

Learning module 1: Yellow flags + Code 60 Nordschleife

This module covers the setting up and dismantling of a Code 60 zone as well as accompanying a DMSB relay tow train, an ambulance, or a tow truck from a Code 60 zone on the Nordschleife during events subject to DPN.

Due to the large number of over 200 marshals, they cannot be controlled centrally by the race director. The marshals on the Nürburgring Nordschleife must therefore assess situations independently and react correctly on their own. The special flag regulations on the Nordschleife are specified in the circuit regulations, Appendix 2, Art. 5

1.1 Single waved yellow flag



The yellow flag is waved in the following situations:

- Accident/technical defect – vehicle is stationary next to the track or at the edge of the track
- Advance warning of Code 120
- Escort of a tow convoy (DMSB relay tows participant vehicle)
- Escort of tow trucks, guardrail repair service, ambulances and fire department
- DMSB relay secures slow-moving participant vehicle

Please also note:

- No overtaking between participants
- No speed limit
- At darkness: wave yellow board

1.2 Double waved yellow flag



The double yellow flags are waved in the following situations:

- Accident/technical defect – vehicle is on the track; track is completely or partially blocked
- Advance warning of Code 60

Please also note:

- No overtaking between participants
- Speed limit of 120 km/h
- At darkness: wave yellow board



A Code 60 sign/flag is displayed when, for example, the road is completely or partially blocked due to an accident or technical defect and there are people on or next to the road.

Before the Code 60 board/flag is displayed at an accident site, the double yellow flags must be displayed at this marshal post until the advance warning (double yellow flags) has been set up at the outpost. Only when coordination has been made by radio by the section management and the advance warning (double waved yellow flags) has been set up does the marshal switch to the flag signal Code 60 board/flag (held).

Existing flashlights must be switched off in Code 60 or double yellow zones

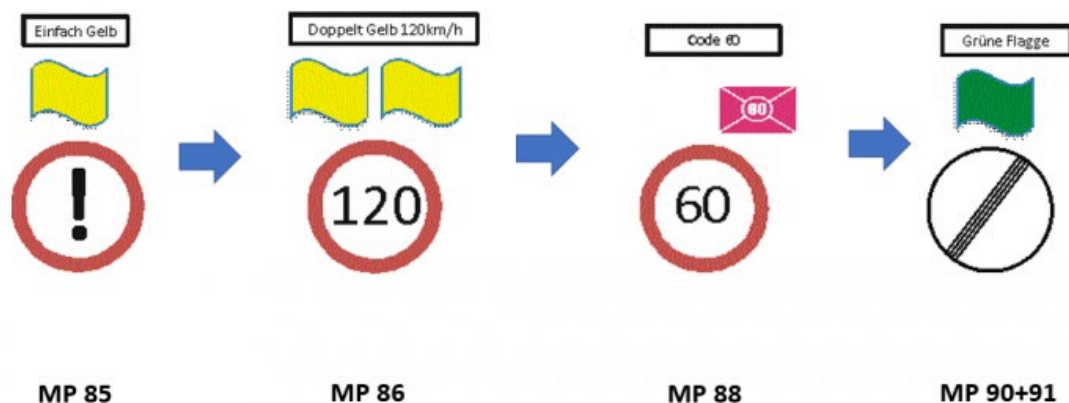
Example: Accident between marshals 133 and 134

The setup, dismantling, or modification of a Code 60 zone may only be carried out by the section manager:

Post 132 displays the single waved yellow flag.
Post 133 displays the double waved yellow flags.
Posts 134 and 135 display the waved green flags.

The driver of the vehicle involved in the accident gets out and a mobile track safety vehicle sets off to reach the accident site between marshals 133 and 134.

Marshal 131 displays the single waved yellow flag.
Marshal 132 displays the double waved yellow flags.
Marshal 133 displays the Code 60 board/flag (held).
Marshals 134 and 135 display the waved green flags.



