081 (data stick);
- Adjustment of the exterior mirrors;
- Passing external ventilation fans into the cockpit, provided that there is no electrical connection with the car;
- Passing external monitors/ displays into the cockpit, provided that there is no electrical connection with the car;
- Defueling and Refueling;
- Spraying of the brake system using spraying devices that are not belonging to the vehicle and water that was not carried on board;
- Any other work that is possible without the need to previously change the position of bodywork parts (parts licked by the airstream). Any work which is only possible after opening and/or removing of doors are consequently forbidden, unless listed above;
- Connection of battery recharger;
- Cleaning of the car as well as pulling off screen foils;
- Checking and adjustment of the tyre pressure.

Under no circumstances and by no means whatsoever is it permitted to replace and/or to modify suspension parts and/or suspension geometries.

Under no circumstances and by no means whatsoever is it permitted to modify and/or to replace and/or to select software versions of vehicle components.

Only the following systems or components may be adjusted and/or changed or ope-

rated by the driver sitting in the cockpit, provided that he is seated in his normal position behind the steering wheel.

- Starter (to start the engine)
- Lighting
- Brake system (brake force distribution front/rear)
- Brake solenoid valve
- DDU reset
- Throttle unit by means of accelerator
- DRS operation
- Cooling air to the driver (changing of flow direction)
- Driver's door (opening and closing)
- Fire extinguisher system
- Page selector DDU
- Speed limiter
- Gearbox (gear change)
- General circuit breaker
- Clutch (distance variation of the friction plates)
- Steering (steering angle front wheels, activation of servo pump EB-048 with engine=off)
- Neutral switch
- Rear view mirror
- Windscreen washer system
- Window heater
- Windscreen wiper
- Side windows (opening and closing)
- Safety belts
- Indicators
- Actuation of the signalling lamps
- Driver's seat adjustment
- Radio communication
- Drinking water pumps
- Fans inside the cockpit
- Warning lamp
- Water spray system to cool the brakes
- Ignition switch

Table 13

45.2.2. Parc fermé after a qualifying

From the moment of the end of qualifying (red lights at the pit lane exit) all cars and the drivers including their personal equipment are subject to the parc fermé conditions pursuant to Article S 45.1.

The Post Qualifying Parc fermé ends with the start signal of the relevant race.

Exception:

EB17-081 (data stick) may be removed, but only by the driver himself and only before he leaves the car for the first time after the end of a qualifying.

45.3 Post Qualifying Parc Fermé

45.3.1 The Post Qualifying Parc Fermé does not begin earlier than 30 minutes after the official publication of the qualifying results, but in any case only after the corresponding notification and the time indicated by the Race Director ("Post Qualifying Parc Fermé starts at ??:??hrs") on page 7 of the official timing monitors. Notwithstanding the provisions in Article S 45.1.1, only the work specified in table 14 below may be carried out up to the beginning of the subsequent Race (the beginning of the Post Qualifying Parc Fermé notified by the Race Director is relevant).

In no case is it permitted during the Post Qualifying Parc Fermé to remove the bonnet (component which contains the mandatory opening to exit the engine cooling air) and the boot lid (component on which the rear spoiler lip is mounted) the simultaneously from their homologated position.

All the parts which are removed during the work eligible under these Regulations must be stored in the vicinity of the car and at all times be accessible for the Technical Delegate or his representative.

The maximum of 3 persons may simultaneously be in contact with the car whilst the work eligible under these Regulations is carried out. Persons outside the car which are solely in contact with the car by means of a power cable are, for the interpretation of this provision, not considered to be in contact with the car.

The compliance with the parc fermé rules will amongst others be checked by assistants of the Technical Delegate. Upon request of the assistant, the participants must immediately give all kind of information required to record the eligibility of the work, such as information on the nature of the work carried out, on the corresponding components as well as on the tools and devices used. It is the participant's responsibility to provide evidence on the eligibility of the work performed. This applies also if a work has been explicitly approved by an assistant.

Eligible work in a Post Qualifying Parc Fermé	
1	Engines may be started
2	Fuel may be added or removed.
3	Lifting the car and placing the car on chassis stands
4	Wheels and tyres may be removed and fitted. (It is not necessary that wheels and tyres must be are checked and cleaned in the vicinity of the car.)
5	Heating and cooling devices as well as exhaust gas extracting systems are permitted. These devices must be described. Only the exchange of liquids (water and oil) is permitted through the connection to the car. Devices will be approved and marked by the DMSB
6	Connection of a battery recharger
7	Connection of a jump leads provided that it is only connected to the battery
8	Replacement of the ECU USB stick
9	Connection of a data cable and bidirectional data exchange
10	Ventilation of the brake system at the brake calipers and on EB-020
11	Engine oil may be exchanged or replenished (only if of same specification)
12	Engine coolants may be exchanged or replenished
13	Modification of the adjustment of the set-up position of the rear wing
14	Change of the blanking
15	Opening/removal of boot lid (if the boot lid shall not be stored in the vicinity of the car, it must previously be provided with a seal applied by the Technical Delegate to be able to clearly identify the component.)
16	Opening/removal of bonnet (if the bonnet shall not be stored in the vicinity of the car, it must previously be provided with a seal applied by the Technical Delegate to be able to clearly identify the component.)
17	Servicing work on the official inboard/onboard cameras and the marshalling system, provided it is carried out by the staff of the company under contract.

18	Any work required by the Technical Delegate
19	Adjustment of mirrors
20	Adjustment of safety belts
21	Attachment or removal of steering wheel
22	Cleaning of car as well as removal of window foils
23	Removal and installation of the drinking container as well as removal and replenishment
24	Removal and/or replenishment of the cooling water in the brake cooling container
25	Removal of the DRS blocking sleeve and adjustment of the eligible angle modification for activated DRS
26	Activation of DRS
27	All the work pursuant to Article 13.7 of the 2017 DTM Technical Regulations
28	Servicing work on the steering quick lock device (EB-047)
29	Fitting or removal of performance weights (EB-045D) according to Article S 26 (exclusively in the service box)
30	Checking and adjusting tyre pressure on the car

Table 14

Exceptions to table 14

- a) During the 2017 DTM season, one Post Qualifying Parc fermé joker is available for each competitor and for each car registered by him. The competitor must provide evidence on the damage of the component to be replaced. The component may only be replaced by a part identical in construction. (Replacement part conformity pursuant to Art. S 45.4). After activating the joker, the corresponding car is released from all parc fermé conditions until the beginning of the subsequent Race. For any such car, the equipment restriction on the starting grid is thus also suspended.
- b) During the 2017 DTM season, three Post Qualifying Parc fermé jokers are available for each make and they may be activated for any cars of the corresponding make. The activation of the joker, however, is only possible when a joker under point a) is no longer available for the corresponding car. The corresponding competitor is responsible to activate the joker.

