



## **2022 Sporting Regulations**

1. GENERAL PROVISIONS .....	5
1.1. Foreword .....	5
1.2. Regulations .....	6
1.3 General conditions.....	6
1.4 Series Competitions .....	7
2. ORGANISATION.....	8
2.1 Organiser.....	8
2.2 Organisation of Competitions.....	8
2.3 Insurance.....	8
2.4 Officials and Delegates.....	9
3. ENTRIES, CATEGORISATION, CREWS.....	11
3.1 General provisions.....	11
3.2 Entry procedure .....	12
3.3 Entry fees and financial conditions.....	13
3.4 Categorisation of drivers.....	14
3.5 Model and category changes during the season.....	14
4. GENERAL DISCIPLINE AND COMPETITORS' OBLIGATIONS.....	15
4.1 General discipline .....	15
4.2 Set-up in the paddock and pits .....	17
4.3 Promoter's prescriptions for the arrangement of the pits.....	18
4.4 Competitors' promotional obligations .....	19
4.5 Competitors' media obligations .....	20
5. CHECKS AND CONTROLS .....	20
5.1 Administrative checks and scrutineering.....	20
5.2 Competences of the Scrutineers.....	21
5.3 Specific technical checks and controls.....	21
6. TECHNICAL REGULATIONS .....	22
6.1 Eligible cars .....	22
6.2 Fuel .....	23
6.3 Equivalence systems (technologies and performance) .....	23
6.4 Systems and equipment imposed by the Regulations and bulletins: .....	24
6.5 Tyres .....	25
6.6 Lights.....	26
7. MANDATORY SIGNAGE AND ADVERTISING.....	26
7.1 Signage affixed to the cars .....	26
7.2 Signage affixed to the drivers and mechanics' overalls.....	28
8. TESTING.....	29

8.1 Official collective testing .....	29
9. GENERAL PRESCRIPTIONS CONCERNING THE COMPETITIONS.....	30
9.1 Discipline and what to do in case of a problem with the car .....	30
9.2 General Prescriptions concerning Safety Cars .....	33
9.3 Briefings and Track Walks .....	33
10. FREE PRACTICE AND QUALIFYING PRACTICE .....	33
10.1 General provisions.....	33
10.2 Qualifying practice .....	34
11. START OF THE RACE .....	35
11.1 Starting grid .....	35
11.2 Starting procedure .....	37
11.3 Starting the race behind the Safety Car .....	39
12. PIT LANE, PIT STOPS AND INTERVENTIONS ON THE CAR .....	39
12.1 General prescriptions concerning safety .....	39
12.2 Pit stops.....	40
12.3 Interventions on the car .....	42
12.4 Pit stops peculiarities of the Asian Le Mans Series .....	42
13. DRIVING TIME DURING A RACE .....	43
13.1 General principles.....	43
13.3 Composition of the crews .....	43
14. STOPPING AND NEUTRALISATION OF A SESSION .....	43
14.1 General provisions concerning the red flag procedure .....	43
14.2 Stopping of practice (red flag procedure) .....	44
14.3 Suspension of the race (red flag procedure) .....	44
14.4 Resuming a suspended race (end of the red flag procedure).....	45
14.5 Neutralisation of the race: Full Course Yellow (FCY) .....	46
14.6 Neutralising the race: Safety Car procedure .....	47
15. FINISH, CLASSIFICATIONS, TITLES AND POINTS .....	50
15.1 Finish of a Competition .....	50
15.2 Series classifications .....	51
15.3 Scale of points .....	52
15.4 Tied competitors .....	53
16. POWERS OF THE STEWARDS AND PENALTIES .....	54
16.1 General provisions.....	54
16.2 Type of the penalties in force.....	55
16.3 Special cases for application of penalties .....	56
ANNEXE 1 – APPENDIX 1.....	57
<b>PART A (see Article 2.2).....</b>	<b>57</b>
<b>2. Name and address of the organiser .....</b>	<b>57</b>

<b>5. Start time of the race</b>	57
<b>7. Details of the circuit, which must include:</b>	57
<b>9. List of any supplementary trophies and special awards (in addition to those specified in the Sporting Regulations of the Series).</b>	58
<b>11. Other specific points</b>	58
<b>11.2 Warm-up (see Article 1.4.1)</b>	58
<b>11.3 Driver's Parade</b>	58
<b>11.4 Autograph Session (see Article 4.5.1)</b>	58
<b>11.5 Pole Position (see Article 11.1.3)</b>	58
<b>11.5 Reconnaissance Lap (see Article 11.2.2)</b>	58
<b>11.6 Protest and appeals (see Article 16.1.7)</b>	58
<b>PART B (Reserved for ALMEM) – see Article 2.4.</b>	59
<b>PART C - Detailed timetable of the Competition</b>	59
ANNEXE 2: BULLETIN D'ENGAGEMENT – APPENDIX 2: ENTRY FORM	60
APPENDIX 3 – STICKER GUIDELINES	61
APPENDIX 4: Penalties for breaching the technical regulations	63
APPENDIX 5: CREWS COMPOSITIONS AND DRIVING TIMES	65
ANNEXE 6 – LISTE DES SYSTEMES ET EQUIPEMENTS TECHNIQUES OBLIGATOIRES / APPENDIX 6 – LIST OF MANDATORY SYSTEMS AND EQUIPMENTS	67
1 – TRANSPONDEUR / TRANSPONDER	68
2 – ENREGISTREUR DE DONNEES / DATA RECORDER	68
3 – Enregistreur de données d'accident / ACCIDENT DATA RECORDER (ADR)	69
4 – Antenne GPS / GPS ANTENNA	69
5 – Feux de pluie / Rain lights	69
6 – FILETS DE COURSE / RACING NETS	69
7 – Lampes médicales / MEDICAL LIGHTS	70
8 – LISTE DES FOURNISSEURS / LIST OF SUPPLIERS	70
ANNEXE 7 : CONSIGNES GENERTALES DE SECURITE RELATIVES A LA VOIE DES STANDS – APPENDIX 7: GENERAL SAFETY GUIDELINES RELATED TO THE PIT LANE	71
ANNEXE X : Spécification pour la déclaration des listes de pneumatiques	71
– APPENDIX X: Specification for declaration of tire list	71

# 1. GENERAL PROVISIONS

## 1.1. Foreword

The Asian Le Mans Series (hereinafter "the Series"), reserved for "Le Mans" Prototype cars (hereinafter LMP2), Prototype cars (hereinafter LMP3) and Grand Touring cars (FIA GT3) as defined in the applicable Technical Regulations and homologated by the FIA, the ACO or the ASN, as appropriated., is the result of cooperation between the Automobile Club de l'Ouest (ACO) and Asian Le Mans Endurance Management (ALMEM).

The series can be composed of a maximum of five categories, defined below and of whose specifics (applicable crew composition rules, admissible car homologations, driving times, fees, scale of points etc...) are listed under provisions of these Sporting Regulations. These categories are:

- LMP2
- LMP2 Am
- LMP3
- GT
- GT Am

The Series is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code" (with the exception of Article 251 of Appendix J – Classification and definitions of cars) those clauses of the Circuit General Prescriptions that are not contrary to the present regulations, the present Sporting Regulations specific to the Series, the applicable Technical Regulations and their appendices and the specific regulations applicable to the Competitions.

All the participating parties (ACO, ALMEM, ASNs, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Series.

The parent ASN is the - Automobile General Association Macau-China (AAMC), Avenida da Amizade, Edf. Grande Premio de Macau R/C.

Certain aspects relating to the application of the Series Regulations have been entrusted to the Asian Le Mans Series Committee (hereinafter "the Committee"), whose composition is:

- Thierry Bouvet
- Clément Hugon
- Cédric Vilatte

The decisions of the Asian Le Mans Series Committee are taken in the last resort and cannot be appealed.

Any competitor, manufacturer or driver wishing to obtain a clarification on a point of the regulations between two Competitions, may submit the matter to the Asian Le Mans Series Committee. Any interpretation given by the Asian Le Mans Series Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.

To do so, the competitor, manufacturer or driver must send the Asian Le Mans Series Committee a request, duly motivated, at [comite.asian@lemans.org](mailto:comite.asian@lemans.org), clearly specifying the points on which they are requesting an interpretation.

## **1.2. Regulations**

### **1.2.1 Interpretive clause for officials enforcing these Regulations**

What is not expressly permitted by these Regulations is forbidden.

No Competitor, driver, participant, tyre manufacturer, or LMP2 chassis manufacturer, LMP3 chassis manufacturer may demand the literal application of these Regulations if its behaviour is deemed contrary to good sportsmanship and fair competition.

The same principles apply to the interpretation of the Technical Regulations in effect.

### **1.2.2 Date of application**

These Sporting Regulations come into force on July 31<sup>st</sup> of each year and replace any previous Sporting Regulations of the Series.

### **1.2.3 Alignment with the Sporting Regulations of the FIA World Endurance Championship**

These Sporting Regulations are based on those of the FIA World Endurance Championship, and thus use their structure and numbering.

For the avoidance of doubt, any provision from the FIA World Endurance Championship not appearing in these Regulations is not applicable to the Series.

### **1.2.4 Amendment of the Sporting Regulations**

In accordance with Article 13, appendix P of the Code, the current Sporting Regulations can be modified by the Asian Le Mans Series Committee or the Panel of Stewards of a Competition of the Series.

## **1.3 General conditions**

### **1.3.1 General responsibility of the Competitor**

It is the Competitor's obligation, as per Article 9.15.1 of the Code, to:

- ensure that all persons and participants concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, and Appendix 1 of each Competition.
- ensure that all measures and decisions have been taken internally in relation to the safety of the drivers and of the personnel when sporting services are provided.

### **1.3.2 Competitor's representative**

Each Competitor must nominate his representative in writing at the time of entering the Series (see Article 2.6.4 of the Code). Throughout the duration of the Competition, a person having charge of an entered car during any part of the Competition is, at all times during the Competition, responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

### **1.3.3 Responsibility for the conformity and safety of the cars**

Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Competition. The presentation of a car for scrutineering will be deemed an implicit statement by the Competitor of the conformity of the car.

