

# ***DTM TROPHY*** ***REGULATIONS '20***

***DTM | ITR*** GMBH



## General Regulations for Series run on Circuits / Automobile Sport

(Issued: 09.03.2020)

Name of the Series:

**DTM Trophy**

DMSB Visa Number:

**612/20**

**Status of the Series/Events: International**

### Preface:

In the Season 2020 ITR GmbH announces a race series for vehicles in the FIA Group E2-SH and FIA Group E2-SC. Series-near GT vehicles with rear-wheel-drive shall be used. The power-to-weight ratio is limited to at least 3.00 kg/bhp.

In the 2020 season, a total of 12 races will be held at six international events. The races will take place on Saturdays and Sundays over 30 minutes plus one further round.

The competitions include a driver's championship, a XP championship (experienced driver category), a junior championship and a team championship.

In the following, Participant shall always refer to drivers and competitors (teams).

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# **Table of Contents**

## **Part 1 Sporting Regulations**

- 1. Introduction**
- 2. Organisation**
  - 2.1 Details on titles and awards of the Series
  - 2.2 Name of the parent ASN
  - 2.3 ASN Visa/Registration Number
  - 2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)
  - 2.5 Composition of the organising committee
  - 2.6 List of Officials (Permanent Stewards)
- 3. Regulations and Legal Basis of the Series**
  - 3.1 Official language
  - 3.2 Responsibility, modification of the regulations, cancellation of the event
- 4. Entries**
  - 4.1 Registrations/entries, entry closing date and obligation to participate
  - 4.2 Entry fees for the season and per event
  - 4.3 Competition-numbers
- 5. Licences**
  - 5.1 Required grade of licence
  - 5.2 Conditions for entrants outside their national territory
- 6. Insurance; Liability exclusion and disclaimer**
  - 6.1 Organiser's/promoter's insurance
  - 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability, Disclaimer of the vehicle owner
- 7. Events**
  - 7.1 Calendar of events
  - 7.2 Maximum number of cars authorised
  - 7.3 Running of the events
    - a) Practice
    - b) Qualification
    - c) Starting modes
    - d) Races
- 8. Classification**
  - 8.1 Scale of points
  - 8.2 Equality of points
- 9. Private practice and testing**
- 10. Administrative checks**
  - 10.1 Timetable administrative checks
  - 10.2 Drivers meeting/briefing
- 11. Scrutineering/Technical checks**
  - 11.1 Repair, sealing and marking of vehicle parts
  - 11.2 Timetable Scrutineering/ Technical checks

- 12. Race**
  - 12.1 Use of wet-weather tyres
  - 12.2 Maximum number of persons working on a car and safety equipment
  - 12.3 Pit stop safety and competitor's responsibility when starting from the pit area
- 13. Title, prize money and trophies**
  - 13.1 Title overall winner
  - 13.2 Prize money and trophies
- 14. Protests and appeals**
- 15. Exclusion of jurisdiction of a court and limitation of liability**
- 16. TV rights/ Advertising and television rights**
- 17. Specific regulations**
- 18. Incidents**
- 19. Penalties**
- 20. Tyres**
- 21. Balance of Performance (BoP)**

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

- 1.1 Summary of the eligible groups/ classes
- 1.2 Principles of the Technical Regulations in conformity with
- 1.3 General/Preamble
- 1.4 Driver's equipment
- 1.5 General, Permitted modifications and installations
- 1.6 Minimum weights and ballast
- 1.7 Equivalence formula for supercharged engines
- 1.8 Exhaust prescriptions
- 1.9 Noise regulations
- 1.10 Advertising on the driver's equipment/on the race car and start numbers
- 1.11 Safety equipment
- 1.12 Fuel and single fuel
  - 1.12.1 Fuel controls
  - 1.12.2 Refuelling, Refuelling installations and control
- 1.13 Technical definitions
- 1.14 Minimum ride height

### **2. Specific technical regulations**

- 2.1 General
- 2.2 Engine
  - 2.2.1 Exhaust system
- 2.3 Transmission
- 2.4 Braking system
- 2.5 Steering
- 2.6 Suspension
- 2.7 Wheels (Flange + rim) and tyres
- 2.8 Bodywork and dimensions
  - a) External Bodywork (including windows)
  - b) Cockpit
  - c) Additional accessories
- 2.9 Aerodynamic devices
- 2.10 Electrical equipment
- 2.11 Fuel circuit
- 2.12 Lubrication system
- 2.13 Data transmission
- 2.14 Miscellaneous

## **Part 3 Attachments/Drawings**

Attachment 1: Sticker regulations

**The present Regulations consist of 30 pages and 1 attachment.**

## **Part 1 Sporting Regulations**

### **1. Introduction**

The DTM Trophy series is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

ITR GmbH, hereinafter referred to as series organiser, organises the DTM Trophy for the year 2020.

#### **2.2 Name of the parent ASN**

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

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 09.03.2020 with visa number 612/20.

#### **2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)**

##### **Overall responsibility:**

##### **Frederic Elsner**

Director Business Unit Event ITR GmbH  
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##### **Contacts:**

##### **Marnie Neutard**

Senior Specialist Operations Event ITR GmbH

##### **Series Manager DTM Trophy**

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**Paddock and Logistics DTM Trophy**

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**2.5 Composition of the organising committee**

Frederic Elsner, Marnie Neutard, Joachim Franz

**2.6 List of Officials (Permanent Stewards)  
(see also relevant Supplementary Event Regulations)**

N/A

**3. Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- MSB Legal System and Code of Procedure (RuVO)
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency
- (WADA/NADA-Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other provisions issued by the FIA and by the DMSB

**3.1 Official language**

German

Only the German and DMSB approved text of the Regulations will be binding.

**3.2 Responsibility, modification of the regulations, cancellation of the event**

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility

under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

#### **4. Entries**

##### **4.1 Registrations/entries, entry closing date and obligation to participate**

Competitors and drivers may submit their application to be admitted to the DTM Trophy by using the provided entry form.