To active the joker, the Technical Delegate must be informed (by phone or by email

with indication of the time) before any otherwise prohibited work in the Post Qualifying Parc Fermé is carried out on the car.

Any prohibited work carried out in the Post Qualifying Parc Fermé without previously informing the Technical Delegate accordingly will result in a penalty under the ISC for an infringement of the parc fermé regulations.

Any prohibited work carried out in the Post Qualifying Parc Fermé after informing the Technical Delegate even though the Post Qualifying Parc Fermé joker has previously already been activated for the corresponding car, will result in a drop of positions for the corresponding car to the end of the starting grid of the next Race. If several drivers/cars are such concerned, they will be lined up at the end of the grid in the order in which the Technical Delegate received the applications.

Only the following equipment is permitted on the starting grid:

- Laptop/Notebook/Tablet including cabling
- Cameras
- Starter battery
- Tools to adjust the rear wing
- Air pressure gauge
- Commercial rain/sun umbrella.

If the Race Director enables the rain tyres only after the information lap(s), one set of rain tyres transported on a DMSB approved trolley as well as the necessary tools for the tyre change is permitted on the starting grid. (wheel gun with air bottle, air lance and torque spanner for the wheel nuts.).

45.3.2 Overnight Parc Fermé

With the beginning of the Overnight Parc Fermé (see official event timetable), the mono-coque (EB17-001), the bellhouse (EB17-004), the gearbox (EB17-003) and the engine of all cars are absolutely subject to the parc fermé rules pursuant to Article S 45.1.1.

Furthermore, all the above components must be placed under a cover (SB17-018) which may be immediately sealed by the DMSB.

This cover (SB17-018) must be designed so that it is impossible to gain access to the car components without previously destroying the seals applied by the DMSB or the cover itself.

Unauthorised access to car components will in all cases be deemed to be a serious breach of the parc fermé regulations.

The DMSB reserves the right to accept other devices than the cover (SB17-018) to prevent access and furthermore to fit cameras in the pits to check compliance with the parc fermé rules.

Exceptions to Article 45.3.2

- a) During the 2017 DTM season, 3 Overnight Parc Fermé Jokers are available for each competitor and for each car registered by him. After activating the joker, the corresponding car is released from all parc fermé conditions until the beginning of the subsequent qualifying.
- b) During the 2017 DTM season, 3 Overnight Parc Fermé Jokers are available for each make which may be activated for any optional car of that make. The joker may however only be activated if there is no more joker available for that car in application of above point a). The corresponding competitor is responsible to activate the joker.

To active the joker, the Technical Delegate must be informed (by phone or by email with indication of the time) before any otherwise prohibited work in the Overnight Parc Fermé is carried out on the car.

Any prohibited work carried out in the Overnight Parc Fermé without previously informing the Technical Delegate accordingly is considered to be an infringement of the Parc fermé regulations.

Any prohibited work carried out in the Overnight Parc Fermé after informing the Technical Delegate but an Overnight Parc Fermé joker is no more available for that car, the driver/car will receive a "Drive-Through Penalty" at the next Race.

45.3.3 The Overnight Parc Fermé ends at latest four hours before the start of a qualifying as indicated in the official timetable and the seals on the parc fermé cover may be opened/broken by the participants under their own responsibility provided that the Race Director has previously notified "Parc Fermé cover may be removed" on page 7 of the official timing monitors.

45.4 Conformity of the replaced components

All parts removed from the car in compliance with the regulations or following a written request approved by the Technical Delegete must be refitted within the time allowed for such work, at the same position and with the same function as before.

All parts replaced in compliance with the regulations or following a written request approved by the Technical Delegate must be identical to the part which was originally fitted to the car regarding its weight, its torque of inerita, its shape, its material, its production process and its function.

Any part removed which is not refitted must be submitted to the Technical Delegate. They will be returned to the participant after the race and after the completion of the post-event technical checks and when the protest and appeal time limits have expired.

45.5 Eligible engine replacement in accordance with Article 28.8 f2

Notwithstanding the provisions in Article S 45.3, no work in the cockpit or behind the wheel base centre may be undertaken during an engine change under Article S 28.

Exception:

- The underbody and the cardan shaft may be removed.
- During the change of an engine, there is no restriction as to the number of persons which are in contact with the car.
- If the race engine, which was notified in due time under Article S 28, is replaced with the engine from the rotation contingent, which was not allocated for this event, or with the engine from the special contingent, there is no time restriction regarding the corresponding works.
- All parts removed from the car during an engine change must be refitted before the car leaves the pit lane and be absolutely unmodified, have the same function and be located at the same position as before the engine change. For the interpretation of these prescriptions, fixation materials (screws, bolts, cable straps etc.) are not considered to be car parts.
- Any change of vehicle parameters is prohibited.

45.6 Dismantling restrictions

Before the 1st free practice of an event the components monocoque (EB17-001), bell-house (EB17-004) and gearbox (EB17-003) will be sealed together by the scrutineers.

It is the participants' responsibility to co-ordinate an appointment and the application with the Technical Delegate.

Until the end of the corresponding event and/or until final scrutineering is completed, any opening/ separating/ damaging/ destroying of the sealed parts without the explicit approval of the Technical Delegate is considered to be an infringement of the parc fermé regulations. An approval to open/ separate/ damage/ destroy one or several seals requires in all cases the activation of a parc fermé joker.

Exceptions result in the application of Article S45.

ARTICLE S 46 DRS

The DRS is a system which enables the driver to temporarily adjust parts of the rear wing (flap) from its normal setup position whilst the car is moving. The flap may hereby rotate around its rotation axis by the maximum figure defined in the Technical Regulations (active position).

The proper operation of the system in the car is under the sole responsibility of the participant.

46.1 Conditions for the eligibility of activating the DRS:

- a) The leading car is at least in its second (2nd) lap*.
- b) The use of the DRS is permitted by notification on page 7 of the official timing monitors (“DRS enabled”).
- c) The distance* of the corresponding car when it crosses the finish line (outside the pit lane) to the car in front driving outside the pit lane is less than one (1) second.
- d) The distance is measured by the official timekeeping staff and recorded on the official timing monitors.
- e) The corresponding car has not yet fully used the number of thirty-six (36) DRS activations permitted for each Race.

* Distance measurements are only relevant once the race leader has started his 2nd lap.

If DRS is activated in a lap, the eligible number of DRS activations is reduced by three (3), irrespective of the actual number of DRS activations in this lap.

Exception for the event at the Norisring:

If DRS is activated in a lap, the eligible number of DRS activations is reduced by two (2), irrespective of the actual number of DRS activations in this lap.

The DRS may be enabled without restrictions in each free practice and when driving to the starting grid.