### **1.3.4 Considered as Competitor**

For the purposes of these Sporting Regulations, the tyre manufacturers, the chassis and cars manufacturers, fuel and lubricant suppliers, powertrain suppliers are considered as Competition participants in accordance with Article 1.3 of the Code and, as such, must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.

## **1.4 Series Competitions**

### **1.4.1 Definition**

Each Competition will have the status of a restricted international Competition.

"Competition" means any race registered on the annual calendar of the Series including administrative checks and technical scrutineering, all official practice sessions, whether qualifying or not, the warm-up if there is one and the race itself.

The start and end of each Competition are determined in accordance with Article 2.1.7 of the Code.

Subject to the provisions of Appendix 1 of each Competition (see Article 2.2), the format is as follows:

- 2 timed free practice sessions of 90 minutes, or 3 timed free practice sessions of 60 minutes each;
- 1 qualifying session for each race determining the starting grid, organised as follows:
  - One session of at least 10 minutes reserved for cars of the LMP2 category,
  - One session of at least 10 minutes reserved for cars of the LMP3 category,
  - One session of at least 10 minutes reserved for cars of the GT,
  - These three sessions will be separated by at least 5 minutes.
- 2 races, which must not last less than 4 hours plus 1 lap.

No warm-up will be scheduled on the Competitions, unless otherwise specified in Appendix 1 of each Competition or by decision of the Panel of Stewards on proposal of the Race Director for safety reasons.

In the event of a warm-up, the list of cars and drivers allowed to take part in the warm-up will be posted after the qualifying practice.

#### **1.4.2 Calendar aspects**

Provisionnal Calendar :

- o 10th to 12th February 2022 – Event 1 (Race 1 and 2) – Dubai Autodrome, Dubai
- o 17th to 20th February 2022 – Event 2 (Race 3 and 4) – Yas Marina Circuit, Abu Dhabi

#### **1.4.3 Cancellation**

A Competition may be cancelled if fewer than 15 cars are entered.

## **2. ORGANISATION**

### **2.1 Organiser**

Any application to organise a Competition must be made, by the entity (Organiser) that has obtained the exclusive and necessary rights to organise the Competition on the circuit concerned, to the ASN of the country in which the Competition is to take place, which will forward the application to the FIA and ALMEM.

### **2.2 Organisation of Competitions**

Each Organiser, via its ASN, shall supply to ALMEM, at least in English, the information set out in Appendix 1 to the present Regulations, at least one month before the Competition. Each Competition must be organised in strict compliance with these documents.

A visa is issued by the ASN for each of the Competitions, provided that all the documents required by the present regulations have been duly sent and that they are in conformity with the regulations applicable to the Championship.

### **2.3 Insurance**

#### **2.3.1 Obligations and procedures regarding coverage**

The organiser of a Competition must ensure that all Competitors, their personnel and drivers are covered by third party insurance.

Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other person or legal entity taking part in the Competition.

Drivers taking part in the Competition are not considered third parties with respect to one another.



### **2.3.2 Mandatory administrative formalities**

Thirty days before the Competition, the Organiser, via its ASN, must send to ALMEM at least in English, details of the risks covered by the insurance (see Appendix 1 – Part E), which must comply with the national laws in force. This insurance certificate shall be made available to the Competitors in English.

## **2.4 Officials and Delegates**

### **2.4.1 Permanent officials**

ALMEM will appoint the permanent officials of the Series who will officiate at each of its Competitions, namely:

- The Chairman of the stewards
- One International Steward
- The Race Director,
- The Permanent Technical Delegate,
- The Chief pit lane Marshal
- The official timekeeper.

### **2.4.2 Non-permanent officials and delegates**

#### **Officials appointed by the ASN**

The following officials will be appointed by the ASN and their names notified to ALMEM at the same time as the application to organise a Competition:

- At least one of the Stewards shall be nominated by the ASN promoting the Competition or granting the Organising Permit
- The Clerk of the Course.

#### **Delegates appointed by ALMEM**

ALMEM may also appoint for each Competition:

- An Adviser to the Stewards whose status and role are defined in Article 2.4.3 of the present Regulations,
- A non-permanent Medical Delegate,
- A Safety Delegate,
- A Sporting Delegate,
- An Observer.

The role of the ACO/ALMEM delegates is to help the officials of the Competition in their duties, to see within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they deem necessary, and to draw up any necessary reports concerning the Competition.

### **2.4.3 Adviser to the Stewards**

The Adviser to the Stewards is necessarily an experienced former endurance driver. His role is to assist the Panel in its decisions by providing advice on all questions pertaining to motor sport in general and in particular those relating to:

- The behaviour of the drivers and the Competitors on the track,
- The categorisation of the drivers when the Panel is required to give a decision on this point.

The Adviser may attend the meetings of the Panel of Stewards, without having the right to vote.

#### **2.4.4 The Permanent Technical Delegate**

The Permanent Technical Delegate will be responsible for scrutineering and will have full authority over the National Scrutineers.

#### **2.4.5 Relations between the Clerk of the Course and the Race Director**

The Clerk of the Course shall work in permanent liaison with the Race Director. Subject to the powers conferred upon the Stewards by the Code, the Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
  - The stopping of any car in accordance with the Code or Sporting Regulations,
  - The stopping of practice,
  - The starting procedure,
  - The use of the Safety Car,
  - The use of the Full Course Yellow,
  - The suspending and resuming of the race,
- The definitive stopping of the race.

#### **2.4.6 General obligations of the officials**

The Race Director, the Clerk of the Course, the Technical Delegate must be present at the circuit at the latest from the beginning of the Competition, and the Stewards before the end of scrutineering.

The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Panel of Stewards when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at Race Control and in radio contact with all the marshal posts during these times.

## 3. ENTRIES, CATEGORISATION, CREWS

### 3.1 General provisions

#### 3.1.1 Entry for the season

The entry procedure is placed under the aegis and the responsibility of ALMEM.

Entry in the Series is for the season which concerns all the Competitions registered on the calendar of the said Series.

The participation of the Competitors officially registered in the Series in all the Competitions counting towards the Series is imperative. Any missed Competition may result in a € 3,000 fine to be paid to ALMEM per Competition missed, except in special circumstances left at the appreciation of the Panel of Stewards.

#### 3.1.2 Transfer of entries and withdrawal

The transfer of an entry to a third party is formally prohibited.

Any withdrawal from the Series or from participating in a Competition must be notified to ALMEM in writing, by registered letter with acknowledgement of receipt. Any Competitor who does not observe these formalities will be fined the sum of € 3,000.

Any withdrawal is irrevocable and will not result in any reimbursement of the entry fees, of the advances on technical costs, fuel costs or logistics costs.

Any withdrawal is irrevocable and will not result in any reimbursement of the entry fees or of the advances on technical costs or fuel costs.

#### 3.1.3 Licences

All drivers, Competitors and officials participating in the Series must hold valid licences. For drivers, the licence must comply with Article 2 of Chapter I of Appendix L of the Code and, if necessary, valid authorisations issued by their ASN (see Article 3.9.4 of the Code).

##### Competitor's licence

The wording of the Competitor's licence submitted will be the only wording used for the official documents. The only licences accepted will be those of the "Entrant" type (i.e: delivered to a legal entity). The maximum number of characters authorised is 25, with spaces counting as characters.

Within this limit, the name of the sponsor may be added to the name of the Competitor on the official documents, as long as it has been expressly agreed upon by ALMEM. Competitors must seek approval in writing before the official closing date for entries in the Series or in the Competition concerned. After that date, no further modification will be accepted.

##### Driver's licence

Minimum FIA Grade C for drivers competing in LMP3, GT, and restricted to FIA Grade B for drivers competing in LMP2 and LMP2 Am.

To be allowed to compete, any driver must have completed his sixteenth year of age at the beginning of the Competition.

#### 3.1.4 Financial commitments towards ALMEM

During any given season, any Competitor falling behind regarding his financial commitments towards ALMEM may be refused participation to one or several or all Competitions of the Series. This is left at the entire discretion of ALMEM and will not be subject to any recourse of any kind.

## 3.2 Entry procedure

### 3.2.1 Selection Committee and admission to the Series

The selection of the competitors is carried out by a Selection Committee made of:

- Pierre Fillon
- Thierry Bouvet
- Frédéric Lequien
- Colin Ong

The Selection Committee will rule as last resort on applications. The decisions taken by the Selection Committee are not subject to appeal.

Competitors will not be considered as definitively admitted to the Series, or to its Competitions, until payment of the entirety of the participation fees have been received by ALMEM.

During a season, a competitor who does not honour his financial commitments towards ALMEM may be denied participation in one or several rounds of the Asian Le Mans Series

### 3.2.2 General case: entry form, dossier, deadline

The entry form must be completed before the **5<sup>th</sup> October November 15<sup>th</sup>** of the year any given season starts in, or full season entrants.

Each application dossier must be accompanied by:

- Proof of payment of the amount corresponding to the entry fee per Competitor per category to the account of ALMEM as described in Article 3.3.3.
- A photocopy of the Competitor's licence for the year concerned.
- Detailed explanations likely to enlighten the choice of the Selection Committee;
- Full name and record of achievements of each of the drivers (maximum 3 per car);
- A copy of the passport of each driver;
- The written undertaking of the candidate to take part in all the Competitions with the number of cars entered.
- Confirmation by the team that it has informed all its drivers of the obligation to use an FIA-approved head restraint system, an FIA approved helmet (see Article 4.1.4) and to have a helmet compatible with the transponder used (plug for connecting to the transponder).

ALMEM reserves the right to request additional information from the Competitors in order to enlighten the decisions of the Selection Committee.

The list of Competitors in the Series is validated by the Selection Committee (see Article 3.2.1 of the present Regulations).

For the avoidance of doubt the Asian Le Mans Series will abide by the IOC Protocol Order for teams and drivers national identification (available [here](#)).