The completely filled in and signed entry form must be sent until the 01.06.2020, 12:00 p.m. to the following address:

ITR GmbH  
c/o Marnie Neutard  
Epplestraße 225  
70567 Stuttgart

Alternatively, the online entry form is also available at the following link: [www.dtm.com](http://www.dtm.com) (DTM Trophy area)

The series organiser reserves the right to accept late entry forms.

With the submission of the entry form, entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the DTM Trophy series (block entry).

With the registration, entrant and/or driver undertake to participate in all the events.

The organiser reserves the right to cancel the entire DTM Trophy series if less than 15 participants registered for the series.

##### **4.2 Entry fees for the season and per event**

The registration/entry fees as well as a possible deposit are payable as specified on the entry form. The following registration/entry fees are payable by the participants:

€23,000 plus VAT (if applicable).

The entry fee is due immediately upon registration. If ITR receives entries after the end of the entry deadline, the entry fee payable increases automatically to €28,000 plus VAT.

Upon registering to enter, all drivers and entrants declare their agreement that all of their picture and advertising rights arising in connection with their involvement in the DTM Trophy can be used by ITR GmbH for marketing the DTM Trophy throughout the year 2020 and beyond free of charge (see the Organisational Regulations of the DTM Trophy).



To participate in the series, the entrants must register with ITR GmbH and transfer the entry fees to the bank account of ITR GmbH.

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BIC: SOLADEST600  
LBBW / BW-Bank Stuttgart  
Subject: DTM Trophy 2020

(The right of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13)

All the accepted participants will receive a written confirmation of their registration.  
The series organiser reserves the right to refuse entry forms, with having to give reasons.

### **4.3 Competition-numbers**

The participants will get permanent competition-numbers from the series organiser for the whole season

## **5. Licences**

### **5.1 Required grade of licence**

#### **a) Drivers**

Drivers holding an International entrant's and driver's licence for the year 2020 issued by the DMSB or by another ASN affiliated to the FIA Grade

☒ A, ☒ B, ☒ C, ☒ D, ☐ C/D-historic,  
who are registered for the DTM Trophy and have paid the registration fees are eligible.

#### **b) Entrants**

Entrants wishing to register with the driver must be in possession of an international commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2020 and have paid the registration fees.

#### **c) DMSB-Sponsor-Card**

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams.

#### **d) Guest drivers**

ITR GmbH may admit guest drivers with a valid

☒ International entrant's and driver's licence in accordance with Article 5.1 for its race events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of this Series Regulations and the relevant Supplementary Event Regulations. Priority in the acceptance of entries will be given to the registered participants.

### **Specific conditions / regulations for guest drivers**

The series permits individual entries (guest drivers). These guest drivers are not entitled to score points.

The entry fee is €5,000 plus VAT per event. The guest driver is not officially registered until the fees have been received by ITR GmbH in the account specified below.

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Subject: DTM Trophy 2020

#### **e) Age regulations**

In accordance with the valid DMSB Licence Regulations

### **5.2 Conditions for entrants outside their national territory**

For events with the status International DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN. This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

## **6. Insurance; Liability exclusion and disclaimer**

### **6.1 Organiser's/promoter's insurance**

In accordance with DMSB Event Regulations

### **6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability, Disclaimer of the vehicle owner**

In accordance with DMSB Event Regulations

## **7. Events**

### **7.1 Calendar of events**

The complete series start as part of the supporting programme of the DTM 2020.

- 01.- 02. August 2020 Spa Francorchamps (BE)
- 21.- 23. August 2020 Lausitzring
- 11.- 13. September 2020 Nürburgring GP
- 18.- 20. September 2020 Nürburgring Sprint
- 16.- 18. October 2020 Zolder (BE)
- 06.- 08. November 2020 Hockenheimring

### **7.2 Maximum number of cars authorised**

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

### **7.3 Running of the events**

#### **a) Practice**

Two free practice session/s of 30 to 45 Minutes and two-timed practice sessions/s of 20 Minutes are scheduled for each event.

Each driver must complete at least one timed practice lap/s. Failure to provide evidence may result in the non-admission to start.

### **b) Qualification**

The fastest lap time in Qualifying 1 determines the starting line-up for race 1.

The fastest lap time in Qualifying 2 determines the starting line-up for race 2.

If, due to exceptional circumstances, that qualifying 2 does not take place, the qualifying 1 for the starting line-up of race 2 will be used. If a qualifying cannot take place, the order of the starting line-up will be determined on the basis of the scoreboard for the driver's championship. Guest starters are sorted behind the registered drivers in the order of the receipt of the entry. The guest starter which entered first has the first position after the last registered driver etc.

The minimum qualification to be admitted to the start results from the fastest lap time in the official timed practice plus 10 %.

Any driver failing to comply with these criteria will generally not be admitted to the start. The final decision shall be taken by the clerk of the course.

### **c) Starting modes**

The races will be started as follows:

☒ Rolling start (Indianapolis start)

### **d) Races**

The races will run over the distance of 30 minutes + 1 lap

The finish line applies both to the track and to the pit lane.

## **8. Classification**

### **8.1 Scale of points**

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

In order to be classified a driver who has taken the start must have completed at least 75% of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	=	full points
At least 50% of the scheduled distance	=	half points
Less than 50% of the scheduled distance	=	no points

A classification will only be established if at least 10 cars have taken the start to the race

The following points will be awarded for the races:

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

Non-registered drivers (Guest drivers) do not receive points. The following registered drivers move upward in the rankings.

The first three (top 3) of the qualifying receive the following points in addition to the regular score:

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

All the results achieved in the qualifying races will be taken into consideration for the classification established at the end of the year. There are no void results.

## **8.2 Equality of points**

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

## **9. Private practice and testing**

From the Monday prior to commencement of a DTM Trophy event, tests by a registered driver and/or team or entrant are prohibited on the respective track. The test-ban does not apply to tests organised by the ITR GmbH.