46.2 It is prohibited to enable the DRS:

- a) In a qualifying. For this purpose, the DRS mechanism must be blocked during qualifying by means of the blocking sleeve (EB17-028.04.09) specified in the Technical Regulations.
- b) When the safety car is deployed.
- c) In a track section under yellow flags. A track section to this effect begins at the first marshals post showing a yellow flag up to the marshals post displaying the green flag. This is likewise applicable within a “slow zone” (Art. S 41)
- d) When the message “DRS disabled” is notified on page 7 of the official timing monitors.
- e) When the use of rain tyres is permitted.

Exception to e):

It is at the discretion of the Race Director to also notify the message “DRS enabled” on page 7 of the official timing monitors after the display of the message “wet tyres admitted”.

46.3 After a safety car period during a Race, the DRS may not be activated again before the race leader has crossed the finish line

- a) at least twice (2x) in the case of an Indianapolis restart (Art. S 40.11b), or
- b) at least once (1x) in the case of a traditional restart (Art. S 40.11c)

after the withdrawal of the safety car and only if the conditions pursuant to Article S 46.1 are fulfilled.

46.4 If the conditions for the use/activation are fulfilled, Race Control will inform the competitor by displaying the message “DRS enabled” on page 7 of the official timing monitors. The transmission of the enabling signal to the car, the display of this signal in the car or the transmission of the information to the driver is under the sole responsibility of the competitors/participants.

After notification on the permitted use of the DRS has been given, the driver concerned may activate the DRS up to three (3) times in the following lap.

Exception for the event at the Norisring:

After notification on the permitted use of the DRS has been given, the driver concerned may activate the DRS up to two (2) times in the following lap.

It must be activated before the car passes the finish line once again (inside or outside the pit lane). A new activation of the DRS is only permitted when the conditions pursuant to S 46.1 after crossing the finish line are applicable again.

At the latest when one of the below values is met, the wing must move back into its setup position without the assistance of the driver:

Braking pressure in one brake circuit: ≥ 15 bar

Throttle angle: $\leq 30\%$ (full throttle = 100%)

Transverse acceleration: ≥ 2.5 G

46.5 The responsibility for the use of the DRS in compliance with the regulations is consequently under the sole responsibility of the participant who should inform the corresponding driver on the distance to the car in front as indicated on the official timing monitors at the start and finish line and/or on the permission to activate the DRS.

ARTICLE S 47 CLASSIFICATION

47.1 The car placed first will be the one having covered the scheduled distance in the shortest time, including all eventual penalties.

47.2 In order to be classified, a driver must have completed at least 75% of the winner's race distance. If a driver crosses the finish line in the pit lane after the display of the chequered flag, a 30 seconds time penalty will apply.

47.3 The provisional classification will be published after the end of the Race. The classification will not become final before all post race technical checks are completed and the protest and appeal time limits have elapsed.

ARTICLE S 48 PRIZEGIVING AND PRESS CONFERENCES

48.1 The prizegiving ceremony will take place immediately after the end of the Race on the podium provided by the organiser. The drivers finishing the race in 1st, 2nd and 3rd place must attend the prizegiving ceremony and the official Press Conference. Failure to attend the prizegiving ceremony or the press conference will result in a fine of 3000 Euro respectively. Furthermore, the Stewards may inflict penalties. During prizegiving, the drivers on the podium must wear their completely closed race overalls and the cap with the tyre sponsor's name. Failure to comply will result in a fine of 2500 Euro. A representative of the winning team in the Race must attend prizegiving to receive the corresponding prizes.

48.2 The podium procedure is set out in the ITR Guidelines for Organisers.

48.3 All registered drivers are obliged to attend all press conferences organised by the ITR during an event, if requested. The following obligations must in addition be respected:

Fifteen minutes after the end of qualifying, the first three drivers in qualifying will be required to attend a press conference. Attendance is obligatory for these three drivers. The drivers must wear their completely closed overalls during the press conference. Failure to attend or any lateness will result in a fine of 3000 Euro. In the case of a repeated offence, this fine will each time be increased by another 3000 Euro.

Immediately after prizegiving the top three drivers in the Race will be required to make themselves available for a press conference. Attendance is obligatory for all of these three drivers. The drivers must wear their completely closed overalls during the press conferences.

ARTICLE S 49 PIT STOP EQUIPMENT

49.1 Hose bridges/Gantries/Air straps

Only hose bridges in accordance with SB17-020 (Hose Bridge/Gantry) are allowed in the pit lane.

Compressed air bottles which are eligible to be used during a Race for the operation of wheel guns and for the activation of the vehicle's air jacks (EB17-017), may only be located inside the hose bridge at the position shown in specification sheet SB17-020. The operation of the compressed-air wheel guns which are used during a Race on the side of the car facing to the "fast lane" to release and secure the wheel nuts, is

only permitted by using compressed air which was previously totally conducted closely along the boom of the hose bridge or within the boom to the vehicle positioned under the hose bridge.

Alternatively, it is possible to relocate the hose from a freely selectable position of the boom over the pivoting mechanism defined in the specification sheet and within its guide tube. The guide tube may be individually shortened.

Should there be a need to change the wheel gun positioned at the car's side which faces to the "fast lane" once the car has come to a stop beneath the hose bridge, all obligations regarding the guidance of the air hose of the replacement wheel gun are suspended.

The competitor is permitted to affix the following components to the hose bridge:

- Cameras on condition that they do not transmit real-time images and on condition that they capture only the area located in the immediate vicinity below the boom to which they are attached. They must in no case capture areas used by other competitors for a pit stop or areas in which the cars of other competitors are driving outside the pit lane.
- Maximum two (2) pivot mechanisms (one per wheel gun and vehicle side) in accordance with specification sheet SB17-020 (length of the boom may be shortened individually).
- One advertising board according to specification sheet SB17-020
- Fairing of the compressed-air bottles and instruments according to specification sheet SB17-020
- Maximum six (6) compressed-air bottles
- Maximum four (4) air hoses, of which three (3) must each be connected to a wheel gun and one to the air lance for the activation of the air jacks on the vehicle.
- Maximum three (3) wheel guns.
- One board (lollipop) to indicate to the driver the signal to start. The design of this board is free. A flexible design by a pneumatic or electrical system is explicitly permitted.

With the exception of

- the permitted cameras,
- compressed air which may only be used for the operation of the wheel guns, the extension of the air jacks and the movement of the lollipop,
- power which may only be used for the movement of the lollipop,
- no other medium or system that is capable of transmitting and/or storing mechanical energy and/or electrical initiated signals is permitted at the hose bridge.

The mandatory minimum ride height beneath the lowest point of the boom and/or parts mounted to the boom is 2.00 metres (this rule is not mandatory as long as the vehicle is stationary below the boom). To adjust the height, it is permitted to replace the screw feet underneath the compressed-air bottles by parts of similar type with a longer thread.

49.2 Air lance

The vehicle's air jacks (EB17-017) may only be extended by using compressed air from an air bottle located within the hose bridge (SB17-020).

The coupling on the vehicle side (male) which is used during a Race to connect the air jack (4 x EB17-017) with the external compressed-air bottle must be located on the side of the vehicle which faces opposite to the "fast lane".