### 3.2.3 Specific conditions of entry in the LMP2 & LMP2 Am category

- The LMP2 categories are reserved exclusively for private teams that are independent of manufacturers and/or engine suppliers (see definition given in the applicable Technical Regulations).
- If necessary, the Asian Le Mans Series Committee shall reserve the right to take the matter before a competent and independent authority to audit the Competitors' accounts. Parts produced by manufacturers having cars homologated must imperatively be offered for sale, and be able to be delivered, to all the teams entered in the Series using this same model of car. The Asian Le Mans Series Committee may demand a technical description of the parts concerned. Any breach of this rule may result in the imposition of a sanction by the ACO.

### 3.2.4 Entry of « additional » Competitors

Exceptionally, and depending on the interest that they might represent for the Series, the Selection Committee may admit, for one or more Competitions, one or more additional cars, subject to their conformity with the applicable Technical and Homologation regulations.

The additional cars will appear in the classification of the Competition but will be invisible for the different classifications for this Series.

Any competitors entering "additional" cars must register in accordance with the entry procedure described in Article 3.2.2.

However, these Competitors must send their full dossier at the latest ~~four weeks before the beginning of the Competition concerned~~ on December 15<sup>th</sup> 2021.

The Competitors must also provide certification of payment of the advance on supplies and other technical costs.

### 3.3 Entry fees and financial conditions

All the amounts are "excluding VAT". VAT may be added according to applicable tax rules in force.

#### 3.3.1 Fees for taking part and entry fees

The fees for taking part in the Series are € 28 000 per car.

If a Competitor does not take part, these fees will be reimbursed only in exceptional circumstances, at the discretion of the Panel of Stewards.

#### 3.3.2 Participation fees for "additional" Competitors

The participation fees for "additional" Competitors in a Series Competition are € 18 000.

#### 3.3.3 Payment of participation fees

The participation fees for at least one car per Competitor and per category must be paid at the time of submitting the entry dossier, by bank transfer to ALMEM at the following address:

**Asian Le Mans Endurance Management**  
**HSBC Hong Kong (1 Queen's Road Central, Hong Kong) Account Name: ASIAN LE MANS ENDURANCE**  
**MANAGEMENT LIMITED**  
**Account Number: 801-445297-838 (HSBC Business Direct Account) Bank Code: 004 (optional)**

Any participation fee received by ALMEM remains acquired and will not be reimbursed for any reason whatsoever. If one or more cars are not selected by the Selection Committee, the entire payment corresponding to the amount of the entry fee will be reimbursed, except for a sum of USD 1,200 which will be kept as handling costs.

#### 3.3.4 Advance on technical costs and fuel

Type of expense	Full season entrants	Race-by-race entrants
<b>Advance on technical costs and fuel*</b>	10,000€	6,000€
<b>Advance on data logger costs, for LMP2 and GT only</b>	NA Engine 4,000€ TC/SC Engine 4,400€	NA Engine 2,700€ TC/SC Engine 2,900€

**ORECA support fee, for LMP3 only**

2,900€

1,450€

\* The amounts not used as advance on fuel will be returned after the last Competition of the season.

These amounts are to be paid to the ALMEM bank account, as listed in Article 3.3.3.

### 3.4 Categorisation of drivers

#### 3.4.1 General provisions relating to the categorisation of the drivers

Drivers wishing to compete in the Series must be categorised by the FIA. At the latest 15 days before the start of the first Competition in which he intends to take part, each driver must send his record of achievements to the FIA Drivers' Categorisation Committee using the FIA drivers categorisation form available from the FIA website on the following link:

<http://www.fia.com/fia-driver-categorisation>

All decisions concerning the categorisations are taken under the authority of the FIA Drivers' Categorisation Committee.

The FIA Drivers' Categorisation Committee mandates the Panel of Stewards of the Competition concerned to categorise those drivers who announce themselves with their record of achievements after the Competition has started.

In such instance, Article 4 of the FIA driver's categorisation will apply. The Competitor must lodge his request for the provisional classification of one or several drivers between the beginning and the end of the administrative checks of the Competition. A fee of USD 750 will be charged, to be paid to ALMEM. No provisional classification request will be accepted after the end of administrative checks.

As per Article 1.10 of the FIA Driver's Categorisation Regulations, ALMEM reserves the right to adjust the categorisation to the specific nature of the Series.

#### 3.4.2 Regulations in reference to the categorisation of the drivers

Refer to the FIA drivers' categorisation regulations (<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>).

Given the special features of the Asian Le Mans Series calendar:

- ~~For any driver entering a Competition of the 2022 season of the Series, the categorisation that will be considered will be the latest one published prior the administrative checks of the first Competition he/she is entering and will be applied until the end of the season in 2022.~~
- ~~For any driver entering a Competition for the first time in the season after 1 January 2022: the categorization that will be considered will be their latest 2021 categorisation.~~
- For the 2022 season of the Series, the reference categorisation will be the latest available in 2021 (i.e: the latest list available prior to the annual revision cycle). For the avoidance of doubt, this list will be communicated by the FIA to the Promoter, who will in turn communicate it to Competitors.
- For drivers not categorised in 2021, the categorisation that will be considered will be the latest one published prior to the administrative checks of the first Competition he/she is entering and will be applied until the end of the season.

### 3.5 Model and category changes during the season

#### 3.5.1 General principle

No change of category, chassis type, power unit type or model is allowed at any time during the Series.

However, in *cas de force majeure* (such as, but not limited to: freight & customs delays, fire, social unrest), a full season Competitor may be allowed to use a different chassis type, power unit type or model during a Competition. The Competitor must submit a written request to the Asian Le Mans Series Committee at least 72 hours before the beginning of the

Competition in question. The Asian Le Mans Series Committee will assess the admissibility of and justification for that request and will rule in the last resort.

### 3.5.2 Definitions

- Categories: categories in which the Competitors are entered: LMP2 (LMP2 and LMP2 Am), LMP3, GT, (GT and GT Am).
- Chassis: conforming to the homologation form.
- Power unit: conforming to the homologation form.
- Model: a model is composed of a chassis and a power unit.

## 4. GENERAL DISCIPLINE AND COMPETITORS' OBLIGATIONS

### 4.1 General discipline

#### 4.1.1 Unsporting conduct

The Race Director and/or the Clerk of the Course may bring before the Panel of Stewards any unsporting behaviour on the part of a manufacturer, Competitor or driver that is deemed contrary to the spirit of sport and fair play, even if the person concerned demands the literal application of the present regulations. Any person holder of a FIA international Licence and any participant of the Series commit to respect the Appendix B of the CSI.

#### 4.1.2 Passes and accreditations

As defined in Article 3.21 of the Code, any participant as defined in Article 20 of the Code, present in any capacity whatsoever in the reserved areas (see Article 20 of the Code), must wear his or her pass in such a way that it is clearly visible.

ALMEM alone is empowered (and remove) to issue passes.

A pass may be used only by the person and for the purpose for which it was issued.

#### 4.1.3 Mandatory equipment for drivers

During practice, the warm-up and the race, the drivers must always wear equipment (clothes, undergarments, full-face helmets and frontal head restraint device) in conformity with the safety standards established by the FIA for international Competitions on circuits, in the conditions defined by Appendix L to the Code.

The wearing of helmets homologated to the FIA standard 8860 – Advanced Helmet Test Specification (Technical Lists n°33 and n°69) is mandatory and they must be full-face helmets.

A location dedicated for the equipment approval sticker (30 mm x 30 mm) must be available as shown in the diagram below.



#### 4.1.4 Mandatory equipment for personnel in the pit lane

Minimum safety clothing for Competitors' personnel in the pit lane (the limit is the line in front of the pit shutter) during all practice sessions and the race:

The refueller, vent, fire extinguisher and the cut off valve attendant must wear the following FIA homologated gear:

- FIA 8856 homologated fireproof overalls
- FIA 8856 homologated fireproof gloves
- FIA 8856 homologated fireproof balaclava
- FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
- FIA 8856 homologated fireproof shoes
- FIA homologated (as listed in FIA Technical List 25) full face helmets of a uniform colour without decoration, with closed full visors (the visor may be opened before the car enters the pit lane)

Personnel allowed on the pit wall (see Article: 12.3.1):

- FIA 8856 homologated fireproof overalls Any other operator:
  - FIA 8856 homologated fireproof overalls
  - FIA 8856 homologated fireproof gloves
  - FIA 8856 homologated fireproof balaclava that protects the whole face
  - fireproof goggles
  - FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
  - FIA 8856 homologated fireproof shoes
  - Helmet

In exceptional circumstances a mechanic may remove the FIA homologated fireproof gloves if absolutely necessary, on pain of penalty.

#### **4.1.5 Fire extinguishers**

Each competitor must be in possession, per car entered, of a minimum of three fire extinguishers (at least two of them in the garage). The minimum accepted capacity is 5 kg / 6 litres. Powder-based and CO2 extinguishers are accepted, water-based extinguishers are recommended.

#### **4.1.6 Onboard camera – Use of images – Team cameras**

The images collected may only be used by the team for private use.

Unless otherwise approved by ALMEM, the images may not be broadcast in any way via the internet or any other means. They may not be given to third parties.

The images may, with the Stewards' approval, be used by teams as evidence in their defence in case of an inquiry involving a pit lane infringement, provided that the team using the images is the team which made the request for the camera in question.

A camera may only be used to film the team which made the request for that camera.

Any camera that is found to be filming the activities of third parties may be seized and may result in the team having all its permits for cameras revoked.

Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another team or a third party.

Teams must surrender any images requested by a race official or the Series TV rights holder.

#### **4.1.7 Competitor radio communications**

For each entered car, the Competitor must provide the person designated by LMEM with the radio frequency used for the communication between the car's engineer and its driver(s) in the car.

Each Competitor authorises the TV production company appointed by ALMEM to use selected recordings of radio conversation between the team and drivers. Such material may be used without limitation for the television coverage of the Competition.



The ACO officials are allowed to listen to the conversations at any time on all the frequencies that have been given a licence for the Competition.

In case of infringement: penalty at the Stewards' discretion.

#### **4.1.8 Race Control Radio**

Race Control Radio is also referred to in these Sporting Regulations as "Pit-wall radio".

Listening to the Race Control Radio channel is mandatory for all Competitors entered in each Competition of the Series.

Unless instructed otherwise, from 10 minutes before the cars are allowed on track until 10 minutes after the last car has crossed Safety Car Line 1 after a session, or has entered the "Parc Fermé" after the race, the radio frequency will be active.