Violations of the test restriction will be reported and penalised by Stewards.

## **10. Administrative checks**

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- authorisation to take part in events abroad
- Medical aptitude form

### **10.1 Timetable administrative checks**

See relevant Supplementary Event Regulations or official notice board.

### **10.2 Drivers meeting/briefing**

The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event.

An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 250 euros without any particular penalty procedure.

## **11. Scrutineering/Technical checks**

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be presented:

- Technical passport
- Certificate for rollover structure
- ITR Specification Sheet DTM Trophy

### **11.1 Repair, sealing and marking of vehicle parts**

Only sealed engines are permitted.

The weight of bodywork parts may not differ from that of the manufacturer's original part. The weight of the original parts can be found in the manufacturer's parts catalogue and any necessary reference part can be requested from the manufacturer.

Repairs are allowed.

An increase in weight of more than 15% is no longer regarded as a repair.

### **11.2 Timetable Scrutineering/ Technical checks**

#### **Timetable**

See relevant Supplementary Event Regulations or official notice board.

#### **Scrutineering**

**11.2.1** Before beginning of the free practice sessions for any event, each vehicle must be submitted for scrutineering and technical checks at the times specified in the schedule. Only the vehicles that have been approved by the Technical Scrutineers may participate in the corresponding DTM Trophy event.

Every participant must notify the Technical Delegate in writing about which DTM Trophy specification the vehicle complies with before commencement of the technical checks.

The submission of a vehicle for technical checks is regarded implicit confirmation on the part of the participants that the vehicle in question complies with all aspects of the technical regulations and the corresponding DTM Trophy specification.

The engine of every vehicle must be prepared for lead sealing during the technical checks in accordance with the DTM Trophy specifications.

**11.2.2** The technical checks at a DTM Trophy event are carried out in the respective team tents in accordance with the schedule. Unless the Stewards grant contrary approval, entrants who fail to submit their vehicle within the specified time period for technical scrutineering, will not be permitted to participate in the event.

**11.2.3** A vehicle is not considered to be accepted until the corresponding compliance mark has been applied by the Technical Scrutineers. Vehicles that do not comply with the technical regulations will not receive technical acceptance.

**11.2.4** If, after the technical acceptance, a vehicle has been damaged or modified all converted to such an extent that its compliance with the technical regulations and/or the safety regulations can be questioned, it must be presented the Technical Scrutineers for re-approval without further request.

**11.2.5** All vehicles must be made available for further investigation at any time during the event, even after the technical acceptance. The tyres labelled for the corresponding vehicle and the relevant event must be made to the Technical Delegate upon request at any time during the event.

**11.2.6** Vehicles or parts thereof can also be examined after an event in coordination with the Stewards and the Technical Delegate and also outside the venue by the Technical Scrutineers or by persons mandated by the DMSB. The Stewards will be informed of the results of this inspection. The results will remain provisional until their decision.

**11.2.7** If the vehicle does not comply with the regulations, the entrant bears all costs, e.g. for final acceptance, dismounting, transportation costs, performance measurement, etc.

**11.2.8** If a vehicle loses a part during the qualifying or race, the weight of this part can be taken into account during weighing. After coordination with the Technical Delegate, it is left to the discretion of Stewards, whether and which lost part is taken into account when weighing.

**11.2.9** The Technical Scrutineers may carry out inspections on competing vehicles at any time, even immediately before the vehicle leaves pit lane. The entrant must be prepared for the corresponding time involved.

**11.2.10** The Race Director can order a technical investigation of any vehicle involved in an incident (section 18).

**11.2.11** The correct presentation of the series sponsors and the start numbers in accordance with the Organisational Regulations of the DTM Trophy (Attachment 1) are checked during the technical approval. The participants will be granted a deadline until the beginning of the first qualifying to rectify any complaints.

### **11.3 Technical inspections**

#### **11.3.1 Tyre inspections**

**a)** Before the tyres are issued to the participants, a reference sample is taken from the tyre contingent for this event at every event.

**b)** Lockable, gas-tight sample containers are used for the tyre samples. Three sample containers are filled and are distributed as follows:

- one container for the organiser,
- one container for the tyre supplier.
- one container for the Technical Scrutineers for investigation

The sample containers are labelled and sealed.

**c)** The tyres used during a DTM Trophy event must comply with the tyre manufacturer's specifications at all times during the event. The Technical Delegate or the Technical Scrutineers are entitled to take tyre samples from the competing vehicles at any time during the event. Lockable, gas-tight sample containers are used for the tyre samples. Three sample containers are filled for each tyre inspection and are distributed as follows:

- one container for the Technical Scrutineers for investigation,
- one container for the organiser,
- one container for the participant.

The sample containers are labelled and sealed.

#### **11.3.2 Inspection of the vehicle, splitter, diffuser and other height dimensions**

All vehicles must comply with the minimum ride heights according to the BoP or specifications at all times during the event. The measurement is made using the equipment available to the Technical Scrutineers (measuring roller) on the measuring surface for the technical acceptance without fuel and without driver. The entrant may increase the tyre pressure to 1.5 bar for the measurement.

### **11.3.3 Inspection of the software version of the engine, ABS and other control units**

In consultation with the corresponding vehicle manufacturer, all relevant control units can be read out on location or sent in for investigation.

### **11.3.4 Engine inspections**

The engine inspections are carried out in coordination with the respective vehicle manufacturer. Accordingly, the engines in question are sealed during an event (cylinder head with cylinder block and the oil pan with engine block). The subsequent examination is carried out in consultation with the entrant and manufacturer after the relevant event. The entrant must provide the ability to affix the lead seal.

### **11.3.5 Transmission inspection**

A gearbox can be sealed during an event to verify its compliance with the corresponding specifications. The subsequent examination is carried out in consultation with the entrant after the relevant event.