The mating component of the coupling (female) must be equipped with a pure mechanical opening or closing contact which shall have the sole function to open or to close an electric circuit connected solely with the official timekeeping when the two coupling parts are connected or separated.

Any other intervention on the air lance which is capable of transmitting and/or storing electrical or pneumatic signals is prohibited. Any measure of whatever kind, other than the muscular strength of a single person who must be positioned in the immediate vicinity of the air coupling, to support, accelerate or influence the separation of the coupling parts (male/female) is prohibited.

49.3 Wheel gun

Only wheel guns operated with compressed air according to EB17-099 (wheel gun) are permitted to release and secure wheel nuts during a Race.

Exception:

In case of a stopping time of more than 10 seconds, other appliances may also be used.

49.4 Pit board

The following applies for the pit boards:

- They may only be displayed to the drivers at the locations provided for that purpose (normally in the vicinity of the team's pit wall stand) and they may project beyond the demarcation of the pit lane to the track.
- Only one pit board may be displayed for each car in one and the same lap.
- The maximum permitted dimensions are 1000 x 1000 x 30 mm (LxHxW)
- Any electric, hydraulic or pneumatic systems are prohibited.
- Their layout (this refers to all components which are related to a visual perception) may not change during an event.

Exception:

Numerical values and letter combinations may be individually modified or be omitted.

APPENDIX 1 - TESTING REGULATIONS – APPLICATION FROM 1 JANUARY TO 31 DECEMBER 2017

Preamble

These testing regulations cover the conditions under which the cars with a silhouette complying with a four-seater series car and fitted with a monocoque (including cars prepared as so-called taxi) may be driven outside of DTM events of the 2017 season and in the period from 1 January to 31 December 2017 on non public roads. These testing regulation cover furthermore the conditions and the maximum period for vehicle bench tests and wind tunnel tests in connection with the development of a DTM vehicle.

These prescriptions are mandatory for all persons and institutions who are in whatsoever way connected with a manufacturer associated to the ITR e.V. (ITR manufacturer) or who are in possession and/or drive and/or develop a DTM car of an ITR manufacturer/make.

It is the responsibility of the persons and institutions concerned to register any driving activities with a DTM car and/or any wind tunnel test in compliance with the following points 1.) to 11.) with the DMSB.

Unless otherwise specified, the driving/testing of DTM cars is solely permitted on European permanent circuits/ track versions with valid FIA licence.

The DMSB has the right to send observers to any of the below specified tests. The DMSB is not required to notify any such observation in advance. The nominated observers must be given full access to the area used for the tests and/or to the test benches as well as to the wind tunnels.

Any infringement of these prescriptions will be reported to the DTM Commission. Upon request, each ITR manufacturer will receive an authorization to access the data platform on the DMSB server and the testing calendar posted there which shall serve for communication purposes.

The persons authorized to access the data platform upon request (maximum 3 per ITR manufacturer) will immediately be informed by the DMSB about any registration into the test calendar as far as no registrations regarding exclusive tests, pit stop tests and/or aero tests are concerned.

For the interpretation of these Regulations, there are 11 different test variants (below points 1.) to 11.).

Any driving of cars complying with the definition in the Preamble is prohibited outside the DTM Events 2017, unless permitted pursuant to the following points 1.) to 11.)

1) Common test

A „common test“ is any driving opportunity for which the basic conditions (track rental, organisation, insurances, track safety, timekeeping etc.) are organised by an ITR manufacturer or an enterprise or a single person associated with a manufacturer, in agreement with the other ITR manufacturers.

Authorised to drive are:

- a) DTM cars of all ITR manufacturers.
- b) For each DTM manufacturer in addition one (1) car not complying with the DTM Regulations. The following conditions are mandatory for the drivers and/or cars pursuant to point b):
 - They must comply with the requirements for a GT3 homologation.
 - On the track, they must be always driven by drivers who have previously participated in at least one DTM Race or are classified by the FIA in the category “Gold”.
 - Only tyres of the make Hankook are used outside the pit lane.

The eligible number of DTM cars per make is limited (see tables in the following parts A, B, C and D). Participation is not mandatory but all ITR manufacturers/makes are considered to have taken part in the organised “common test days”, irrespective of whether they actually participated or not. The corresponding test days will be deducted from the contingent available to ITR the manufacturer/make.

Unless otherwise specified, all the dates for pre, mid and post season tests must be registered with the DMSB with an advance of 8 weeks before the test and be published on the data platform of the DMSB server (dtm.dmsb.de) in the test calendar. The DMSB shall immediately inform all of the manufacturers associated to the ITR by e-mail about the inclusion in the test calendar.

All the DTM cars participating in a common test must be notified to the DMSB until one week before the test begins (monocoque number according to technical car pass). After this notification, the change of a DTM car is only permitted with the approval of the Technical Delegate. This approval will only be granted if the originally registered car was damaged due to an accident in a previous DTM event and a repair is not possible due to lack of time.

It is the responsibility of the ITR manufacturers to mutually agree upon an arrangement on the economical and organisational items and to apply those.

The „Safety Prescriptions for DTM Test Days“ issued by the DMSB must be completely respected.

Common tests are prohibited in the period between 31st March 2017 and 30th April 2017.

2) Roll out

On the day before the beginning of a common or an ITR test, a roll out of one hour duration is permitted on the track selected for testing. The time for the roll out shall be conjointly determined by the participating manufacturers. The roll out begins as soon as the first DTM vehicle leaves the pit lane.

The following conditions apply during the roll out:

- 1.) The DMSB Safety Prescriptions for DTM Test Days must be respected.
- 2.) The cars cross the start and finish line only in the pit lane.
- 3.) No car shall leave the pit lane for more than 6 times.

A roll out test is not considered to be a test day.

A roll-out must be registered with the DMSB together with the “common test”, or ITR test until 2 weeks before the beginning of the test at the latest and be published on the data platform of the DMSB server (dtm.dmsb.de) in the test calendar. The DMSB shall immediately inform all of manufacturers associated to the ITR by e-mail about the inclusion in the test calendar.

3) Pit stop practice

A test registered as “pit stop practice” may only be used to practice obligatory pit stops (approach to and leaving pit stop stations, tyre change etc.). At no time during pit stop practice may the speed of the cars exceed 100 km/h. Pit stop practices must be registered with the DMSB. Dates and locations will not be circulated to the other manufacturers/teams.

Each tyre change during which more than one (1) wheel gun is used is deemed to be a pit stop.

Pit stop practices must be registered with the DMSB. Date and location will not be communicated to the other manufacturers/teams.

It is not permitted to organise a pit stop practice in the week (beginning of the week = Monday) in which a DTM event 2017 begins.

4) Tyre test

A „tyre test“ is considered to be a „common test“ organised by the manufacturer of the mandatory single tyre.

The eligible numbers of cars per make is limited (see tables in the following parts A, B, C and D).