Each Competitor must ensure that for every car entered, someone is listening to the Race Control Radio during the periods detailed above.

Competitors must ensure that safety information is passed on to the drivers immediately.

Solely at the Stewards' discretion (whose decision cannot be appealed), failure to adhere to instructions given via Race Control Radio may be considered an infringement of Article 12.1.1.i of the Code.

Teams must immediately inform Race Control of any problems with the reception of this radio channel by any means available to them.

#### **4.1.9 Electronic means of communication**

The officials and the Promoter may use electronic means of written communication

The Competitors must be connected to these means of communication at all times and signal any malfunction.

When they receive a communication, Competitors must immediately acknowledge receipt.

#### **4.1.10 Medical control**

The Clerk of the Course and the Chief Medical Officer may require a driver or an official to undergo a medical examination at any time during the Competition.

### **4.2 Set-up in the paddock and pits**

#### **4.2.1 Presence of animals, age limit in the pit lane**

Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the organiser for controls and security are allowed.

Children under the age of 16 are not allowed in the pit lane, except during the period reserved for the pit walk (see Article 4.4.2).

#### **4.2.2 Entry to the Paddock**

ALMEM alone is competent to assign the pits and the places in the paddock.

The Competitors may enter the circuit and set up in the pits at the latest on the Thursday preceding the race.

ALMEM may define the order in which the Competitors enter the circuit. The Competitors must conform to it and respect it.

#### **4.2.3 Size of truck assemblies admitted**

*Not applicable.*

#### **4.2.4 Installation of radio and telemetry connections**

Radio and telemetry connections between the pits and the cars are authorised, provided that the antennae are situated on the roof of the truck parked at the rear of the garage in the paddock.

The materials used must be in conformity with the prescriptions of the local Telecommunications Administration (frequencies, broadcasting power, etc.) and will be installed only after the necessary authorisations have been obtained from that Administration. A copy of these authorisations is required by the organiser or its appointed supplier before the installation of the antennae.

Any infringement will result in the dismantling of the installations at the Competitor's expense and the temporary banning of any radio connection, with the exception of the Race Control radio.

#### **4.2.5 Dismantling of the installations**

The dismantling of the installations and the evacuation of the equipment must be completed by 12 noon on the day following the last day of the Competition, unless otherwise stated in Appendix 1 of the Competition concerned. Failing that, the sum of € 1,000 for each day exceeding that deadline will be withheld on the deposit.

#### **4.2.6 Conformity of the Competitor's installations in terms of safety**

All installations in the Paddock and in the pits must satisfy the safety standards.

#### **4.2.7 Signalling**

Official information is communicated to the drivers by means of the signals provided for in the Code: Competitors must not use flags or lights that are similar to those of the Organiser.

Also, it is prohibited to affix cameras, video systems, timing equipment and other measuring instruments to ALMEM's installations or at the trackside, including on service roads.

#### **4.2.8 In case of withdrawal from the Competition**

Competitors who, for whatever reason, cannot take the start, either of the race or of the free or qualifying practice, must vacate the pits they occupy by the end of the day during which the reason for their withdrawal from the Competition occurred.

### ***4.3 Promoter's prescriptions for the arrangement of the pits***

#### **4.3.1 Rules on the allocation of the pits**

When the number of pits is lower than the number of cars entered, they will be divided up. The order of selection of the cars that must share a pit at ALMEM's discretion.

ALMEM reserves the right to dispense with this rule for safety reasons.

#### **4.3.2 Decoration**

Any Competitor is obliged to decorate his pit in accordance with ALMEM's recommendations. Any alteration requiring drilling, welding or modifications to the pit garage requires prior written agreement from the Organiser.

Any decoration of the installations and the floor is prohibited.

The fitting of carpeting or any other decoration is allowed if it is done using non-flammable materials, and if written authorisation from the Organiser has been obtained.

#### **4.3.3 Identification of the garages**

A board, supplied by ALMEM at the start of the season, shall be installed, at each race, above the entrance to each Competitor's garage on the pit lane side unless otherwise instructed by ALMEM.

#### **4.3.4 Cooking material**

The use of cooking material inside the pit garage is prohibited.

### **4.4 Competitors' promotional obligations**

#### **4.4.1 Autograph session**

All the drivers must be present for the whole of the autograph session. The Team Managers are responsible for seeing to it that their drivers comply with these obligations.

Fine: may go as high as €500 per absent driver, at the Stewards' discretion.

#### **4.4.2 Pit walk rules**

During the pit walk (time indicated in the Competition timetable), all cars must remain inside their allocated garage, parked with the front facing the pit lane, and the front shutter of the garage must be open. Visibility towards the inside of the garage and the race car must remain free of any obstruction whatsoever (bodywork parts, covers, piles of tyres, etc.). With the exception of a mechanic working on the car, the presence of any equipment or person in front of the car will be considered to be an obstruction to visibility.

Any Competitor requiring controls in the scrutineering bay must ensure that these controls are conducted in such a way that his car is parked in its allocated garage for the entire duration of the pit walk.

Unless required by race officials, cars will not be allowed on the pit lane during the pit walk. Every effort will be made by the officials to avoid cars being pushed in the pit lane during the pit walk.

For reasons of safety and swiftness of the pit walk evacuation, a Competitor may be asked by ALMEM to temporarily close the front shutter of the garage in order to speed up the pit lane evacuation at the end of the pit walk. Once the area in front of his garage is clear, the shutter must be opened again.

Once the evacuation is completed in front of the relevant garage, a car may be moved onto the pit lane. In any case, Competitors must follow the instructions of ALMEM.

#### **4.4.3 Rules for the grid walk**

During each Competition, ALMEM will have the possibility, at its sole discretion, of organising a "grid walk" during which any person of age with the valid accreditation will have the right to circulate on the starting grid.

During the "grid walk", the entire bodywork of the car(s) must remain uncovered.

In case of very high temperatures, the placing of a windscreen blanket will be allowed as long as the blanket size does not exceed that of the windows and roof.

#### **4.4.4 Podium, trophies and cups**

The podium ceremony is mandatory for the top three crews in the general classification and in each category. The Competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the Stewards' discretion.

The prize-giving ceremony will take place on the podium, immediately after the end of the race.

Mandatory presence of:

- the full crews classified 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the general classification of the Competition, as well as
- the full crews of the top three in each category (LMP2 if different from the overall classification, LMP3, GT);
- the full crews classified 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the LMP2 Am classification
- the full crews classified 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in the GT Am classification

Penalty: at the Stewards' discretion.

## **4.5 Competitors' media obligations**

### **4.5.1 After the qualifying session**

At completion of the final qualifying session and, according to the officials' instructions, all drivers that competed in either qualifying session must take part in the open media call located in the area nominated by the media delegate.

Place: Designated area

The Team Managers are responsible for ensuring that their drivers fulfill these obligations. Penalty: € 1,000 if a driver is late or absent.

### **4.5.2 At the finish**

At the completion of each race and, according to officials' instructions, the drivers of the cars classified 1<sup>st</sup> in each category (Art. 1.1) must take part in the Media Interviews.

At completion of the last race of the season and, according to the officials' instructions, the Team Managers of teams which won a Le Mans invitations must take part in the Media Interviews.

Officials' instructions may change during the course of the season.

Place: Designated area

The Team Managers are responsible for ensuring that their drivers fulfil these obligations. Penalty: at the Stewards' discretion.

## **5. CHECKS AND CONTROLS**

### **5.1 Administrative checks and scrutineering**

Competitors must declare all required information on the ACO Tech Online platform in an accurate and timely manner and keep it updated it throughout a Competition, as well as if required and following the instructions of the Permanent Technical Delegate, their assistants and Scrutineers.

#### **5.1.1 Administrative checks**

Each Competitor and each driver must present valid Competitor and drivers' licences, as defined in Article 3.1.3.

For drivers and Competitors whose licences do not grant permanent authorisation to take part in the international Competitions registered on the FIA calendar: authorisation to race in the country of the Competition, issued by the National Sporting Authority (ASN).

During the administrative checks, the Competitors must confirm in writing their official representative(s) specified in Article 1.3.2 of the present Regulations and their assistant(s).

They must also proceed to nominate the official crews, comprising a maximum of 3 drivers per car, knowing that:

- A driver cannot be assigned to more than one car;
- Substitute drivers are not accepted.
- Modification of a crew: (see Article 3.5 of these Regulations).

A Competitor may be penalised by the Stewards if he/she does not report on time for the administrative checks for a Competition for any reason other than:

- A case of force majeure (poor weather conditions, social unrest, etc.);
- An accident during the previous Competition in the Series, as a result of which the car sustained damage, noted by the Series Permanent Technical Delegate, that could not be repaired within the given time.

### 5.1.2 Scrutineering

A maximum of four people of a team are authorised per car during scrutineering. Pre-race Scrutineering encompasses a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on Safety.

No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker (see article 7.1.8).

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race Scrutineering concerns *a minima*:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.
- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined by Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated. For easier identification and for the unity of the crews, the drivers of one and the same car are obliged to wear identical overalls.

## 5.2 Competences of the Scrutineers

### 5.2.1 General competence clause

At any time, the Scrutineers may:

- Check the conformity of a car, part, item of equipment (and its correct functioning) or Competitor with the applicable Regulations;
- During scrutineering, require a car to be dismantled by the Competitor;
- Require a Competitor to pay the expenses resulting from the exercise of the above powers, or to provide any samples deemed necessary to their exercise;

Draw up an infringement report, which the Technical Delegates will forward to the Stewards.

### 5.2.2 Conducting of the technical checks

Checks will be carried out by the Scrutineers. They are in charge of operations in the Parc Fermé and are empowered to give instructions to the Competitors and to the drivers.

## 5.3 Specific technical checks and controls

### 5.3.1 Random checks

At any time during the Competition, the Scrutineers may select a car at random and carry out checks.

### 5.3.2 Change of chassis

Any change of chassis on a car, during the Competition, will entail a new inspection by the Scrutineers.