Example video - failure to display double-swinging yellow flag:



The speed limit (60 km/h) can be lifted at the end of a Code 60 zone by a single or double yellow flag. The overtaking ban remains in force and the flag shown applies.

Decomposition:

Once the accident vehicle has been recovered, taken to the nearest parking area or exit by the DMSB team, and the track has been cleaned, the Code 60 zone will be lifted.

The responsible section manager is responsible for coordinating the removal of the Code 60 zone and informs all affected marshals about the upcoming removal of the Code 60 zone.

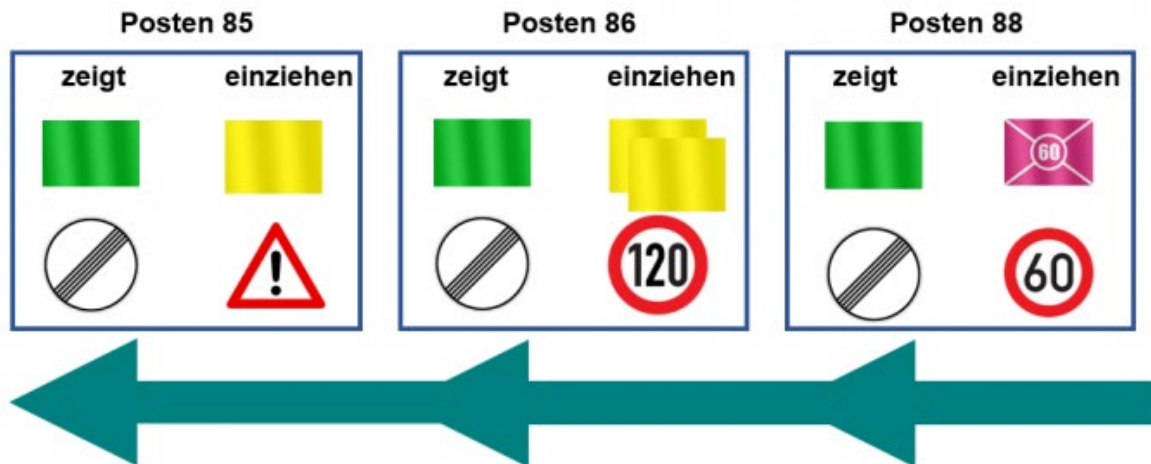
As the first marshal, marshal 133 displays the waved green flag, then marshal 132 displays the waved green flag, followed by marshal 131.

It is particularly important to note that the flag signal change does not take place while several vehicles are passing close behind one another (group).

Every participant should be able to clearly see the flag signals!

Upon receiving a radio signal from the section control, the marshals retract the green flags one after the other (again backwards).

Wenn eine Gefahrenstelle geräumt ist, zeigen alle Posten, welche an der Absicherung beteiligt waren, grüne Flaggen.
Die Auflösung erfolgt immer rückwärts nur auf Anweisung des Abschnittsleiters!!!



The valid regulation for lifting a Code 60 zone is shown in the illustration. As a general rule, the flag signal with the corresponding rules of conduct displayed at the previous marshal post applies to the following section of the Nordschleife. The mandatory lifting of a Code 60 zone with a green flag no longer applies. The cancellation of a Code 60 zone can therefore also be indicated with a single or double yellow flag. However, the overtaking ban between participants remains in place and is only lifted by a green flag.

The speed limit, on the other hand, is lifted by a single waved yellow flag in addition to the green flag.