It is the responsibility of the manufacturers/makes participating in the tyre test to mutually agree upon an arrangement on the economical and organisational items and to apply those.

Tyre tests will be published on the data platform of the DMSB server (dtm.dmsb.de) in the test calendar. The DMSB shall inform all the manufacturers associated to the

ITR by e-mail about the inclusion in the test calendar.

All the cars participating in a tyre test must be notified to the DMSB until one week before the test begins (monocoque number according to technical car pass). A subsequent change of a car is subject to the approval of the DMSB.

The „Safety Prescriptions for DTM Test Days“ issued by the DMSB must be completely respected.

5) Aero test

The following conditions must in all cases be respected:

- a) The maximum of 1 car of each manufacturer may take part.

Exception:

Between the 1st January 2017 and the 1st May 2017, two (2) cars (of each manufacturer/make) may participate in the maximum of three (3) aero test days.

However, at any time only one (1) car may be outside the pit lane on the track.

As soon as the second car of a make leaves the pit lane, the car of that same make which was previously outside the pit lane on the track may no longer drive on the track for the remainder of the aero test day.

- b) All the cars participating in an aero test must be notified to the DMSB until three (3) days before the test begins (monocoque number according to technical car pass). After this notification, the change of a DTM car is only permitted with the approval of the Technical Delegate. This approval will only be granted if the originally registered car was damaged due to an accident in a previous DTM event and a repair is not possible due to lack of time.
- c) The registration in the test calendar is not visible for third parties, only the notifying manufacturer will be informed by e-mail.
- d) It is the responsibility of the organising manufacturer to settle the economical and organisational items.
- e) Aero tests may not take place on circuits or parts of circuits used for DTM rounds later in the year 2017.
- f) The „Safety Prescriptions for DTM Test Days“ issued by the DMSB must be completely respected.
- g) It is not required for aero tests to take place on an FIA approved track.
- h) A speed of more than 80 km/h is only permitted on straight track sections.
- i) An aero test must be registered with the DMSB at the latest three (3) days before it begins. The test is considered to be performed upon this registration. The schedule for the maximum of three (3) aero test days may be modified after registration (date and/or location).
- j) If a make/manufacturer organises aero tests at several tracks/venues on one and the same day, the maximum number of permitted aero test days per track/venue will be reduced by one day.

It is not permitted to register and/or to organise an aero test in the week (beginning of the week = Monday) in which a DTM event 2017 begins.

5.1) Wind tunnel test

Notwithstanding the above preamble, Article 5.1 also applies for cars or car models which are not equipped with a monocoque. Notwithstanding the above preamble, Article 5.1 furthermore specifies in particular the conditions/ restrictions for wind tunnel tests with DTM cars/car models or cars/car models similar to DTM cars/car models.

It is intended to introduce and apply a control system still during the DTM season 2017 in order to check the below specified restrictions applicable for wind tunnel tests. This system may be based upon photo documentation which must be clearly and precisely allocated to specific days, hours, minutes and series of measurements upon the request of the DMSB. Irrespective of whether series of measurements have been performed on DTM cars/models at the specific time or not.

Any series of measurements with regard to air resistance, air flow direction, force, pressure and/or downforce in which the air stream is not exclusively created by the forward movement of the car and the air speed is $>5\text{m/sec}$ is deemed to be an aero wind tunnel test

Wind tunnel tests with DTM cars, DTM car models or parts of DTM cars are only permitted in testing facilities/wind tunnels nominated to the DMSB until 1st January 2017 at the latest and allocated to a make.

For each make registered in the DTM, the maximum of two (2) wind tunnels may be nominated. Throughout the application period of these test regulations, only one change between the two nominated wind tunnels is permitted.

Based on an unanimous vote of the DMSB DTM Technical Commission, the DMSB may give waivers regarding the maximum number of permitted changes and the nominated wind tunnels.

Between the 1st January 2017 and the 1st March 2018, aero wind tunnel tests are only permitted with cars which can be allocated to one of the two variants below:

- Full-Scale
 - With regard to its parts licked by the airstream, the car complies fully with the provisions of the DTM Technical Regulations 2017/2018
 - Wheelbase $\geq 1700\text{ mm}$
- Model-Scale
 - With regard to its parts licked by the airstream, the car model does not fully comply with the provisions of the DTM Technical Regulations 2017
 - Wheelbase $\leq 1700\text{ mm}$

A wind tunnel test pursuant to 5.1 must be nominated to the DMSB at the latest three (3) days before its scheduled date.

It is permitted to reduce or extend the duration of a wind tunnel test that has already started by full days with regard to the originally scheduled duration, provided that the DMSB is informed in writing at the latest one day before the change and that the change has been approved in writing.

Information about the wind tunnel tests registered with the DMSB are not visible for third parties on the test schedule.

During each wind tunnel test, the DMSB must be given immediate access to the wind tunnel upon request

5.2) Time limits

The maximum permitted driving time for each aero test day (between 0 and 24hrs) pursuant to 5.) is 15 hours. This time limit is defined by the following parameters:

- The moment in which the first DTM car of the corresponding manufacturer uses the track outside the pit lane,
- The moment in which no more DTM car of the corresponding manufacturer uses the track outside the pit lane on that day.

The maximum permitted testing time for each wind tunnel test day (between 0 and 24hrs) pursuant to 5.) is 15 hours. Compliance with this time limit is determined by the two moments in which the air speed is $> 5\text{m/s}$ for the first time and for the last time on that day.

5.3) Wind tunnel calibration

Due to damages, maintenance work or other modifications on the simulation facilities (wind tunnel) defined for a wind tunnel test pursuant to 5.1, an application for additional wind tunnel days/hours may be submitted to the DMSB. Conditions for an approval are:

- That the additional days/hours are solely used for the re-calibration of the facilities.
- That, during the additional days/hours, exclusively DTM cars/ models pursuant to 5.1 are in the wind tunnel to be calibrated. At no time during the calibration may a rear wing profile be mounted to these cars/models. In addition, disrupting surfaces corresponding to drawings ZT2.1 to ZT 2.3 must be fitted to the front and rear diffusers. The material used for these disrupting surfaces must be air-tight. The disrupting surfaces must be solidly fitted
- to the rear diffuser in parallel to the VA plane
- to the front diffuser along the front edge so as to prevent any movement.

The following positions/dimensions are mandatory for the disrupting surface at the rear diffuser:

- $x = 3800\text{ mm}$, $z = 0\text{mm}$ up to min 220mm

The mandatory design and position of the disrupting surfaces for the front diffuser

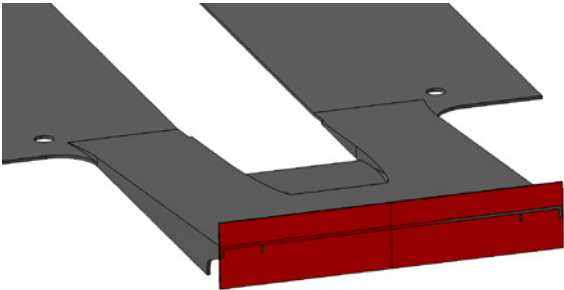
are stored on the DMSB server in the file „Mandatory regulation files/SB17-020 Disruptive Surface Frontdiffusor“.