Any car which, after being passed by the Scrutineers, is modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

## 6. TECHNICAL REGULATIONS

### 6.1 Eligible cars

Each new car, or each evolution of an already homologated car, must be issued with a homologation, under the responsibility of the FIA and of the ACO.

#### 6.1.1 Appeal

The decision of the FIA, like that of the ACO, as to the validation (or not) of the homologation form, is a technical decision taken in the last resort, and consequently cannot be appealed by any party before any jurisdiction whatsoever.

#### 6.1.2 Admissible homologations in the LMP2 category

Homologated LMP2 cars which have a homologation form issued by the FIA/ACO dating after 1 January 2017 are admissible with full rights once they are in conformity with the 2021 Technical Regulations for LMP2 Prototype Homologated in 2017.

#### 6.1.3 Admissible homologations in the LMP3 category

Homologated LMP3 cars which have a homologation form issued by the ACO are admissible with full rights once they are in conformity with the 2020 Technical Regulations for LMP3 Prototypes.

#### 6.1.4 Admissible homologations in the GT & GT Am category

Homologated FIA GT3 cars.

#### 6.1.5 Reserve cars

Reserve cars as defined below are not admitted.

A reserve car is a car that is not intended to take part in the Competition but to substitute for the one registered by the Competitor as the principal race car.

"Car" means an automobile (in the sense of Article 20 of the Code) resulting from the assembly of components of various kinds (mechanical, electrical, electronic, etc.), with a view to forming an identified object in itself, likely to meet the purpose for which it was designed and built.

However, in case of major accident, left at the appreciation of the Technical Delegate, the Competitor may be allowed by the panel of Stewards to use a complete car, ready-to-race (e.g.: a car entered by the Competitor in another Championship or series or a car supplied by the chassis manufacturer).

Among others, the Competitor will have to give a detailed explanation regarding the origin of the vehicle.

The car must be presented to the Technical Delegate by the Competitor and successfully go through all checks carried out by the latter.

#### 6.1.6 Innovative cars

Cars using technologies that are considered to be innovative may be admitted, with the agreement of the Asian Le Mans Series Committee and will not score points in the Series.

## 6.2 Fuel

### 6.2.1 Fuel supply

Only the fuel designated for each category and provided by the Organiser must be used by all the competitors during the Competitions. The specifications may be provided on request to the organiser.

### 6.2.2 Installations

Concerning the installations: refer to the applicable Technical Regulations.

### 6.2.3 Quantity, handling and storage

The maximum quantity of stock fuel authorised per car in each garage is 200 400 litres. This fuel must be stored near the door, on the paddock side and an extinguisher must be permanently placed near the fuel drums and/or the temporary tank. Pumping from supply drums, transfer to autonomous tank and filling must be carried out with the temporary tank described in the applicable Technical Regulations.

No handling of fuel is permitted in the pit except with this temporary tank. The only possible exception is for checking the car's tank capacity, provided that all the safety regulations related to fuel handling are respected, and the check is not carried out during any public pit lane activity.

Heating and/or cooling systems cannot be used to influence the fuel temperature when fuel is stored, when it is transported in the temporary tank or stored in the autonomous tank.

## 6.3 Equivalence systems (technologies and performance)

### 6.3.1 General principle

The Asian Le Mans Series Committee is the only body competent to design and make changes to equivalence systems. As such, the Committee will have the final decision as to how these systems should be implemented.

The Committee is entitled to ask competitors and manufacturers for any information that it would deem useful for devising equivalence systems. Competitors and manufacturers must provide accurate and honest data.

Any infringement to the above principles will be penalised by the Stewards, at any time during any Competition, post-race included.

### 6.3.2 For cars in the LMP2 & LMP2 Am category

The ACO does not wish to encourage LMP2 manufacturers to pursue performance developments. The main goals for LMP2 cars must be reliability, safety and low maintenance costs.

To ensure that these goals are reached, the Asian Le Mans Series Committee may impose performance adjustments.

### 6.3.3 For cars in the LMP3 category

The ACO does not wish to encourage LMP3 manufacturers to pursue performance developments. The main goals for LMP3 cars must be reliability, safety and low maintenance costs.

To ensure that these goals are reached, the Asian Le Mans Series Committee may impose performance adjustments.

### 6.3.4 For cars in the GT & GT Am categories

An equivalence system named "Balance of Performance" (BoP) applies to cars entered in the GT & GT Am categories. The aim of BoP is to allow Grand Touring cars of different engineering designs to compete in the same category.

The Asian Le Mans Series Committee will make adjustments to the BoP as provided for in the Technical Regulations in

force for cars in the GT & GT Am categories.

#### **6.4 Systems and equipment imposed by the Regulations and bulletins:**

##### **6.4.1 Data recorder**

All cars (except for LMP3 cars) must be equipped with the data recorder homologated by the ACO. It must be installed and successfully tested before the car reports for scrutineering. For each car, the supplier of the data recorder must provide a document certifying that the system, installed in accordance with the diagram in the homologation form, has been successfully tested in the car.

Each Competitor must make sure:

- That his system works correctly throughout the Competition: for that, he will have the same information as the organiser and at the same time.
- To recover the data and transfer them into a USB drive, to be delivered to the Permanent Technical Delegate at the latest one (1) hour after the end of each session, including the race
- At all times when a car is moving in the fast lane or on the track, it must carry a multifrequency transponder of the "Le Mans" type (allowing the identification of the drivers) supplied by the official timekeepers and in perfect working order. Each Competitor is responsible himself for obtaining this transponder, at his own expense, and for the installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.
- It is the Team Manager's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the monitors is not that of the driver who is inside the car, the team manager must inform Race Control immediately.
- The Competitor must notify and correct any anomaly regarding the recovered data.

##### **6.4.2 Accident Data Recorder (ADR) – except for GT**

This unit must be used by each Competitor taking part in a Competition. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All Competitors are themselves responsible for obtaining this system from the Technical Delegate, and for the correct installation and functioning thereof.

The weight of the unit and its equipment is included in the minimum weight of the car.

##### **6.4.3 Mandatory systems and equipment**

Mandatory systems and equipment provided for in the regulations applicable to the Series (List either appended to these regulations or published by the Asian Le Mans Series Committee):

- These systems and equipment must be used by all Competitors entered in the Series, in all the Competitions featuring on the calendar of the said Series.
- These systems and equipment must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

It is the responsibility of each Competitor to obtain the systems or equipment from the nominated suppliers, to install them and to make them work correctly.



## 6.5 Tyres

### 6.5.1 Definitions and general conditions

Each tire must be identified barcode (Technical list n°54). All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tires will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix X.

All tires must be identifiable at any time (including when tires are fitted on the car). When tires are fitted on the car, barcodes must be on the outer side of the tire.

During and directly after the practice and race, after a tire change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

The use of undeclared tires is prohibited in all Competitions of the Championship.

### 6.5.2 Designated Suppliers

Michelin has been appointed as the single tire supplier of the Series.

### 6.5.3 Specifications

The tire manufacturers are contractually committed with the Promoter to provide a limited number of tire specifications for dry and wet weather.

### 6.5.4 Allocations

Dry-weather tires considered during the event will be counted as followed:

- for practice sessions (free and qualifying), from the beginning of practice sessions
- for the race, from the start of the race.

	FP	Q1 + Q2	Race 1	Race 2
LMP2	8	4	14	14
LMP2 Am	8	4	14	14
LMP3	8	4	10	10
GT	8	4	18	18

*\* Two additional « joker » tires can be used during the season, left to the discretion of the competitor and after declaration to the Technical Delegate.*

*No “joker” tires for the “additional” competitors (race by race entry).*

The number of wet-weather tires usable during an event is not limited.

**Wet-weather tyres can only be used once the track has been declared wet by the Clerk of the Course / Race Director.**

### 6.5.5 Modification of tires

Any chemical and/or mechanical treatment of the tires is prohibited with the exception of the removal of debris collected on track.

### 6.5.6 Equipment for maintaining the temperature of the tires

Systems using a type of fuel are allowed behind the garages. However, no naked flames are allowed, and an extinguisher must be permanently on hand close to the equipment when it is operating.

No device for warming the tires or keeping them up to temperature is allowed elsewhere than in the outside area situated immediately to the rear of the garage.

This means that tires cannot be covered. They must be visible to officials and in the open air at all times except in the outside area situated immediately to the rear of the garage.

## **6.6 Lights**

### **6.6.1 Main headlights**

Two main headlights (as indicated on the homologation form) and rear lights must be switched on permanently, both by day and by night, when the car is in motion on the track or on the pit lane.

None of the headlights are allowed to flash when the car is in motion on the pit lane.

Each sequence of flashing headlights on the track needs to be individually activated by the driver without any assistance. A sequence cannot last more than 2 seconds and cannot have more than 4 flashes.

### **6.6.2 Rain light**

The rear rain light must be switched on permanently when the track has been declared wet, unless the Race Director gives instructions to the contrary.

All LMP3 cars must be regulated in such a way that if a car is running in the fast lane at less than 55 Kph the rear rain light will flash).

### **6.6.3 In case of malfunction**

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director shall immediately inform the Competitor, who must remedy the situation during the next pit stop, unless the Race Director, for safety reasons at his own discretion, decides to order the immediate stopping of the car in order for repairs to be carried out.

## **7. MANDATORY SIGNAGE AND ADVERTISING**

### **7.1 Signage affixed to the cars**

#### **7.1.1 General provisions**

The cars must be presented:

With a flag measuring 14 x 10 cm of the nationality of the competitor's licence affixed to the front bonnet. This sticker is not provided by the Organisers.

The numbers and the category stickers as requested by ALMEM must be in place in their entirety (unless with written authorisation) before scrutineering.

Appendix 3 of these Regulations provides Competitors with a baseline pattern for sticking. A sticker guide will be sent to Competitors before each Competition, providing further guidelines, and will be the last resort reference.

#### **7.1.2 Backgrounds of the race numbers**

The backgrounds of the race numbers must be produced and affixed by the Competitors before scrutineering. They must remain visible in all circumstances.