To check the ratio, the transmission can be inspected during the event using an I-meter.

## **12. Race**

### **12.1 Use of wet-weather tyres**

The use of wet-weather tyres is allowed as soon as the Race Director declares a race as "wet race" and this is displayed accordingly.

### **12.2 Maximum number of persons working on a car and safety equipment**

Not applicable

### **12.3 Pit stop safety and competitor's responsibility when starting from the pit area**

During each practice session, a green and red light is located at the pit lane exit. The vehicles may only leave the pit lane when the light is green. In addition, a blue flag and/or a flashing blue light is shown at the pit lane exit to indicate to the drivers at the pit lane exit when a vehicle is approaching on the track.

At the beginning of a session, the vehicles may not use the fast lane until the light at the end of the pit lane is green.

In the event of any breach of this driving regulation, the following penalties may be imposed by the Race Director:

- (1) The training time for the vehicle in question is reduced by 10 minutes during training.
- (2) The fastest lap time during the qualifying is disregarded for the specific part of the qualifying.

The vehicles must enter the pit stop station via the fast lane. Passing a vehicle, which briefly blocks the fast lane (e.g. when being pushed into the box by team members) is prohibited. Adherence to the maximum permissible speed is monitored. The results of the speed measurement are judges' decision. Throughout the entire event, the maximum permissible speed in the pit lane between the two marks (pit entry/pit exit) is 50 km/h. Changes to the maximum permissible speed in the pit lane for safety reasons is in discretion of the Race Director in accordance with the Stewards and will be announced via bulletin.

Exceeding the speed limit in the pit lane is punished by the Race Director as follows:

During the training and qualifying:

- Exceeded by a maximum of 10 km/h: Fine of €100 plus €15 per 1 km/h exceeded
- Exceeded by more than 10 km/h: A fine of €250 plus a penalty of 3 grid positions for the next race

During the races:

- At least a drive-through penalty

During a DTM Trophy event, climbing onto the protective fences of the pit wall is prohibited, especially at the end of the race. Teams that violate these regulations may be punished from the Stewards.

The Stewards reserve the right to impose further penalties, especially in the case of hazardous or repeated violations during the season.

### **13. Title, prize money and trophies**

#### **13.1 Title overall winner**

- (1) The driver with the highest score after all of the races in the DTM Trophy is awarded the title:

##### **DTM Trophy Champion 2020**

All of the official results of the events from the year 2020 are considered.

- (2) The team with the highest score at the end of season is awarded the title:

##### **DTM Trophy Team Champion 2020**

The score is based on the team's best-ranked vehicle (entrant). Lower-ranked vehicles belonging to the team are not taken into account. Following teams move up the table.

If a driver leaves the championship or the team changes the driver within the season, the team retains the points for which the respective driver previously earned them.

All of the final results of the events from the year 2020 are considered.

- (3) At the end of the season, the best junior of the year 1998, aged up to and including 22 years, is awarded the title

##### **DTM Junior Trophy Champion 2020**

All final results from the races in 2020 are taken into account.

- (4) **Additional ranking: DTM XP Trophy Champion**

The best drivers who fulfil all the following criteria will be awarded as **DTM XP Trophy Champion** at the end of the season (**experienced driver category**).

Criteria for this category:

- Drivers of FIA category silver, gold or platinum will not be eligible for the XP category.



- Drivers of the FIA-category bronze could apply for the XP category; the application will be judged by the organizing committee.

Points will be scored according Art. 8.1. Non-registered drivers to this category will not receive points for this category.

The following drivers move upwards in the rankings for the experienced driver category.

- (5) If there are less than ten (10) competitors in a race, 50% of the points in § 8.1 will be awarded.

## 13.2 Prize money and trophies

### **DTM Junior Trophy**

The following material prizes are announced for all drivers of the DTM Junior Trophy in accordance with the season completion table:

1st place	13 sets of slick tyres
2nd place	7 sets of slick tyres
3rd place	5 sets of slick tyres
4th place	3 sets of slick tyres
5th place	2 sets of slick tyres

The material prizes in the DTM Junior Trophy are available for the corresponding drivers exclusively for a season entry (registration 2021) in the DTM Trophy 2021. The material prizes can only be redeemed at the corresponding races for the DTM Trophy 2021. A maximum of 2 sets of tyres can be used per race weekend and 3 sets during the first weekend.

The winner of the DTM Junior Trophy also receives an invitation to a DTM test.

### **DTM Trophy:**

The following prize money is earmarked for the 3 best-placed drivers in the overall DTM Trophy ranking:

1st place 75,000 EUR  
2nd place 50,000 EUR  
3rd place 25,000 EUR

## 14. Protests and appeals

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

Protest deposit - payable to the relevant ASN:

International: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

International status €1,500.00

Appeal to the FIA – payable to the FIA: €6,000.00

(acc. to FIA Judicial and Disciplinary Rules)

+ additional fee charged by the DMSB for an international appeal (FIA) €3,000.00

(Protest and Appeal deposits are free of tax)

## **15. Exclusion of jurisdiction of a court and limitation of liability**

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the Stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

## **16. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with ITR GmbH including the pictures which are adopted by television broadcasts of the DTM Trophy.

All television rights of the DTM Trophy including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with ITR GmbH.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the ITR GmbH is prohibited.

## **17. Specific regulations**

There are no additional Specific Series Regulations.

## **18. Incidents**

**18.1** "Incident" refers to every incident or series of incidents which affect one or more drivers and which:

- are investigated by the Race Director where a penalty is issued
- justifies a report from the Race Director to the Stewards
- is investigated and/or penalised by the Stewards

This includes:

- incidents that require the interruption of the race
- breaches of these sporting rules
- false starts
- starts from an incorrect starting position
- collisions
- pushing aside other participants
- blocking other participants
- preventing overtaking manoeuvres
- leaving the track with a competitive advantage
- violating the rules of the pit stop and mandatory pit stop

**18.2** In the event of a clear violation of the driving rules and code of conduct by a driver during the event, the incident is generally investigated and decided immediately under the supervision of the Race Director. If a more detailed examination is required and/or in the case of serious violations, the Race Director examines the incident after the relevant part of the event and submits a report to the Stewards with the required evidence.