The disrupting surfaces for the front and the rear diffusor must be fitted to scale in the case of a wind tunnel model.

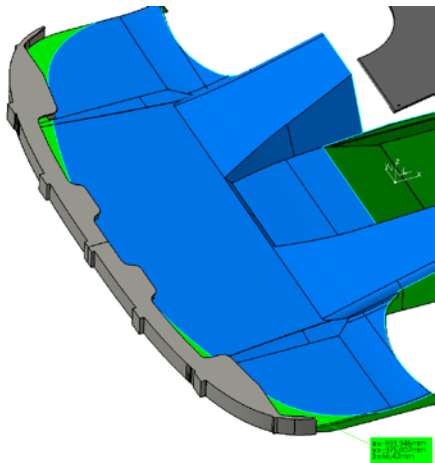
- The justification for the request is so comprehensive that an objective evaluation of the necessity of the approval is possible
- All registered competitors are at the same time informed about the request along with a summary of the justification.

The DMSB has the unrestricted possibility to be present in the wind tunnel during the additional days/hours. The DMSB alone shall decide on the approval of any such request and on the number of additional days/hours. The DMSB will in all cases comply with an unanimous vote by the DMSB Technical Commission.

The decision of the DMSB will be communicated to all registered competitors at the same time.



ZT 2.1 – Mandatory disruptive surfaces (red) on the rear diffusor for DTM cars/DTM models with aero specification 2017 which are used for the calibration of a wind tunnel.



ZT 2.3 – Mandatory disruptive surfaces SB17-020 (grey) on the front diffusor for DTM cars/DTM models which are used for the calibration of a wind tunnel.

6) ITR Test

An „ITR test“ is any driving opportunity for which the basic conditions (track rental, organisation, insurances, track safety, timekeeping etc.) are arranged by the ITR GmbH.

- Participation is mandatory for all the manufacturers associated with the ITR e.V.
- As a principle, each driver registered for the DTM 2017 must drive on the track with a DTM car participate in an ITR test.
- All the cars participating in an exclusive test must be notified to the DMSB until one week before the test begins (monocoque number according to technical car pass). Under no circumstances is a subsequent change of a car permitted.
- The maximum of two (2) cars may be nominated for each registered team.
- The maximum of one (1) car per registered team may use the track outside the pit lane on each day.
- An „ITR test“ must be registered with the DMSB for inclusion in the DTM test calendar and publication on the data platform until eight (8) weeks at the latest before it begins.
- The DMSB shall furthermore immediately inform all the ITR manufacturers by e-mail about the modification of the test calendar.
- It is the responsibility of the ITR GmbH to settle the economical and organisational items.
- The „Safety Prescriptions for DTM Test Days“ issued by the DMSB must be completely respected.

7) Demo functions

- The provisions for aero tests points a) to f) are applicable for demo functions and they are completed by the following restrictions/conditions:
- It is not required for demo functions to be organised on an FIA approved track.
- Demo functions must be organised during a public event, open for everybody and without the requirement for a previous registration.
- Access to the event area must be granted to everybody directly and without requesting a proof of legitimation or identification.
- All persons must have an unlimited view onto the cars used for the demo function so that the mandatory diffuser blocking can be seen.
- At all times during the demo function, the used cars must have a blocking in accordance with the drawing below ZT1 – Diffuser blocking (red parts).
- The cars must not be equipped with a timing device/transponder.
- Demo functions on circuits or on parts of tracks which will be used for DTM events later in the same calendar year are only permitted subject to the following:
 - During a DTM Event;
 - An ITR test day must previously have been organised on 2017 on the track, or
 - After the last DTM event of the 2017 season on the corresponding track.
- Demo functions must be registered with the DMSB at the latest three (3) working days before they begin and be published in the DTM test calendar on the data platform. The DMSB shall inform all the manufacturers by e-mail about the registration in the test calendar.

- It is the responsibility of the organising manufacturer to settle the economical and organisational items.

It is not permitted to organise demo functions in the week (beginning of the week = Monday) in which a DTM event 2017 begins.

8) Taxi rides

Taxi rides are rides with DTM cars (monocoque EB-001 to be used) with more than one (1) person on board the car. Provided that:

- The cars have a blocking in accordance with the below drawing
- ZT1 – Diffuser blocking (red parts).
- ZT1b – Diffuser blocking at the front diffuser at $x = -540$ mm in z minimum 6 mm high, at the rear diffuser at $x = 2120$ mm in z up to 0 downwards (approx. 63 mm).
- All the cars provided for taxi rides must be presented to the Technical Delegate for approval before they are used for the first time in the 2017 season on the corresponding track..
- All cars must be equipped exclusively with Hankook tyres in accordance with the specification prescribed in 2016.
- Taxi rides on tracks which shall host a DTM round in 2017 are only permitted under the following conditions:
 - They must take place during the corresponding event,
 - if an ITR test day has previously been organised in 2017 on the track, or
 - after the last DTM round of the 2017 season.
- If the cars which are used comply with the provisions of the 2017 Technical Regulations, Articles 8.12 and 8.12.2 (not 8.12.1). Article 8.12.a shall not be applicable.

For circuits which shall host a DTM round later in the season 2017, the passengers' changing point must not be located in the area of the starting grid for the Race or in the vicinity of the pit stop stations scheduled for the Race. This provision applies for all cars which are used as taxi vehicles during an event.

Taxi rides which are not scheduled to take place during a DTM event must be registered with the DMSB until two (2) weeks at the latest before they start and be published in the DTM test calendar on the data platform. The DMSB shall inform all the manufacturers by e-mail about the registration in the test calendar.

The DMSB has the right to check compliance with these provisions at the registered taxi rides at all times and without advance notice. If an infringement of the taxi ride provisions is detected, at least one eligible common test day will be cancelled for the corresponding manufacturer/make. Any infringement will furthermore be reported to the DTM Commission.

9) Camera tests

Camera tests are rides for the sole purpose of preparing films or pictures. They may

also take place on circuits without FIA homologation.

The following conditions must be respected:

- The maximum permitted speed is 120 km/h.
- The underbody of the DTM cars which are used must have a blocking in compliance with drawing “ZT 1b Diffuser Blocking” (red parts).
- Camera tests must be registered with the DSMB until two (2) weeks at the latest before they are scheduled to begin.

Camera tests are not considered to be a test day.

On circuits which will host a qualifying round in the season 2017, camera tests are only allowed:

- During the corresponding event or
- After a common test had previously been carried out in 2017 on the circuit or
- After an ITR test day had previously been carried in 2017 on the circuit or
- After the last DTM Event of the season 2017.