The 3 backgrounds of the numbers measuring 25 cm (height) x 35 cm (width) must imperatively respect the following colours:

- LMP2 Pantone blue 653,

- LMP2 AM are to use the blue LMP2 category backgrounds for the side number panels with an additional Pro/Am sticker.
- LMP3: Pantone purple 2613C
- GT and GT Am: Pantone orange 021C,

The 2 backgrounds of the lateral race numbers must be affixed as far as possible on a flat and vertical surface. They must be situated between the front and rear wheels.

The background of the race number situated on the front of the car must be situated in an area where it is easily visible to Race Control and the television cameras.

### **7.1.3 Race numbers**

They are allocated by ALMEM for the whole season. They must be produced and affixed by each Competitor on the race number backgrounds described above and must respect the following rules:

- Height: 21 cm
- Thickness: 4 cm
- Colour: white for LMP2, LMP2 Am, LMP3, GT and GT Am.
- Font: Helvetica Neue Bold Condensed

For races run at night or partly at night, the cars must be equipped with white electroluminescent supports (or equivalent); the coloured background will be cut out around the numbers so that they are illuminated at night.

If it is impossible to identify a car from its numbers (by day or by night), it will be stopped by Race Control.

### **7.1.4 Category stickers**

These are allocated and supplied by ALMEM:

- Blue: LMP2
- Orange: GT
- White: GT Am

The 3 category stickers must be in place before scrutineering. They must be affixed to each side of the car and to the front bonnet, close to the backgrounds of the numbers.

Dimensions of the category stickers are 16 cm (height) x 20 cm (width).

### **7.1.5 Sticker with the Series logo**

The stickers with the Series logo will be supplied by ALMEM and must be in place before scrutineering.

Cars must have three free locations measuring 10 cm (height) x 35 cm (width) for installing the stickers with the Series logo. They must be situated directly above the backgrounds of the numbers.

### **7.1.6 Stickers with sponsors of the Series or of the Competition**

If required by the ALMEM, the stickers with the sponsor of the Series or of the Competition will be supplied by ALMEM and must be affixed by the Competitors to their cars before scrutineering, in place of the two stickers with the Series logo on the sides of the car.

Cars must have three free locations measuring 10 cm (height) x 35 cm (width) for installing the stickers with the sponsor of the Series or of the Competition. They must be situated directly above the backgrounds of the numbers.

### **7.1.7 Windscreen sticker**

A windscreen sticker measuring 130 cm (width) x 25 cm (height) may be supplied to Competitors by ALMEM. If so, the sticker must be affixed to the car before Scrutineering.

### **7.1.8 Scrutineering sticker**

This will be affixed after pre-race Scrutineering.

A car cannot take part in the Competition without this sticker. It must not be removed during the Competition and must remain visible at all times.

## **7.2 Signage affixed to the drivers and mechanics' overalls**

### **7.2.1 General provisions**

Patches prescribed by these Regulations must be stitched/embroidered on the drivers' and mechanics' overalls in the respect of the FIA safety rules.

Conflicting branding (including but not limited to tyre manufacturers and fuel suppliers) as well as other race series logos must be covered up at all times during any Competition. This could be done by way of tape or cloth sewn over.

Any breach of Article 7.2 may lead to sanctions imposed by the Stewards up to the disqualification of the car.

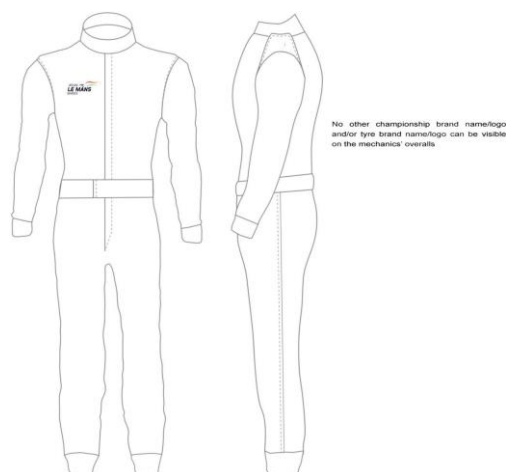
The position of the patches on the drivers' and mechanics' overalls must respect the positioning diagrams below.

The dimensions of the embroidered patches are: 13.5 cm (length) x 5.6 cm (height).

### **7.2.2 Mechanics' overalls**

1 Asian Le Mans Series patch to be embroidered as per the below diagram.

Dimensions: 14cm (width) x 7cm (height)

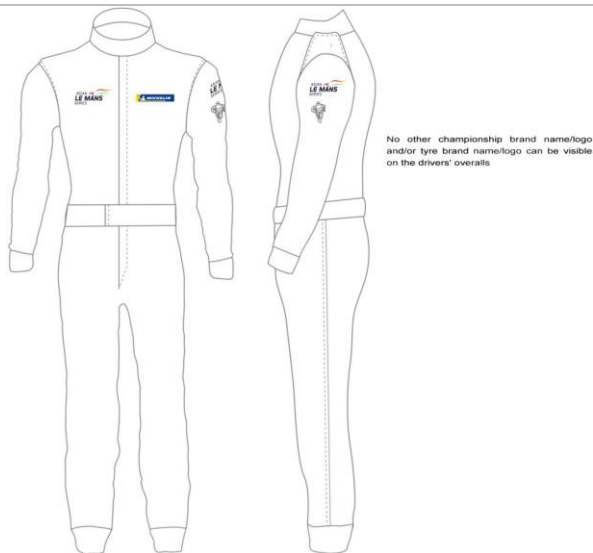


### **7.2.3 Drivers' overalls**

2 Asian Le Mans Series patches and two Michelin patches to be embroidered as per the below diagram, which can be supplied by ALMEM.

Dimensions of the Asian Le Mans Series patch: 14 cm (width) x 7 cm (height)

Dimensions of the Michelin patches: 14.5 cm (width) x 3 cm (height) for the Michelin logo; 8.5 cm (width) x 11.5 cm (height) for Bibendum.



## 8. TESTING

### 8.1 Official collective testing

#### 8.1.1 Definition

At least one (1) collective testing session may be organised by ALMEM before the first practice session of each Competition. No such collective testing session can be part of the said Competition.

The following provisions apply:

- Each session will be of a duration ranging from 90 minutes to 120 minutes. All or part of the session may be reserved for Bronze drivers. This will be specified in Appendix 1 of each Competition.
- Participation in such sessions is not mandatory
- A fee must be paid by the Competitor to ALMEM to enter such session
- Any car entering such session must comply with the applicable Technical Regulations
- Unless specified, these Sporting Regulations do not apply to collective testing sessions

#### 8.1.2 Fee

For the 2022 season of the Series, the fee per car and per session is: € 250

#### 8.1.3 Tyre restrictions

The number of dry-weather tyres usable during a collective testing session is not limited. Specifications must be compliant with Article 6.5.4.

The number of wet-weather tyres usable during a collective testing session is not limited once the track has been declared wet. Specifications must be compliant with Article 6.5.4.

### 8.2 Private testing

#### 8.2.1 Definition

Private testing means any testing outside the collective testing session, in which one or more Competitors officially entered in the Series take part with one or more cars of a model that will take part in the Series or that could be likely to take part in it.

The regulations on private testing are applicable between the publication of the Series entries and the end of the last Competition of the Series.

Participation in Competitions counting towards other championships or series is not considered as private testing.

### **8.2.2 Conditions for private testing**

Unless agreed upon by ALMEM, private testing is prohibited for two weeks prior to race day for all teams and drivers entered in the Series or for drivers intending to enter, at the track (or part thereof) where the event will be hosted, regardless of what vehicle will be used.

Drivers may be allowed to participate in any commercial on-track activities, only with the express authorization of the ALMEM.

For the avoidance of doubt, drivers and teams that participate in multiple racing series during the same race weekend at the same venue will be allowed to participate in all sessions that are part of the official schedule for the race/s he or she participates in and is registered for. Drivers must inform the ALMEM of their intention to enter in other racing series and must obtain permission to do so.

Penalty: at the Stewards' discretion, up to exclusion from the Competition.

### **8.2.3 Ban on wind tunnel testing**

Competitors entering the Series are not allowed to proceed to any kind of wind tunnel testing.

### **8.2.4 Checks**

The Asian Le Mans Series Committee may carry out checks, directly or via expressly designated agents, to verify that the provisions of the present article are respected.

### **8.2.5 Applicable penalties**

Any Competitor found in breach of Article 8.2 may be disqualified from the Series but will remain liable for the payment of any outstanding debt towards ALMEM, while all amounts already paid for by the competitor will remain acquired by ALMEM.

## **9. GENERAL PRESCRIPTIONS CONCERNING THE COMPETITIONS**

### ***9.1 Discipline and what to do in case of a problem with the car***

#### **9.1.1 Driving direction**

It is prohibited to drive a car in the opposite direction to that of the race (disqualification), unless, and only unless, it is in order to move the car from a dangerous position and following the instructions of the track marshals.

#### **9.1.2 Race track**

The drivers must imperatively keep to the race track and must respect at all times the requirements detailed in Article 2 c) of Chapter IV of Appendix L to the Code.

Penalties in case of infringement:

- During practice: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.
- During the race: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.

These penalties are not to subject to appeal.

#### **9.1.3 Clearing a stopped car**

During all sessions, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the session in question:

- If the driver is unable to move his car from a dangerous position by himself, the marshals will assist him;
- The driver must not benefit from that assistance to restart the engine: Penalty: at the Stewards' discretion: disqualification of the Competitor is possible;
- If the driver strays more than 10 metres from his car, the car may be considered as having retired from the session (at the Stewards' discretion);
- Nobody except the marshals may come within 10 metres of the car and/or driver;
- Whenever a driver leaves his car on the track, he must leave it in neutral or with the driveline disengaged and the steering wheel in place. This provision also applies to the Parc Fermé. Penalty: at the Stewards' discretion: disqualification of the Competitor is possible.

In the event of failure of the towing system, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough.

#### **9.1.4 Pushing of the car by the driver**

Under no circumstances may the driver push his car, including in the pit lane.

Penalty: disqualification of the Competitor.

#### **9.1.5 Replenishment on the track**

Any replenishment of any energy or liquid on the track is prohibited.

Penalty: disqualification of the Competitor.