If a driver/entrant was involved in an incident, he is not permitted to leave the event venue without the permission of the Stewards or the Race Director.

### **18.3** Ranking penalties that can be issued:

- Change to the starting position
- Disqualification from scoring (training laps, training times, race results)
- Drive-through penalty
- Ten second stop-and-go time penalty

The Race Director issues penalties without following a specific procedure. They are part of the regulatory authority of the Race Director and are announced during the competitions by displaying the penalty or added time before the results notification or by changing the results. In special circumstances, a Race Director can issue penalties lower than the threatened wrecking penalty or refrain from issuing a ranking penalty at his judgement. The right of the Stewards to issue penalties and/or fines remains unaffected by this regulation.

**18.4** A penalty issued by the Race Director can be reviewed by the Stewards if protest is submitted in accordance with proper procedure. The Stewards are not bound to the decision of the Race Director and can also change this decision to the disadvantage of the affected party and also decide on one or more additional penalties.

If the ranking penalty is due to a situation, that justifies imposing one or more penalties, these can be issued by the Stewards and/or the sports court independently of protest proceedings or a decision from the Race Director. The Race Director is obliged to inform the Stewards immediately about ranking penalties.

**18.5** The ranking penalties described in the following are announced as defined in section 18. From the time of the announcement of the ranking penalty, the corresponding driver may only cross the finish line outside the pit lane a maximum of two times leaving the track to receive the penalty. If the request to leave the track to receive the penalty is not followed, the affected driver is shown the black flag due to a decision by the Stewards.

#### **18.6** Drive-through penalty

After the 'Drive Through' sign has been displayed, the corresponding driver must drive into the pit lane to complete the drive-through penalty and must drive through the pit lane without stopping, while observing the mandatory speed limit.

#### **18.7** Ten second stop-and-go time penalty

After the "stop-and-go" sign has been displayed, the corresponding driver must drive into the pit lane and stop in front of his box to complete the 10 second stop-and-go time penalty. He must stop for at least 10 seconds before he is permitted to drive off again. The specified speed limit applies when entering and exiting the pit lane. The Race Director can also extend the duration of stopping time. The participant is responsible for compliance with the assigned stopping time.

**18.8** In the case of penalties in accordance with section 18.6 and 18.7, the vehicle is subject to the parc ferme regulations from the time it enters the pit lane until it leaves the pit lane. Only exception: Connecting a booster cable is permissible.

**18.9** If a drive-through penalty is announced at a time at which the race leader only has to complete 7 minutes or less of the planned duration, the corresponding driver may decide whether he leaves the track for the penalty or accepts a 30 second time penalty on his overall time instead.

**18.10** If a ten second stop-and-go time penalty is announced at a time at which the race leader only has to complete 7 minutes or less of the planned duration, the corresponding driver may decide whether he leaves the track for the penalty or accepts a 40 second time penalty on his overall time instead. In the event of a longer stop time, the added time is increased accordingly.

If the driver leaves the track for the penalty, the corresponding driver must then cross the finish line at least once more outside the pit lane before being flagged in. Failure to comply with this regulation is penalised with an additional time penalty of 30 seconds.

**18.11** In less severe cases, the Race Director can refrain from imposing one of the above-mentioned ranking penalties (see sections 18.6, 18.7, 18.10) if the unfairly obtained competitive advantage is returned.

The Race Director can demand that the driver who violated the rules immediately return the advantage gained. Allowing the vehicle overtaken to pass completely is regarded as returning the advantage. The corresponding information is displayed to the participants on page 7 of the timekeeping monitors.

If the corresponding driver does not use the opportunity to return the advantage gained in violation of the rules, a ranking penalty is imposed as per section 18.6, 18.7 or 18.10.

The corresponding information is displayed to the participants on page 7 of the timekeeping monitors.

**18.12** Protests against the following decisions of the Race Director are not permissible:

- Drive-through penalty (section 18.6)
- Ten second stop-and-go time penalty (section 18.7)

## **19. Penalties**

**19.1** The Stewards can impose every one of the penalties described in these regulations as an alternative or in addition to the penalties defined in the ISG. Any violation of the rules reported to the Stewards can be reason for a penalty. The Stewards can impose probationary penalties.

**19.2** A participant can be penalised by the Stewards by changing the start position for the current or one or more following events.

Every driver who receives three (3) reprimands during the same season is moved back ten (10) positions on the starting grid for the next race after the third warning has been given. If the third reprimand is given because of an incident during a race, this loss of position on the starting grid is applied for the next race which the driver participates in.

If the sixth (6) reprimand is given to a driver during the same season, the driver must start the next race from the pit lane. If the sixth (6) reprimand is given because of an incident during a race, this loss of position on the starting grid is applied for the next race which the driver participates in. After a loss of position on the starting grid, all reprimands as per this section are deleted.

**19.3** Fines must be paid to the DMSB within 48 hours of notification.

**19.4** No appeals are permissible against the following decision of the Stewards:

- Drive-through penalty, even if imposed through additional time.

## **20. Tyres**

**20.1** Only tyres from the permanent series equipment provider are permissible.

Only the tyre types approved by ITR for use with the corresponding vehicle type (size, design, blend) may be used.

The tread or the profile of the tyres must not be modified or recut. The tyres may not be chemically, mechanically or thermally treated. This prohibition also applies to the use of microwave and/or infra-red systems.

Only exceptions:

- Cooling of the tyres by means of water
- Contamination (stones/pick-up) on the surface of the slick tyres may be removed using thermal-mechanical scrapers.

Every device or action to increase the tyre temperature above the ambient temperature is prohibited. Covering the tyres on the starting grid is not permitted.