The registration in the test calendar is not visible for third parties, only the manufacturer registered will be informed by e-mail.

It is the responsibility of the organising manufacturer to settle the economical and organisational items.

It is not permitted to register and/or to organise camera tests in the week (beginning of the week = Monday) in which a DTM event 2017 begins.

10) Young Driver Test (YDT)

a) Young driver test days may only be carried out within the framework of a common test. Young driver tests are rides in DTM cars specifically registered for the YDT and which are driven outside the pit lane and after the roll-out of the common test exclusively by persons who have not driven a DTM car (for the interpretation of this rule, taxis are not deemed to be DTM cars) during a DTM event in any of the years 2012, 2013, 2014, 2015, 2016 and/or 2017.

b) All the organisational issues in relation to a YDT (date, track rental, organisation, insurances, track safety, timekeeping etc.) shall be organised by an ITR manufacturer or a company or an individual related to the company in co-ordination with the other ITR manufacturers.

The „Safety Prescriptions for DTM Test Days“ issued by the DSMB must be completely respected.

It is the responsibility of the ITR manufacturers to agree upon the economical and organisational items and to apply those.

DTM monocoque vehicles of all the ITR manufacturers are eligible to drive. The eligible number of cars per make is limited (see table in the following parts A to C). There is no obligation to participate but all the executed YDT days are considered to

be executed/ used and this applies to all the ITR manufacturers/ makes whether they have actually participated or not.

c) During the first YDT taking place after the 5th October 2017, each manufacturer or the team appointed by the manufacturer to carry out the YDT undertakes to give a driver of the Formula 3 European Championship 2017 the opportunity to participate in a test with a DTM car.

If this condition is not respected, the maximum YDT contingent will be reduced by one (1) day for the corresponding make.

d) All the YDT dates must be registered with the DMSB with an advance of at least 8 weeks before the test and be published on the data platform of the DMSB server (dtm.dmsb.de) in the test calendar. The DMSB shall immediately inform all of the manufacturers associated to the ITR by e-mail about the inclusion in the test calendar.

e) Irrespective of the conditions of the YDT all the manufacturers undertake to inform the DMSB and the Boards of the other ITR manufacturers immediately about any scheduled tests with potential future DTM drivers that are not carried out with a monocoque touring car (e.g. former DTM cars, GT3 or similar) at the latest 14 days before the scheduled date of the test.

Information must be given on the time, the place, the cars to be used and the participants in the test.

It is not permitted to register and/or to organise a Young Driver Test in the week (beginning of the week = Monday) in which a DTM event 2017 begins.

f) Should cars be additionally admitted for a YDT which comply with the 2017 Regulations, the below provisions will re-enter into force:

On each test day (for the interpretation of this rule, the day of the roll-out is not deemed to be a test day) each DTM car which complies with the provisions of the 2017 Technical Regulations may also be driven by drivers who do not comply with the requirements of Article 10 a) (Appendix 1 to the 2017 Sporting Regulations).

The following conditions are mandatory for these drivers/rides:

- The maximum of 10 timed laps (double crossing of the Line outside the pit lane without entering the pit lane in between) may be completed.
- Each time the car leaves the pit lane, the permitted number of timed laps is reduced by at least two (2), or rather by the actual number of timed laps which have been completed before re-entering the pit lane if more than two (2) timed laps are completed in a row.
- It is not permitted to leave the pit lane more than six times.

11) Promotion Test

Promotional tests are rides in DTM cars in which exclusively those persons may drive who, after impartial consideration, are not in a position to actually give perfor-

mance-related statements for the set-up of a DTM car (e.g. decision-makers, media representatives, celebrities etc.).

The number of promotional tests is not limited but any promotional test must be notified to the DMSB until 14 days before the scheduled date at the latest and be approved by the DMSB.

The DMSB will generally only approve such applications which are supported by all the Boards of the ITR manufacturers.

The following conditions must be respected for the running of a promotional test:

- The responsible manufacturer or the team appointed for the running shall invite a DMSB representative as observer for the duration of the promotion test (provided that the test is not carried out in an area which is off limits for external personnel).
- Any person which does not belong to the relevant target group may not drive the DTM car during a promotional test for more than 20 km.
- All cars must be equipped exclusively with Hankook tyres in accordance with the specification prescribed in 2016.

Promotional tests are permitted on tracks which are scheduled to host a Race in the season 2017 under the following conditions only:

- During a DTM event
- After an ITR test day had previously been carried out in 2017 on the circuit or
- After the last DTM Event of the season 2017 .

The ITR Board may also support the running of a promotional test if one or several of the aforementioned conditions do not apply.

The DMSB will approve any such applications only if, in the opinion of the DMSB, the running of the corresponding promotional test does not result in a performance advantage of the corresponding make or the corresponding team.

12) Test restrictions/bans

a) Any driving with DTM cars which are not covered by one of the aforementioned points 1.) to 11.) and during which speeds of more than 60 km/h are achieved are prohibited.

b) Any tests on vehicle test benches are prohibited. Any device on which driving conditions and/or operating conditions of a vehicle may be simulated without the automobile hereby simultaneously moving according to its wheel speed generated in the simulation is deemed to be a vehicle test bench.

The following is not considered to be a vehicle test bench:

- Wind tunnels, provided that no series of measurements are carried out with the vehicle engine running.

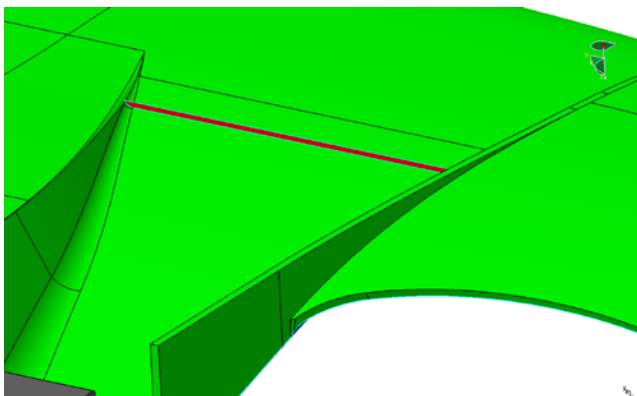
13) Diffuser blocking

The blocking of the front and rear diffuser according to drawings ZT1a and ZT1b is mandatory during demo, camera and taxi rides. The material used for the blocking must be airtight. The blockings must be solid and rigid and attached in parallel to plane VA.