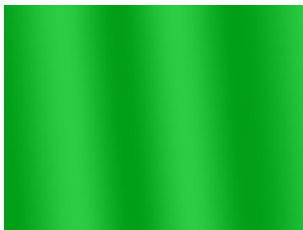
An example illustrates the rule:

- Marshal 131 shows the single yellow flag - the rule applies: no overtaking without a prescribed speed limit
- Marshal 132 shows the double yellow flag - the rule applies: no overtaking, maximum speed 120 km/h
- Marshal 133 displays the Code 60 flag/sign – the following applies: no overtaking, maximum speed 60 km/h
- Marshal 134 displays the single yellow flag (e.g. because a convoy is traveling on the following section of the track) – overtaking is still prohibited among participants, but the speed limit is lifted (i.e. acceleration is permitted again and the convoy may be overtaken)
- Marshals 135/136 display the green flag – the overtaking ban is lifted

Example video – no green:



1.4 Green Flag



The green flag (or green board in darkness) is waved to indicate that a situation has been resolved. The overtaking ban is lifted. Green is displayed when a Code 60 zone is removed in reverse from the accident site. It is recommended that the resolution of a dangerous situation be indicated by green flags at two consecutive marshal posts.

When a convoy leaves a Code 60 zone, the green flag is withdrawn at the end of the Code 60 zone and a yellow flag is displayed until the convoy has reached the next marshal post. For participants, this only means that the speed limit is lifted. Overtaking is still prohibited. This rule also applies to other mobile track safety vehicles (see Appendix 2 DMSB Circuit Regulations).

1.5 Towed convoy

ANIMATION: „Grundsätzlich“ + „Ausfahrt aus Code-60-Zone“

Escorting towed vehicles and similar:

If the DMSB relay team tows the accident vehicle out of the Code 60 zone (using a rope), marshals 134 and 135 switch to the waved yellow flag until the DMSB relay team reaches marshal 136 with the vehicle.

They then switch back to the waved green flag and report this to the section leader via radio.

Marshal 136 displays the waved yellow flag until the DMSB relay team has reached marshal 137 with the vehicle in tow (on the rope).

Behavior in a towed convoy:

- **The towed convoy may be overtaken.**
- **Overtaking is prohibited among participants.**
- **There is no speed limit, but the speed should be adjusted when overtaking so as not to endanger the towed convoy.**

Learning module 2: Safety and behavior

This module addresses the expectations regarding the behavior and equipment of a track safety officer, as well as safety aspects that must be observed, the most important of which should be emphasized right at the outset.

Guidelines for all track marshals:

- Personal safety always comes first!
- Your own safety is the top priority!
- Secure the area first, then report the incident, then provide assistance.

2.1 Track marshal staffing

Areas of application:

The track marshal can be deployed in the following areas:

- on the race track
- in the start and finish area
- in the pit area or in the paddock

On the Nordschleife, a track marshal must always be manned by at least two track marshals, and the main post by at least three track marshals.

Location at the marshal post:

The track safety officer is required to stand behind the second protective line (FIA fence). Unfortunately, this is not always possible at various marshal posts. If this occurs, the section manager must be notified immediately.

Below are a few photos showing where and how the track safety officer should NOT stand or act!





Example video:



You can find more videos on learning modules 1 and 2 in the video section of the course.

2.2 Conduct at the track marshal post

- The location of the track safety officer at the track marshal post specified in the track license is binding.
- After moving into the track marshal post, find out where the secondary posts are located.
- All equipment must be kept handy behind the safety equipment.
- Check that the seal on the fire extinguisher is intact and read the instructions.
- Please place personal belongings in the rear area. If there is a marshal's hut, personal belongings should be stored there.

As soon as you are ready for duty, inform the section leader.

Prohibitions at events:

- Open fires (barbecues/campfires) at the track are strictly prohibited.
- Working as a marshal can be dangerous. Always pay attention to your safety and act responsibly. This is not a family outing or a party among friends.
- Nothing may be attached to safety equipment such as FIA fences/guard rails (see following video). It is also not permitted to build behind guard rails.
- **Please never sit behind the guard rail during racing (DANGER TO LIFE)!**
- The race marshal's equipment does not include recording devices. Photography during the race at the track marshal post is prohibited. In addition, surfing the Internet or Social Media (Facebook, Twitter, etc.) is strictly prohibited. Concentrate on your task and act responsibly.