Only chemically unchanged ambient air or nitrogen may be used to inflate the tyres.

**20.2** All slick tyres must include a label (barcode) applied during production which enables the unambiguous identification of every individual tyre. Before the free practice for a DTM Trophy event, the slick tyres permitted at this event are recorded by the Technical Scrutineers using the barcode labels.

The following applies:

- All newly registered tyres must be taken from the tyre supplier's storage at the event location.
- Tyres registered by the Technical Scrutineers may not be taken back by the tyre supplier.
- The participants will receive corresponding reports with the recorded barcode numbers for review and signing.

### **20.3 Slick tyres**

- a) Vehicles that participate in a DTM Trophy event for the first time are assigned a maximum of three new sets of tyres (one set consists of two front and two rear tyres) for the free practice, qualifying and the races.
- b) For the second and every further DTM Trophy event which the vehicle participates in, the vehicle will be assigned a maximum of two new sets of tyres for the free practice, qualifying and the races. No more than two sets of tyres can be nominated for the free practice which were assigned to the vehicle at a previous event. The Technical Delegate or his representative must be notified of the barcode numbers of these tyres in writing before the beginning of the event.
- c) If vehicles utilise identical front and rear tyres, there is a clear and binding allocation to the axle by means of barcode numbers. Use on any other axle than the assigned axle is not permitted.
- d) At no time may a vehicle drive on the race track with slick tyres that have not been issued for this vehicle and this event
- e) Without the approval of the Technical Delegate, replacing tyres that have been assigned by the Technical Scrutineers at a DTM Trophy Event is not permitted. Approval can only be granted in the event that tyre damage is the result of the production process as confirmed by the tyre manufacturer.
- f) Each vehicle can be assigned a maximum of two additional new tyres throughout the entire season, each as a replacement for one damaged tyre. The damaged tyre must be presented to the Technical Delegate or his representative before replacement.

### **20.4 Wet-weather tyres**

- a) The number of wet-weather tyres is optional.
- b) Wet-weather tyres may only be used during training, qualifying or a race after the Race Director has declared the session a "wet practice"/"wet race"/"wet track"

### **20.5 Tyre change**

If a damaged tyre is changed during qualifying or a race, the Technical Delegate or his representative must be informed immediately. The damaged tyre is immediately secured by a Technical Scrutineer or an assistant from the technical approval.

**20.6** The Technical Scrutineers and the official helpers from the organizer are entitled to check the labelling and regulatory compliance of the tyres used at any time during an event. All participants must enable these checks and provide the necessary support.

**20.7** The Technical Delegate has the right to replace any desired tyres on individual vehicles with tyres from the tyre manufacturer's storage at any time during the event up to 2 hours before the qualifying and/or the race.

**20.8** Tyres that have been assigned to a vehicle for an event in accordance with section 20.3a Tyres must be stored in a location in the team tent which is visible at all times as soon as the team has assumed responsibility for these tyres. Storing the tyres on trailers, in vehicles or in other rooms or behind screening walls is not permitted.

**20.9** A breach of the previous regulations in the use of tyres without correct labelling can be penalised with a loss of position on the starting grid or disqualification from scoring in the race. The Stewards are entitled to impose further sanctions.

## **21. Balance of Performance (BoP)**

**21.1** A bulletin is published before every event which defines the classification of the vehicles for upcoming events. The following performance parameters can be modified:

- Minimum vehicle weight
- Diameter of the air restrictor(s)
- Ride heights
- Tyre widths
- Boost pressure
- ECU mapping

The balance of performance is generally announced at the latest one week before the beginning of the corresponding event.

During the first and second event, changes to the balance of performance are also possible during the course of the event until the end of the second event day.

**21.2** Where specified by the Balance of Performance, the vehicles must be equipped with one or two air restrictors in accordance with the respective DTM Trophy specifications.

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

In the DTM Trophy, only those vehicles which must comply with the technical specifications of these regulations are used.

Only rear-wheel drive vehicles according to FIA groups E2-SH and E2-SC are permitted, which have a valid DTM Trophy specification.

The DTM Trophy specification is issued after examination by ITR GmbH - provided that the vehicle concerned has participated in the BoP classification and that ITR GmbH believes it fits into the starting field.

The power-to-weight ratio is limited to at least 3.00 kg/bhp.

#### **1.2 Principles of the Technical Regulations in conformity with**

- Art. 277 of the Appendix J (FIA ISC)
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- DTM Trophy Specifications

National regulations of the DMSB deviating from the FIA safety regulations are not valid for series and events with the status "International". The safety regulations as per section 1.11 of these regulations apply.

#### **1.3 General/Preamble**

**Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

#### **1.4 Driver's equipment**

The wearing of overalls homologated to the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Chapter III, Art. 3.1, Appendix L of the ISC) is compulsory.

Furthermore, the use of a FIA-head restraint (e.g. HANS®) according to Chapter III, Art. 3.3 of Appendix L (ISC) is compulsory.

#### **1.5 General, Permitted modifications and installations**

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. Screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

## **1.6 Minimum weights and ballast**

### **Minimum weight**

ITR reserves the right to adjust the minimum weight of every vehicle type during the course of the Balance of Performance. The minimum weight must be complied with at all times during the event, in particular when crossing the finish line. Carrying ballast on board the vehicle is permitted in order to achieve the minimum weight.

The minimum weight required for a vehicle without a driver and without fuel is as follows:

Minimum weight according to BoP + driver differential weight according to Article 1.6.

### **Ballast**

Ballast must be attached in the vehicle in accordance with the safety regulations of the current Appendix J (ISG) section 253.16. The ballast must be attached in such a way that it can be sealed by the Technical Scrutineers and can only be removed using tools.

Any ballast that changes its position while the vehicle is in motion is prohibited.

