

Attachment 1 to the Manufacturer Licence 2019

DMSB Prescriptions Control Tyre Procedure for the VLN, the 24h-Qualifikationsrennen and the 24h Race 2019

(As at: 28.02.2019 – Significant changes compared to the previous year are shown in italics)

For vehicle classes in which commercially available tyres pursuant to the “DMSB List of Eligible Tyres Nürburgring Nordschleife” are not mandatory, i.e. for SPX, SP Pro and GT3 vehicles of the homologation years from 2010, these DMSB Prescriptions are mandatory for the VLN events and the 24h Race including the 24h Qualifikationsrennen at the Nürburgring Nordschleife.

The corresponding tyre manufacturers must be in possession of a current DMSB Manufacturer Licence 2019 and be included in the DMSB List of Manufacturers.

With the conclusion of the DMSB Licence Agreement, the manufacturers confirm their agreement to the purchase option in accordance with these Prescriptions. Any refusal shall be considered as an infringement of the Prescriptions which will result in a penalty applied by the DMSB.

Applications for DMSB Manufacturer Licences shall be submitted to the DMSB Technical Department: technik@dmsb.de.

In any case of doubt only the German version of the attachments is binding.

I. BASIC PRINCIPLES:

- a) Each manufacturer shall submit one control slick tyre per specification at each event. The definition for the specification of a tyre can be found in the Attachment 1 to these Prescriptions.
- b) All tyres must be provided with a bar code applied on sidewall and be identifiable, the so-called FIA barcode shall be sufficient for this purpose. *The corresponding specification must be identifiable by means of the information on the tyre and be of permanent nature.*
- c) Until Thursday, 16:00hrs before the corresponding event, the tyre manufacturers shall supply the DMSB with a list of the specifications intended to be used by using the available form; *minor changes of the specification (concerning the maximum of 4 specifications) may be notified until Friday, 19:30hrs before the event (see also paragraph III, point 1). For late submission of the aforementioned list to the DMSB with regard to that deadline (from Thursday 16:01hrs to Thursday 23:59hrs), a surcharge at the amount of 1,000 € (VAT of 19% to be added) will be charged by the DMSB to the corresponding tyre manufacturer. The invoice of the costs will be issued by the Deutsche Motorsport Wirtschaftsdienst GmbH. Only these tyre specifications notified and deposited within the applicable time limit shall be eligible for the corresponding event and are considered as approved by the DMSB. The specification limitation as per point d) must hereby be respected. Any lists **submitted to the DMSB** at a later time (from Friday 0:00hrs) cannot be considered for the corresponding event.*

Amended deadlines which will be communicated by the DMSB to the tyre manufacturers in due time shall apply for the 24h Race and for the 24h Qualifikationsrennen.

Note: Until *Monday, 12:00hrs* before the date of the event (amended deadlines shall apply for the 24h Qualifikationsrennen and for the 24h Race), the teams shall notify to the organiser and to the tyre manufacturer which tyre brand they will be using for the

corresponding car, indicating the start number, during the complete event. This brand must be maintained throughout the entire duration of the event.

d) **Maximum permitted Specifications per Season**

The maximum of **6** specifications per vehicle model and axis shall be eligible for the season 2019 (VLN, 24h Qualifikationsrennen and 24h Race) in accordance with the below formula.

$\text{SPEC}_{\max} \text{ FA} = n_{\text{veh.-model}} \times Z$
$\text{SPEC}_{\max} \text{ RA} = n_{\text{veh.-model}} \times Z$

Z = Number of tyre specifications per vehicle model; **Z = 6**
SPEC_{max} FA = Maximum number of tyre specifications front axle
SPEC_{max} RA = Maximum number of tyre specifications rear axle
n_{veh.-model} = Number of vehicle models equipped by the tyre manufacturer (vehicle homologation.);
A vehicle model is defined by the homologation number.

Note: For 2020, the maximum number Z shall be reduced onto 5 specifications; for 2021 onto 4 specifications pursuant to the aforementioned formula.