2.3 Equipment

Every sports official should have the following minimum equipment with them when on duty:

- Weatherproof, close-fitting clothing (no flag colors such as yellow or red), long sleeves, no short clothing
- Sturdy, closed-toe shoes, preferably ankle-high, heat-resistant, and with good tread
- protective gloves (finger gloves), heat-resistant if possible
- whistle
- food and drinks (no alcohol)
- possibly sun protection (sunglasses, cap, cream)
- writing implements
- hearing protection

If the organizer provides or recommends clothing, this must be worn.

Drug and alcohol consumption (including before the event) is strictly prohibited.

Equipment at the marshal post:

- 1 x set of flags (7 individual flags)
- 3 x fire extinguishers (powder/foam), 6 kg
- 1 x canister of oil binding agent
- 1 x broom
- 1 x Code 60 board/flag
- Each sports official must check that the equipment is complete and undamaged upon arrival at the marshal post.

Please handle the equipment with care.

2.4 Intervention Cars

Intervention Cars are used on the Nordschleife.

Intervention cars are essentially responsible for safety on the circuit – an intervention car secures dangerous situations on the Nordschleife for a limited time and in a limited area.

If necessary, an intervention car can also be replaced by vehicles from the DMSB squadron. In this case, they are subject to the same regulations as an intervention car.



Mobile intervention car:

Always with lights on – **marshals wave the white flag**. The intervention car may be on its way to an incident.



Behavior when the intervention car is moving:

1. The intervention car may be overtaken.
2. When overtaking other participants, particular caution must be exercised in the immediate vicinity of the intervention car.
3. There is no speed limit.
4. Speed must be adjusted when overtaking so as not to endanger the intervention car.

Standing intervention car:

Always with lights on – the marshals responsible for track safety either display **the double yellow flag or, on the instructions of the section leader, the Code 60 board/flag**.

Learning module 3: Communication (radio)

This module addresses the topic of communication—from the technology used to the content structure of messages.

The following basic rules apply to (digital) voice radio:

- Think—press—wait (approx. 1 second)—speak
- Only transmit when absolutely necessary
- Keep radio messages short and precise: WHO is doing WHAT and WHERE?

As track safety officials, you are the experts on site!

3.Radio



Pocket card:

Taschenkarte Nr. 1 Allgemeiner Funkbetrieb im Motorsport Durchführung des Sprechfunkbetriebes am Nürburgring



I. Grundlagen:

- Grundsatz beim (Digital-)Sprechfunk: **Denken, Drücken, Warten**(ca. 1s), Sprechen
- Nur funkten wenn unbedingt nötig!
- nach erster Alarmierung über Funk: Streckentelefon für Rückfragen nutzen
- Funkpruch kurz und präzise formulieren
- WER, TUT WAS, WANN, WO

• Inbetriebnahme des Funkgerätes:

1. Funkgerät einschalten(roter Hören) und Headset montieren
2. Akkuladestand überprüfen (ggf. wechseln)
3. Funktionsprüfung

• Abfrage der Arbeitsbereitschaft:

- o Die Arbeitsbereitschaft wird chronologisch im Abschnitt vom **Hauptposten** abgefragt
- o Es meldet **keinemal** selbstständig! (Funktisziplin)
- o Ausnahme: Bei besonderem Vorfall am Posten / auf der Strecke
- o Bei **keiner** Funkverbindung: Über nächsten Posten Meldung an HP

II. Der Funkpruch:

Streckenmeldung:

- **Posten Nr.:**
 - SÖFORT Tätigkeit / Flaggsignal melden
 - Anzahl, Art, Ort in Fahrtrichtung (links, rechts), Verhalten des Verunfallten
 - Start Nummer
 - Fahrer OK / Verletzt / Unbekannt?
 - Empfehlung an die **Race Control**:

Antwort:

- HP verstanden

ALLE am Vorfall beteiligten Posten melden postwendend das von ihnen gezeigte Flaggsignal über Funk (siehe bei III.1 Meldereihenfolge d. Flaggsignale bei Vorfall)