The additional weight or ballast must fulfil the following requirements in addition to the requirements as per ISG Appendix J article 253-16:

In addition to above regulations ballast must fulfil the following requirements:

- Ballast must consist of stackable metal plates according to drawing 257A-1 (Art. 257.4, Appendix J)
- The plates must be fastened in the passenger compartment with five M12 screws.

### **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 in which the car was selected for weighing;
- the driver difference weight is applicable.
- The driver minimum weight is 84 kg (tolerance: -2 kg).

### **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 or at the moment in which it was selected for weighing) is less than 84 kg, the driver difference weight (in relation to 84 kg) must be attached in form of ballast.

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

### **DMSB Note:**

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.



## **1.7 Equivalence formula for supercharged engines**

N/A

## **1.8 Exhaust prescriptions**

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter, homologated by DMSB or FIA, in compliance with the DMSB exhaust prescriptions (Art. 15).

## **1.9 Noise regulations**

The maximum permitted noise limits are 138 dB(A) measured in compliance with the LWA procedure and 106 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events)

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

## **1.10 Advertising on the driver's equipment/on the race car and start numbers**

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

**IMPORTANT NOTE:** Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

Under consideration of the FIA/DMSB prescriptions for start number and advertising on the race car, the following advertising is compulsory on the race car. (See also attachment 1 to these Regulations).

ITR GmbH has the right to attach its own labelling or the labelling of partners in the form of corresponding stickers to surfaces of the vehicles. The specified stickers on the vehicles are illustrated in Attachment 1 for every vehicle type. The contrast of the sponsor logo to the colour of the surface must be guaranteed.

The official sponsoring surfaces as illustrated in Attachment 1 must be implemented. A minimum spacing of 50 mm between the official sponsoring surfaces of ITR GmbH and the team's own sponsors must be complied with. Surfaces which are not specified as official sponsoring surfaces are available to the participants.

The vehicle stickers must comply with the aforementioned conditions during all DTM Trophy events, during official test drives, at exhibitions and in photo and video material.

The staff numbers and Start number carriers must be attached as illustrated in Attachment 1. Only the series stickers and staff numbers provided by ITR GmbH may be used.

During the technical checks, the correct attachment of the series sponsors and start numbers is checked.

In addition, ITR GmbH is entitled to check the correct attachment at any time.

For the driver's equipment the following specific advertising regulations apply: (See also attachment 1 Sticker Regulations to these Regulations).

ITR GmbH has the right to attach its own labelling or the labelling of partners of the series in the form of corresponding patches or print files on surfaces of the driver's equipment. The official sponsoring logos must be attached or printed as shown in Attachment 1 and may not be changed in any way. Patches must be attached with non-flammable thread (Nomex) (as per the DMSB manual).

The official sponsoring surfaces as illustrated in Attachment 1 must be implemented. No sponsors of the participants may be attached to these surfaces. A spacing of 10 mm to the official sponsoring surface must be complied with. All other surfaces of the driver's overalls are available to the participants.

The driver's overalls must comply with the aforementioned conditions during all DTM Trophy events, during official test drives, at exhibitions and in photo and video material.

Only the patches or logo files provided by ITR GmbH may be used. Series sponsors which are printed on the driver's equipment must be reviewed in advance by ITR GmbH. The series sponsor logos may not be printed until approval has been granted by ITR GmbH. Furthermore, the correct attachment of series sponsor patches or printed series sponsor logos is also checked during the technical checks.

In addition, ITR GmbH is entitled to check the correct attachment at any time.

### **1.11 Safety equipment**

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- ☐ Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- ☒ Oil catch tank in compliance with Art. 259.7.4
- ☒ Fuel cell ventilation in compliance with Art. 253.3.4
- ☒ Double circuit braking system in compliance with Art. 253.4
- ☒ Additional safety fastener in compliance with Art. 253.5
- ☒ Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- ☐ Manual extinguisher in compliance with Art. 253.7.3
- ☒ Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- ☒ Safety cage in compliance with Art. 253.8
- ☐ Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- ☒ Safety cage in compliance with Art. 277
- ☒ Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- ☒ Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- ☐ Safety foil on the windows in compliance with the DMSB prescriptions
- ☒ Windshield made of laminated glass
- ☐ Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- ☐ Additional safety fixing devices for windshield in compliance with Art. 253.12
- ☒ General circuit breaker in compliance with Art. 253.13
- ☒ Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- ☐ FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- ☐ Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- ☒ Seats and attachments in compliance with Art. 253.16

- ☐ Headrest in compliance with Art. 259.14.4
- ☐ Rear light in compliance with Art. 275.14.5
- ☒ Reverse gear in compliance with Art. 275.9.3
- ☒ Prohibition of pressure control valves in compliance with Art. 253.17
- ☒ Article 277
- ☐ In compliance with the Appendix K to the ISC

Note:

For events abroad, the series organizer is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

## **1.12 Fuel and single fuel**

The following single fuel must be used:

Only the fuel specified by ITR for the corresponding events may be used. At no point during the event and after the technical approval may any of the vehicles which have received technical approval contain any fuel other than the specified fuel. The fuel provided against payment is unleaded Super Plus and corresponds to at least DIN EN-228. Any change to the specified fuel is prohibited. For example, no substances may be added, removed or their concentration changed. Any mixture with other fuels is prohibited; even if this fuel had been assigned at one of the past events.

The fuel specified by ITR for all ITR events in the 2020 season will be delivered by tba.

In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

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

### **1.12.1 Fuel controls**

At any time during the events, the Technical Scrutineers may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part).

- a)** At the event, a reference sample of the fuel specified in the regulations for this event will be taken at the racetrack. If the fuel is stored at the racetrack in multiple containers (the chambers of a tank of vehicle are not considered multiple containers in the sense of these regulations), then a reference sample is taken from every container.

Lockable, gas-tight and fuel-tight sample containers are used for the sample containers. Three sample containers are filled and are distributed as follows:

- one container for the Technical Scrutineers for investigation,
- one container for the organiser,
- one container for the fuel supplier.

The sample containers are labelled and sealed.