Bonus Regulations:

- In addition to the aforementioned number Z, one (1) additional tyre specification may be used **for new vehicle homologations**. New vehicle homologations shall be defined by a new FIA homologation with new homologation number.
- In addition to the aforementioned number Z, one (1) additional tyre specification may be used for **new tyre manufacturers**. For the purpose of these provisions, manufacturers which have not been involved in the control tyre procedure or which have not equipped cars in the classes SPX, SP Pro or SP 9/GT3 vehicles during the last 5 years are considered to be new tyre manufacturers.

Maximum permitted number of Specifications per Event

The maximum Number of 5 Specifications per Car-Modell and -axis are permitted per Event according to the scheme d) and are to be indicated in the DMSB stored list (see Art. I.c). Per event max. **three** of the 5 different specifications are used per vehicle model and axle of the established tire brand.

The two specifications which are not to be used must be communicated to the responsible Scrutineer by means of an updated of the so-called "Box1" list before the **beginning of the qualifying practice** and deleted from the respective so-called team documentation lists (see Art. II) In addition, the respective stored sample tires are to be outsourced at the Scrutineering area (usually Box 1).

- e) Commitment to the tyre brand: the maximum of one (1) change of the tyre brand per vehicle is allowed from VLN1 to and including the 24h Race 2019. After the 24h Race, the tyre partner may be changed as often as required.
- f) Each tyre manufacturer shall appoint one responsible representative for the corresponding event. The Stewards must have received this nomination until 19:30hrs on the Friday evening of the event.

II. CONDITIONS:

Starting from VLN-1, each manufacturer shall submit one slick tyre per specification at scrutineering (normally in garage 1) as control tyre, together with a numbered list (allocation of the tyres to the teams and vehicle models, in accordance with the DMSB master form)

Furthermore, the appropriate tyre manufacturer shall inform the corresponding team manager or his representative about the specifications of the tyres submitted as control tyres. The corresponding team shall record an allocation of the tyres to the respective start number. (DMSB master form and DMSB Bulletin).

Note: It is the responsibility of the teams themselves to record the use of the various tyre specifications on the DMSB form immediately after tyre fitting and to submit the document after the practice and after the races to the DMSB Officials upon their request so that an investigation under sporting law can be conducted at any time.

The participants shall submit the completed lists at the assigned office at the latest 30 minutes after the opening of the Parc Fermé or after the practice sessions (same as for data logger).

The stored control tyres may be purchased through the Stewards by another tyre manufacturer within a defined time window at a standard price. Only tyre manufacturers participating in the control tyre procedure for the VLN, the 24h Qualifikationsrennen and the 24h Race 2019 and having provided tyres which have actually been used at the corresponding event are vested with the right to purchase.

The maximum of 3 control tyres in total of different brands/manufacturers may be purchased by each tyre manufacturer, the purchase of tyres of the own make is hereby excluded.

Ex.: Manufacturer **A** requests the purchase of one control tyre each of the **manufacturers X, Y and Z**.

Moreover, a tyre manufacturer may exercise this purchase option at no more than 2 events per season (maximum 3 tyres per event). Any additional purchases are subject to the written approval of the DMSB.

The standard price for each control tyre is set at **500€, legal VAT of 19% to be added**.

Note: Efforts are currently underway to substitute the aforementioned lists (so-called Garage 1 List and tyre recording list) with an online recording. As soon as this online recording is available, it will substitute the lists to be used currently. The deadlines for the nomination of the tyre specifications remains unaffected. The DMSB will inform the manufacturer licence holders accordingly as soon as the online recording is available.

III. PROCEDURE FOR THE PURCHASE OF CONTROL TYRES

The mandatory procedure as well as the obligatory purchase option of control tyres is as follows:

1. Submission of the tyre list (DMSB form, see Art. I.) including all **SLICK tyre specifications** which are intended to be used in the corresponding event as well as submission of one control tyre respectively from this list by the tyre manufacturer at scrutineering to the Technical Delegate or the Chief Scrutineer. The submission of the tyres including acknowledgement of receipt of the tyres and of the list must take place during scrutineering and until **19:30hrs on the Friday evening** at the latest. The corresponding deadline for the 24h Qualifikationsrennen and for the 24h Race will accordingly be posted on the Official Notice Board and/or published in the Timetable.
Only these tyre specifications may be used during the race including the timed practice. Any late registration of tyres is not accepted.
The DMSB reserves the right to request in advance an information of the tyre specifications scheduled to be used for the next event.
2. The DMSB approved tyre manufacturers must notify their request to purchase (with specification of the corresponding tyre designation) to the Stewards in writing (DMSB form) at the latest 30 minutes after the publication of the provisional classification. The purchase option expires after this 30-minutes deadline.
Entitled to purchase are only competitors of the corresponding class (SPX, SP Pro and GT3 vehicles) and the maximum of one (1) tyre per competitor as well as the total of 3 tyres of different brands may be purchased at each event. This option is available for each manufacturer at the maximum of 2 events, see also paragraph II.
In addition to and without prejudice to existing requests to purchase, the DMSB - through their Stewards on-site - has the right to withhold, free of charge, submitted control tyres as well as tyres used during the event for subsequent checking purposes. Any such right shall also be asserted within the aforementioned deadline. The withholding of tyres by the Stewards ex-officio shall take precedence over any other requests to purchase.
3. After the expiry of the aforementioned deadline, the Stewards shall inform the buyer and the seller about the further procedures. Should there be several parties interested in one and the same tyre, a decision shall be taken by the drawing of lots. The drawing of lots shall be performed by the Stewards; no legal remedy is accepted against the result.
Before the submission of the tyres, the buyer and the seller shall have the possibility to check the required tyre specification. This shall be performed through inspection of the corresponding column in the team recording lists for comparison purpose of the exact identification/specification used by the team and allocated by the Stewards to the purchase option.

Upon the submission of the purchase price to the Stewards in cash or the written confirmation to the Stewards about the option "sale on account", an accompanying document (attachment 2) will be completed and shall be signed by the buyer and the seller and then be submitted by the buyer to the Technical Delegate or the Chief Scrutineer in order to collect the acquired control tyre/s. This procedure shall be completed until 60 minutes after the publication of the classification. After this 60-minutes deadline, the buyer's right to purchase as well as the payment submitted to the Stewards are forfeit. In the case of the option "sale on account", the buyer and the seller are themselves responsible for the correct transaction of the buying process on account following the submission of the control tyre.

All control tyres which have not been collected upon presentation of the signed accompanying document (see 3.) within the 60-minutes deadline must be collected by the corresponding tyre manufacturer immediately after the 60-minutes deadline.

4. Upon presentation of the completely signed accompanying document (attachment 2), the seller shall receive the sales price paid to the Stewards or the confirmation of "sale on account" signed both by the buyer and the seller within the 60-minutes deadline.

IV. TYRE SPECIFICATIONS

The specification of a tyre is defined by the following criteria. If any of these criteria is changed, this is considered to be a different tyre specification.

General Information

1. Manufacturer (brand name)
2. Product name
3. Type of tyre (slick)
4. Classification of the tyre rubber (e. g. soft, medium, hard)
5. Tyre sizes
6. Intended usage, where applicable (front/rear axle, engine/driving axle (e. g. FH, MH, FF) or vehicle type (e.g. BMW M6 GT3))
7. Manufacturer code/additional information, where applicable (e.g. speed indices)
8. Tyre weight deviating by more than 6%

Tyre Construction:

1. Tread/belt assembly
 - a) Tread (Cap/Base-geometry and corresponding composition, details on pattern, where applicable (e.g. portion of negative tread pattern))
 - b) Jointless cap plies (material, number of windings)
 - c) Steel cord for belt plies (number of belt plies, wire diameter)
2. Casing
 - a) Textile cord ply (number and material of the fabric linings, cord angle)
 - b) Inner liner information, where appropriate
 - c) Side wall (material)
 - d) Bead apex (material)
 - e) Bead core (geometry of the steel wire package)
 - f) Bead reinforcement (number and material of the fabric layers)

Composition:

1. Rubber (natural rubber, styrene-butadiene rubber)
2. Fillers (e.g. carbon black, chalk)
3. Reinforcing materials (e.g. steel, rayon, nylon, polyester, aramid)
4. Plasticizers (e.g. oils, resins)
5. Chemicals
 - a) For vulcanisation (e.g. sulphur, accelerator, zinc oxide)
 - b) As anti-ageing agent/ material fatigue
 - c) Other