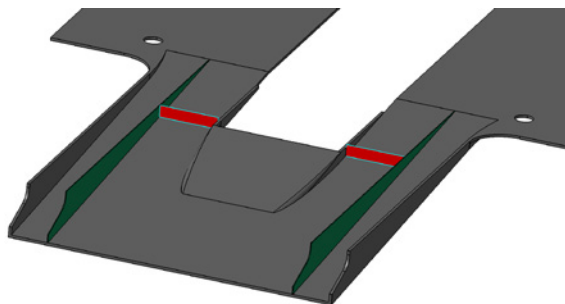
Aero specification 2017:

At the front diffuser at $x = -540$ mm in z minimum 6 mm high

At the rear diffuser at $x = 2750$ mm in z up to 0 downwards (= height approx. 42 mm)



ZT1b – Mandatory blocking (red) of the front diffuser for demo, camera and taxi rides



ZT1b – Mandatory blocking (red) of the rear diffuser for demo, camera and taxi rides

Table A – Pre-season tests

Pre-season tests are only permitted in the period between 1st January 2017 and 30th April 2017, unless otherwise stated in these Regulations. With the exception of common and/or ITR tests, pre-season tests may only be organised on race tracks for which no DTM Race is scheduled to take place in the DTM season 2017.

The following numbers of test days and cars are permitted:

Type of test	Maximum permitted number of days per make/manufacture	Maximum permitted cars per make and test day
Common test	6	1
Aero test	See Table D	
Tyre test	According to requirements	1
ITR test	4	One (1) for each registered team
Demo rides	No limitation	No limitation
Taxi rides	No limitation	No limitation
Camera rides	No limitation	No limitation
Pit stop practice	No limitation	No limitation
Promotion test	No limitation	No limitation

Table 16

Table B – Mid-season tests

Mid-season tests are only permitted in the period between the beginning of the first DTM event 2017 and the day of the last Race of the DTM season 2017.

Mid-season tests may only be organised on race tracks on which no more DTM Race is scheduled to take place in the remainder of the season 2017.

The following numbers of test days and cars are permitted:

Type of test	Maximum permitted number of days per make	Maximum permitted number of cars per make and test day
Common test	0	0
Aero test	See Table D	
Tyre test	According to requirements	According to requirements
Demo rides	No limitation	No limitation
Taxi rides	No limitation	No limitation
Camera rides	No limitation	No limitation
Pit stop practice	No limitation	No limitation
Promotion test	No limitation	No limitation

Table 17

Table C – Post-season tests with 2017 cars

Post-season tests are only permitted in the period between the day of the last Race in the DTM season 2017 and the 31st December 2017.

In „common post-season tests“, only cars complying with the conditions 1.) and 2.) or 3.) below may participate:

- 1) All the car parts seen in bottom view are in full compliance with the conditions of the DTM Technical Regulations 2017.
- 2) The rear wing fitted is in full compliance with the conditions of the DTM Technical Regulations 2017.
- 3) Should, at the moment of a common post-season test, the 2018 Technical Regulations not yet be finalized with reference to points 1.) and/or 2.), the DMSB will communicate the conditions to be respected by the cars eligible to participate by means of an Official Bulletin.

With the exception of common tests and/or ITR tests, post-season tests may only be organised on race tracks for which no DTM Race is scheduled to take place in the DTM season 2017.

The following number of test days and cars are eligible:

Type of test	Maximum permitted number of days per make	Maximum permitted number of 2017 cars per make and test day	Maximum permitted number of days per make	Maximum permitted number of 2018 cars per make and test day
Common tests	0	0	0	0
Aero tests	0		See Table D	
Young Driver Test (YDT)	0	0	0	0
Tyre test	According to requirements	0	According to requirements	0
Demo rides	No limitation	No limitation	No limitation	No limitation
Taxi rides	No limitation	No limitation	No limitation	No limitation
Camera rides	No limitation	No limitation	No limitation	No limitation
Pit stop practice	No limitation	No limitation	No limitation	No limitation
Promotion test	No limitation	No limitation	No limitation	No limitation

Table 18

Table D – Aero and wind tunnel tests

A Eligible period for the test	B Type of test	C Maximum permitted number of days per manufacturer	D Specific regulations
1st March 2017 up to 1st March 2018	Aero test pursuant to Article 5	3*	Only one car may be used per test day and manufacturer/ make. Exceptions see Article 5a).
1st March 2017 up to 1st March 2018	Full-scale wind tunnel pursuant to Article 5.1a)	3*	
1st March 2017 up to 1st March 2018	Model-scale wind tunnel test pursuant to Article 5.1 b)	19*	Exceptions: In the case of a change of the model wind tunnel pursuant to Article 5.1, the maximum number of days specified in column C of this Table is increased by 3 for the corresponding manufacturer. In no case is the maximum number of days for a manufacturer as specified in column C of this Table increased by more than 5.

Table 19

*There is the possibility:

a) to abstain individually from aero test days in order to thus increase the contingent of the maximum number of “full-scale” wind tunnel days. For one (1) additional “full-scale” wind tunnel test day, the contingent of eligible aero test days for the corresponding manufacturer is reduced by three (3) days.

It is hereby a condition that the corresponding manufacturer informs the DMSB about this intent until 14 days before the scheduled wind tunnel test at the latest.

b) to abstain individually from “full-scale” test days and to thus increase the contingent of the maximum number of “model-scale” wind tunnel test days. For one (1) additional “model-scale” wind tunnel test day, the contingent of eligible “full-scale” wind tunnel test days for the corresponding manufacturer is reduced by two (2) days.

It is hereby a condition that the corresponding manufacturer informs the DMSB about this intent until 14 days before the scheduled wind tunnel test at the latest.

The shifting of contingents in the opposite direction is neither possible for a) nor for b).

If a manufacturer does not make full use of the maximum number of days specified in Table 18 column C until the 28th December 2018, the days not used up to that moment will be adopted for the manufacturer into the test regulations 2018.

Wind tunnel test days defined in Table 19 under “Exceptions” may not be used for a shifting of contingents.

The provisions of the DTM Test Regulations Article 5 – Aero tests with the paragraphs c), d), e), f), g), i) and j) are applicable for aero tests pursuant to Table 19.

APPENDIX TO THE TEST REGULATIONS – PRESCRIPTIONS FOR DTM TEST DAYS

The following is recommended for all race tracks

1. Control and Safety

- The number of marshals should be determined so that there is a direct visual contact between the marshals over the complete distance of the track.
- All marshals should be equipped with a set of flags and with fire extinguishers.
- There should be a full track control via monitors in Race Control.

2. Medical provisions

- There must be at least one ambulance with doctor, fully operational.

3. Safety and rescue vehicles

- There should be at least one (1) S-car of the DMSB Staffel or an equally equipped vehicle with a team of 2 persons, fully operational.
- One tractor should be on stand-by.
- For official DTM test days, the above recommendations are mandatory.

4. The following conditions must moreover be fulfilled.

- The number of S-cars of the DMSB Staffel as specified by the DTM Safety Delegate must be on-site.
- There must be at least one doctor in the Medical Center.
- There must be at least one (1) fire-fighting vehicle of the fire brigades (for the track and the paddocks) on-site.
- One (1) suitable recovery vehicle must be available.

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DTM 2017 SPORTING REGULATIONS