Gelbmeldung:

- HP für Posten A
- HP hört
- Posten A, eine Gelbmeldung
- HP verstanden **oder** warten Sie X min

- **StartNr X**
 - hat StartNr Y
 - um Uhrzeit
 - zwischen **Posten A & B**
 - **rechts/links** überholt
 - **Flaggsignale** an Posten A & B

Antwort:

- HP verstanden

III. Maßnahmen zur Koordinierung:

1. Meldereihenfolge d. Flaggsignale bei Vorfällen auf der Strecke (Bsp.: Code 60):

1. Posten mit direkter Beteiligung am Vorfall mit „Code 60“ (Posten X)
2. Vorposten mit „doppelt Gelb“ (X-1)
3. Vorposten „einfach Gelb“ (X-2)
4. Nachposten „Grün“ (X+1)

ALLE Flaggsignale sind zu quittieren, um ein einheitliches Lagebild für die RC, den HP und den AL, zu gewährleisten.

IV. Beispielmeldungen:

Streckenmeldung:

- **Posten 180**
 - Code 60
 - Zwei Teilnehmer, Einschlag, Fahrtrichtung links, Fahrer im Fahrzeug,
 - StartNr.: Eins, Zwei, Fünf und Drei, Sieben, Neun
 - Beide Fahrer Zustand unbekannt
 - Zwei Mal STAFFEL erforderlich

Antwort:

- HP verstanden

Gelbmeldung:

- HP für Posten 180
- HP hört
- Posten 180, eine Gelbmeldung
- HP verstanden
- **StartNr 367**
 - hat StartNr 124
 - um 15:16 Uhr
 - zwischen **Posten 180 & 180a**
 - **rechts** überholt
 - **Flaggsignale:** P179 EG; P180 DG; P180a C60; P181 G

Antwort:

- HP verstanden

V. Allgemeines:

- Der erste Posten im Abschnitt meldet das Einfahren eines Schleppverbandes, Neit, Bongard, RTW
- Meldung wenn sich für weitere Rettungskräfte relevante Vorkommnisse ereignen:
 - z.B. Fahrer verlässt Fahrzeug
 - Austritt Betriebsmittel
 - Immer melden wenn die Staffel o.Ä. eingetroffen ist:
 - Flaggsignale können sich ändern
 - Meldereihenfolge weiterhin beachten!

Radio message/track report:

1. Post number
2. Report activity/flag signal immediately
3. Number, type, location in direction of travel (left, right), condition of the injured person
4. Start number
5. Driver OK/injured/unknown
6. Recommendation to Race Control (E-Unit, relay)
7. Response: HP understood

Example report:

1. Post 180
2. Yellow
3. Two participants, impact, driving direction left, driver in vehicle
4. Start numbers: one, two, five, and three, seven, nine
5. Condition of both drivers unknown
6. Two relays required

Always take **all** points of the report into account!

Radio message/yellow flag message:

1. HP for marshal A
2. HP listening
3. Marshal A, yellow flag message
4. HP understood or wait x minutes
5. Start number x
6. has start number y
7. at time
8. between marshals A & B
9. overtaken on the right/left
10. flag signals at marshals A & B
11. Response: HP understood

Always take **all** points of the message into account!

Example message:

1. HP for marshal 18
2. HP listening
3. Marshal 180, a yellow flag
4. HP understood
5. Details:
 1. Car number 367
 2. has car number 124
 3. at 3:16 p.m.
 4. between marshals 180 & 180a
 5. overtaking on the right
 6. Flag signals: P179 SY; P180 DY; P180a C60, P181 G
6. HP Understood

General:

- Check operational readiness via HP (recommendation)
- The first marshal in the section reports the arrival of a tow convoy
- Report any incidents that may be relevant to other rescue personnel
 1. e.g., driver leaves his vehicle
 2. Leakage of operating fluids
- Always report when the relay team or similar has arrived
 1. Flag signals may change
 2. Continue to observe the reporting sequence!