- b)** The competing vehicles must still have enough fuel in the fuel tank at all times during the event, in particular after the qualification and after every race, that 2.0 kg of fuel can be removed as a sample via the connection defined in section 1.11.2.
- c)** The Technical Delegate or the Technical Scrutineers are entitled to take fuel samples from the competing vehicles at any time during the event. Lockable, gas-tight and fuel-tight

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

- one container for the Technical Scrutineers for investigation,
- one container for the organiser,
- one container for the participant.

The sample containers are labelled and sealed.

- d) If the specified fuel has been distributed at the racetrack by the fuel supplier from multiple containers, samples from all of these containers will be used for a comparison with the samples removed from a competing vehicle.

### **1.12.2 Refuelling, Refuelling installations and control**

The fuelling and defuelling of a vehicle during a session (training, qualifying, race) or on the starting grid of a race is prohibited.

The refuelling of the competing vehicles as of the pre-start until exiting the parc fermé is prohibited during both the qualifying and also during the race.

All of the vehicles must be equipped with a self-sealing fuel sample connection which enables the Technical Scrutineers to remove fuel from the fuel container. The fuel sample connection must be located directly in front of the fuel rail and must be a type approved by the FIA (position and type as per FIA technical list No.5).

It must be possible to fit a hose onto this connection which reaches from outside the vehicle to the ground and which is equipped with a blocking valve.

### **1.13 Technical definitions**

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

### **1.14 Minimum ride height**

All vehicles must have the required minimum ride height in accordance with the current BOP at all times during the event. The measurement is made using the equipment available to the Technical Scrutineers (measuring roller) on the measuring surface for the technical acceptance without fuel and without driver. The entrant may increase the tyre pressure to 1.5 bar for the measurement.

## **2. Specific technical regulations**

### **2.1 General**

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

### **2.2 Engine**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue. Only sealed engines are permitted.

### **2.2.1 Exhaust system**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

### **2.3 Transmission**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

### **2.4 Braking system**

In accordance with the DTM Trophy specifications, as per Art. 253-4.1 and the manufacturer's parts catalogue.

### **2.5 Steering**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

### **2.6 Suspension**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

### **2.7 Wheels (Flange + rim) and tyres**

Wheels: In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

Tyres: The tyre type and tyre size is determined by the tyre supplier (Hankook). Only the tyres provided by the tyre supplier Hankook are permitted.

### **2.8 Bodywork and dimensions**

#### **a) External bodywork (including windows)**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

Bodywork includes all parts of the vehicle in contact with the exterior airflow. With the exception of the air supply to the combustion chamber, the exterior airflow ends 20 mm behind the outer edges of bodywork openings. The surfaces of the air supply which are in contact with the airflow to the cylinder head are considered to be bodywork.

Covering or closing gaps and openings as well as connection points in the bodywork with tape, silicone or other materials is prohibited.

Up to 50% of the surface of grilles in the bodywork openings may be closed with tape solely for the purpose of temperature regulation. Every opening is considered separately for the calculation.

The Technical Delegate has the right to permit the use of tape on the bodywork for repair purposes.

The use of tape is permitted on parts that do not count as bodywork.

## **b) Cockpit**

The driver must be able to exit the vehicle from his normal sitting position within 7 seconds through the driver's door and in 9 seconds through the passenger door. For the test, the driver must wear all of the driver's equipment including the seatbelt, the steering wheel must be assembled and the doors must be closed.

## **c) Additional accessories**

N/A

## **2.9 Aerodynamic devices**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

## **2.10 Electrical equipment**

### **Transponder**

The transponder must be attached in the front section of the vehicle. The precise attachment as well as the designation of the transponder (type) is determined by the timekeeping for each event.

### **Data logger**

Every vehicle must be equipped with an operational and functional data logger including sensors in accordance with ITR specifications. The participant bears the costs of the data logger.

The memory card slot on the data logger is sealed by the Technical Scrutineer before the beginning of the first free practice session. The participant is responsible for ensuring that the seal remains undamaged and is not removed until the end of the event. Only the Technical Scrutineer is permitted to remove any data, data cards or suchlike.

### **Incident Cam**

At the request of ITR, every participant is required to install a functional and operational (capable of image and data collection and recording) incident camera (in accordance with the ITR specifications) in the vehicle in such a way that the images provided by the camera simultaneously show the steering wheel (in its entirety) as well as the area in front of the vehicle (view through the windscreen). The Technical Delegate has the right to specify a change in the position of the camera and the viewing angle. The participant bears the costs.

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

The required memory card is provided by ITR and installed during the technical scrutineering for a DTM Trophy Event by the Technical Scrutineer.

The memory card slot is sealed by the Technical Scrutineer before the beginning of each qualifying and race. The participant is responsible for ensuring that the memory card is in the slot when the slot is sealed and that the seal remains undamaged and is not removed until the end of the parc fermé of the corresponding session. Until the end of the parc fermé of the corresponding session, the memory card may only be removed by a Technical Scrutineer. Furthermore, the participant is responsible for ensuring that no data is deleted from the memory card until the end of the event.

The camera must be installed in accordance with the DMSB specifications (Art. 3.17, "Technik allgemein", blue part of the DMSB-Handbuch). In any case, the voltage supply must be ensured for "ignition on".

### **2.11 Fuel circuit**

Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3

### **2.12 Lubrication system**

In accordance with the DTM Trophy specifications and the manufacturer's parts catalogue.

### **2.13 Data transmission**

Apart from the following exceptions, no data transfer between the vehicle and the outside world is permissible:

- Voice radio
- TV cameras specified by the organiser
- Transponder for timekeeping

Telemetry systems are explicitly prohibited.

If the organiser specifies further systems which require data transfer, these must be approved by the Technical Scrutineer.

### **2.14 Miscellaneous**

N/A

## **Part 3 Attachments/Drawings**

Attachment 1: Sticker regulations

<https://dtm.com/de/dtm-trophy>