#### **9.1.6 Operations on a stopped car**

Save as specifically authorised by the Code or the present Regulations, only the driver may touch a stopped car unless it is in front of its garage or on the starting grid.

Penalty: disqualification of the Competitor.

#### **9.1.7 Human presence on the track**

As soon as the grid is clear and until the cars have entered the Parc Fermé after the finish, nobody may be on the track with the exception of the marshals in the exercise of their duties or drivers either racing or under the orders of the marshals.

#### **9.1.8 Restarting the engine during the race**

During the race, if a car stops, the engine must be restarted with the starter or any other on-board equipment by the driver alone.

An external starting system is authorised only during a pit stop and within the limits established in Appendix 7.

#### **9.1.9 Car presenting a potential danger**

Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs.

The car may not re-join the race without the consent of the Scrutineers.

#### **9.1.10 Withdrawal during the Competition**

Any competitor whose car(s) is(are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or the Technical Delegate accordingly at the earliest opportunity.

The entry fee will not be refunded.

#### **9.1.11 Penalty for infringement to general discipline and safety rules**

Any infringement to the provisions of the International Sporting Code or of the present regulations concerning general discipline and safety will be liable to a sanction.

In any case,

- In case of non-observance of flags and/or unsporting conduct during practice, cancellation of the times since the start of the session up to the time of the infringement.
- During the race, in case of:
  - a jumped start,
  - practice starts during the formation lap,
  - non-observance of the imposed distances during the formation lap preceding a start,
  - overtaking on the formation lap preceding the rolling start or under the safety car,
  - non-observance of flags,
  - collision caused by the driver unsporting conduct.

Penalty: at the stewards discretion, not appealable.

#### **9.1.12 Temperature in the interior of the cockpit**

If the temperature around the driver exceeds the value stipulated in the Technical Regulations, or if the sensor is disconnected, the car shall be stopped until the problem is resolved.

A driver who at the end of a stint presents signs of considerable fatigue can be examined by the Chief Medical Officer of the Competition. If it is discovered that this is due to heat stress, the driver will not be authorised to continue to participate in the race.

#### **9.1.13 Discipline regarding the chequered flag**

At the end of a practice session, a car cannot cross the finish line again once having been shown the chequered flag, on pain of a sanction at the discretion of the Panel of the Stewards. At the end of the race, a car cannot cross the finish line again after having been shown the chequered flag, on pain of a sanction at the discretion of the Panel of the Stewards.

#### **9.1.14 General discipline during practice**

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are the identical to those applicable during the race.



## **9.2 General Prescriptions concerning Safety Cars**

### **9.2.1 Article 2.10 of Appendix H to Code in effect**

Regarding Safety Cars, Article 2.10 from Appendix H of the International Sporting Code is applied, complemented or modified by those clauses listed under Article 14 of these Regulations.

## **9.3 Briefings and Track Walks**

### **9.3.1 Drivers' briefing**

A Drivers' Briefing held by the Race Director will take place preferably before the first free practice. All drivers entered in the Competition, and their Team Manager or the official representative of the team, must be present throughout the Briefing.

If the Race Director considers that another briefing is necessary, this will be held at a time and place defined by him in agreement with the Stewards. The drivers and the Team Manager or the official representative of the Team will be informed accordingly.

Penalty for late arrival or absence to the briefing: at the Stewards' discretion, up to disqualification from the Competition.

### **9.3.2 Team Managers' briefing**

A Team Managers' briefing held by the Race Director will take place immediately after the Drivers' Briefing. All Team Managers must be present throughout the Briefing.

Penalty: at the Stewards' discretion, up to disqualification from the Competition.

### **9.3.3 Track Walk**

At each Competition, ALMEM will make its best endeavours to allocate a time window when drivers and team members are allowed on track. This will be communicated to all teams for each Competition and detailed as "track walk" on the official timetable.

The track is part of the reserved areas defined in Article 20 of the Code.

Only during the above-mentioned time window will drivers and team members be authorised on the track, provided that they are using a non-motorised means of locomotion.

Any other means of transport are prohibited unless expressly authorised.

## **10. FREE PRACTICE AND QUALIFYING PRACTICE**

### **10.1 General provisions**

#### **10.1.1 Drivers and cars eligible**

Only drivers and cars that have passed the administrative checks and scrutineering are authorised to take part in free practice and qualifying practice.

At the end of free practice and qualifying, on the proposal of the Race Director, the Stewards may prohibit a driver from taking part in the rest of the Competition for safety reasons.

#### **10.1.2 Drivers' obligations**

Drivers coming under Article 3.5.1 (last paragraph) must:

- Take part in practice, on pain of disqualification;
- Set the minimum qualifying time as defined in Article 10.2.2;
- Cover at least five laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- During practice, pit and track discipline and all safety measures will be the same as during the race.
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- If one or more drivers in a crew have been granted dispensation to allow them to set the qualifying time, their car will be placed at the back of the grid.

## **10.2 Qualifying practice**

### **10.2.1 Specific provisions for qualifying practice**

- During the qualifying practice session, it is prohibited for a car to go into its garage; it must stay on the pit lane (on pain of cancellation of the times set before the car entered its garage).
- Refuelling is not allowed during qualifying practice. Penalty: at the Steward's discretion.
- Cars not taking part in the session (e.g. GT during the prototypes session, prototypes during the GT session) must imperatively be placed inside their garages, except those which must proceed to scrutineering.
- At the end of the qualifying practice session, the cars must go inside their garage, except those which must proceed to scrutineering. LMP2 and LMP3 cars that have to go for scrutineering at the end of the practice session may change wheels with the agreement of an official.
- For GT Competitors: it is strictly forbidden to lift their car to go inside their garage, to change wheels, or to go into the scrutineering area.
- At the end of the qualifying session, only for the cars which are under Parc Fermé conditions in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB stick, and the driver may exit the car. No other checks may be completed.
- Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.
- Competitors in prototypes will be allowed to take the cars out of the garages and place them on the pit lane only once authorised by the Race Director.

### **10.2.2 Qualifying minimum**

During one of the official practice sessions, each driver must set a time at least equal to 110% of the best time set by the fastest car in their category.

The qualifying minimum defined above for all categories will be calculated within the session in which the relevant driver took part.

For all categories:

If the number of cars satisfying the minima above is higher than the number of cars authorised to take the start:

- Absolute priority will be given to the cars entered for the season.
- The remaining places will then be allocated in equal numbers in each category and in the following order: LMP2, LMP2 Am, LMP3, GT, GT Am.

Upon the proposal of the Race Director, the Stewards may, for safety reasons, prohibit from taking part in the Competition any driver who, having taken part in the official tests, has not achieved the minimum qualification time. The decision of the Stewards shall be applicable immediately, notwithstanding any appeal.

Drivers are not allowed to qualify during the warm-up.

### **10.2.3 Particular Case**

Up to the maximum number admitted to the start, and on proposal of the Race Director, the Stewards may accept cars which, for reasons of force majeure, were unable to take part in the qualifying session provided that:

- a) They are deemed capable of setting the minimum qualifying time;
- b) Their drivers and the car present all guarantees of safety;
- c) Start of the car takes place as described in Article 10.2.5
- d) The fastest driver in the crew takes the start of the race.

On proposal of the Race Director, the Stewards may also admit to the start drivers who took part in timed practice but who failed to set the minimum qualifying time. In this case, if a driver in the designated crew has set the minimum qualifying time, he must take the start of the race.

### **10.2.4 Start of a car that did not take part in qualifying session**

Any car not taking part in the session, if allowed by the Stewards, will start the race from the pit lane at the end of the first lap.

They will start from the pit lane, after all the Competitors have covered one racing lap and under the supervision of Race Control.

### **10.2.5 Exceptional circumstances during qualifying**

In case of exceptional circumstances during qualifying practice, the Panel of Stewards, at the request of the Clerk of the Course, may, for safety reasons, disregard the result of qualifying to establish the starting grid.

A Stewards' decision that is made for safety reasons will be applicable notwithstanding any form of recourse.

## **11. START OF THE RACE**

### **11.1 Starting grid**

#### **11.1.1 Drivers at the start**

For the Competitors in all the categories: the name of the driver who will take the start must be declared on the occasion of the administrative checks by filling in the appropriate form.

Unless a notification of a change of driver is made in writing to the Stewards at the latest 30 minutes after the end of qualifying practice, the driver who will take the start must be the one declared during the administrative checks.

Penalty: at the Stewards' discretion.

#### **11.1.2 Starting grid**

The starting grid is established after the end of qualifying.

In case of a warm-up, a provisional starting grid is drawn up and the definitive starting grid will be established 1 hour after the end of the warm-up.

The starting grid is set out in a 2x2 formation, in the order of the times set by the fastest driver of each car during qualifying practice.

If two or more crews set identical average times, priority is given to the one who set it first.

#### **11.1.3 Pole Position**

Pole Position, reserved for the car that set the best time in qualifying, determined in application of the rule mentioned above, is situated on each circuit according to the FIA homologation.

#### **11.1.4 Cars missing from the starting grid**

Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid must, on pain of disqualification at the Stewards' discretion, inform the Stewards of this in writing.

If one or more cars are missing from the grid, the gaps will be closed up, if the Stewards have considered that a new starting grid can be established.

If allowed by the Stewards, any such car will start the race from the pit lane at the end of the first lap.

They will start from the pit lane, after all the Competitors have covered one racing lap and under the supervision of Race Control.

This procedure will also apply to Competitors whose cars have suffered a mechanical incident during the grid procedure. In all cases, cars starting from the pit lane will follow the instructions of the Officials.

In the cases mentioned above, the driver and the car must leave their pit and proceed to the pit lane exit under their own power.

#### **11.1.5 Starting the engine on the grid**

It is strictly prohibited to start the engine of a car during the national anthems, on pain of a fine of €1000 per infringement.

When a car is on the starting grid with its wheels fitted, it is strictly prohibited to start the car's engine if nobody is at the steering wheel.

#### **11.1.6 Heating the gearbox on the grid**

For the purpose of heating or maintaining the heat of the gearbox, a car may have its gearbox running as long as it is in the air (on its jacks) and under the following conditions:

- the wheels are not on the car.
- one mechanic is standing near each moving wheel hub.
- the running of the engine is not in violation of any regulations.

#### **11.1.7 Access to the grid**

Access to the grid closes 15 minutes before the scheduled time for the start of the formation lap\*.

Any car that is not in its place on the grid may no longer go there and must take the start from the pits.

At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.

After the "5 minutes" board is shown, any unoccupied places on the grid shall remain vacant.

*\* The details shall be specified in Appendix 1 of each Competition.*

## 11.2 Starting procedure

### 11.2.1 General procedure

From the moment indicated during the briefing, drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights. The cars must start the race from the starting grid.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the formation lap, cannot join the race until the last car in the field has completed its first lap.

### 11.2.2 Reconnaissance lap(s)

At least 30 minutes before the start of the formation lap, the cars will leave their pits to cover one or more reconnaissance laps. The times for the opening and closing of the pit lane before the start of the formation lap will be specified in Appendix 1 of each Competition.

After the closing of the pit lane exit, any car that is still in the pits will start the race from the pit lane exit.

At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders.

If a car covers several reconnaissance laps, between each lap and the next it must use the pit lane at a maximum speed of 60 kph. It is prohibited to use the grid on pain of a one- minute Stop & Go penalty.

Any car which does not complete the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid.

### 11.2.3 Countdown

The approach of the start will be announced by boards reading "5 minutes", "3 minutes", "1 minute" and "30 seconds", accompanied by an audible warning.

These boards mean:

- "5 minutes" board: start of the countdown: drivers on board, no further work allowed on the cars. Tyre change is forbidden, cars must be resting on their wheels.
- "3 minutes" board: Except the driver, team members and officials must leave the grid. However, a member of the team may remain in place.
- "1 minute" board: the doors of cars must be closed, and the team personnel must leave the grid. The engines are started by the driver without external assistance.
- "30 seconds" board: only 30 seconds remaining before the formation lap.
- Showing of the green flag: start of the formation lap behind the Leading Car: the cars must maintain their grid positions.
- The details will be specified at each Competition.

### 11.2.4 Late start of a car

If a car presents itself at the pit lane exit more than one hour after the start:

Penalty: disqualification by the Stewards.

#### **11.2.5 Assisted start**

A driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.

Marshals will be instructed to push any car(s) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the car is in the pit lane, it may be worked on. If the driver is then able to join the race, he will do so after all the other Competitors have completed their first racing lap.

#### **11.2.6 Leading Car and Medical Intervention Car**

During the formation lap, the cars will be preceded by a Leading Car and followed by a Medical Intervention Car.

#### **11.2.7 Driver delayed on the formation lap**

Any driver who is delayed leaving his position may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Start Line and must start the race from the back of the grid.

Any driver who is delayed leaving his starting position may only join the formation lap once the last car has left its starting position and crossed pole position. At this point, the delayed driver may overtake the Medical Intervention Car and/or drivers ahead of him in order to regain his correct starting position, on condition that this occurs before his car has crossed the Intermediate Line 2.

If the driver is unable to regain his position before his car has crossed the Intermediate Line 2, he must start the race from the back of the grid. He must drop back to the rear of the grid immediately by allowing all cars behind to pass him.

If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete their formation lap. If the Start Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one metre in front of pole position.

Any driver who is unable to be ahead of the Intervention Car before it reaches the Intermediate Line 2 before the end of the formation lap, must enter the pit lane and start from the end of the pit lane after all the other Competitors have completed their first racing lap.

#### **11.2.8 Additional formation lap**

If conditions so require, the Clerk of the Course may ask the Leading Car to cover one or more additional formation laps.

In that case, the start of the race, for the sole purpose of race distance, is considered as having been given at the end of the first formation lap.

Procedure restarted: If, for an unforeseeable reason, it is impossible to cover one or more additional formation laps, the procedure will be as follows:

The Race Director will suspend the race and all cars will stop behind the Leading Car. Once stopped behind the Leading Car, all cars will turn off their engines.

Once the problems that caused the race suspension are solved and it is safe to do so, the Race Director will order that the race be resumed following the principles in Article 14.4.

### **11.2.9 Start delayed by the Race Director**

If for an unforeseen reason or because the amount of water on the track makes it unsafe to start, the Race Director will delay the start by presenting a "Start Delayed" board.

As soon as the Race Director considers the conditions are safe and a start can take place, information will be displayed on the timing monitors, with the new time of the start of the formation lap.

This information will always be displayed at least 10 minutes before the start of the formation lap.  
From 5 minutes before the start of the formation lap, Article 11.2.3 will apply.

## **11.3 Starting the race behind the Safety Car**

### **11.3.1 General procedure**

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

A Safety Car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code and Article 2.10.19 from Appendix H: in this case, the Supplementary Regulations governing the start will apply to it until it resumes its Safety Car function after the start has been given.

### **11.3.2 Overtaking**

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

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

### **11.3.3 Starting from the pit lane**

Soon after the last car in line behind the Safety Car passes the end of the pit lane, after the end of the first lap the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

## **12. PIT LANE, PIT STOPS AND INTERVENTIONS ON THE CAR**

### **12.1 General prescriptions concerning safety**

#### **12.1.1 Competitor installations in the pit and the pit lane**

The Competitor must ensure that the installations in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;

Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

Cars may only be pushed from their garage.

Cars may not enter or leave the pits or their pit stop position in a way that could endanger pit lane personnel or another car and driver.

Cars may not be released in an unsafe condition. An additional penalty may be assessed if, in the opinion of the stewards, a driver continues to drive a car knowing it to have been released in an unsafe condition.

### 12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
  - The acceleration and deceleration lane (or blending lane): this is the central lane.
  - The working area: this is the part closest to the garages, where work on the cars is allowed. It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the central lane on the other. The presence of people is only authorised during interventions on the car.
- Cars in the fast lane have priority over those leaving the working area.

Cars in the fast lane have priority over cars in the acceleration lane or working area.

### 12.1.3 Pushing the car in the pit lane

A car can be pushed by a maximum of four persons only under the following circumstances:

- To put it back in its pit;
- From the positions indicated by the Race Director during the briefing as far as its pit;

When it overruns the location of its pit or working area (the use of the reverse gear is prohibited).

### 12.1.4 Speeding in the pit lane

Speed (rounded to the higher km per hour) is limited to 60 kilometres per hour in the pit lane.

Any infringement will be penalised as indicated in the table below.

Speed S	Practices and Warm up	Race - 1st infringement	Race - 2nd infringement	Race - 3rd infringement
60 kph < S < 70 kph	Fine of €100 for each kph over the limit and cancellation of the times set by the driver in question during the session up to the time of the infringement.	Drive through penalty	Drive through penalty	Penalty at the stewards' discretion ; disqualification possible
S >= 70 kph		Stop & Go of 5 seconds per kph in excess of 70 kph	Stop & Go of 10 seconds per kph in excess of 70 kph	

## 12.2 Pit stops

### 12.2.1 General obligations regarding pit stops



During a pit stop, the only places where work can be carried on the cars are either its allocated working area or its allocated garage. The same principle applies for driver changes.

For personnel working on the car: the presence of equipment and personnel (excluding the official(s) in charge of inspecting the cars) in the working area is only authorised when the car is stopped, and its engine is off.

Drivers are prohibited from undoing the safety elements (harness, headrest and, where applicable, safety net), except when the car is stopped in its working area and its engine is off. Before leaving the working area, only after the car is resting on its wheels, the driver must restart the engine and the lights without external assistance.

Skates can be used to position a car parallel to the line only when both adjacent working areas are occupied by stopped cars. The use of skates to position the car for release will only be allowed under the same conditions.

If only one of the two adjacent working areas is occupied when a car stops or leaves its working area, persons with the appropriated armbands are allowed to push the car back.

### **12.2.2 Pit stop procedure**

The persons who intervene in the working area must wear, where applicable, the coloured armbands distributed by the Promoter.

A car controller is responsible for the safety of the whole pit stop.

#### **a) Arrival of the car in the working area**

Only one person, the car controller, is responsible for stopping the car safely (notably: parallel to the 2,5m line and at least at 50 cm from it) in its working area and is permitted in the working area before the car stops. This person may remain in the pit lane throughout the stop and supervise but may perform no other function.

#### **b) Driver change**

A Driver change may be completed at any time during a pit stop. Drivers may not take part in any other intervention than directly related to the drivers' change.

The driver help must be operated either by a driver of the concerned crew or by one of the person authorized in the working area, wearing the appropriated armband. Using tools is not allowed.

#### **c) Refuelling**

A refueller can intervene to put fuel into the car (which must, during this time, be resting on its wheels) only when:

- The deadman valve attendant is in position and operating the valve;
- The fire extinguisher attendant is equipped with an extinguisher.
- The car has been grounded

During this phase:

A maximum of three persons, without any tools except for those for manual cleaning or tyre/brake checking, may perform operations, and ground the car, provided that no bodywork panel is removed, and no part of any sort is brought to the working area.

A maximum of two industry representatives and/or technicians are permitted to check the tires and/or the brakes but may not perform any other function.

All other operations are forbidden during this phase; only the person(s) mentioned above are authorised in the working area.

#### **d) Intervention**

A maximum of three persons are authorised to intervene on the car, to conduct any type of operations.

A maximum of two industry representatives and/or technicians are permitted to check the tires and/or the brakes, but may not perform any other function

Tyre changing must be done with the help of at most two wheel guns (pneumatic only). At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried by a person(s) or laid flat on the ground.

e) Departure of the car from the working area

A car controller is responsible for allowing the car to leave the working area safely.

### **12.3 Interventions on the car**

#### **12.3.1 Repairs in the garage**

The car can return inside its garage for any type of intervention. The restrictions regarding equipment and personnel do not apply when the car is in the garage.

Nevertheless, refuelling is not authorised in the garage and can only take place in the working area.

Furthermore, during the race, it is forbidden to proceed with the total or partial replacement of the following parts:

- The engine: cylinder head, block and/or components;
- The gearbox: main and differential housings;
- And the chassis: survival cell.

#### **12.3.2 Repairs that can be carried out by the driver**

During the race, apart from in those areas situated in front of or inside the garage and on the starting grid, repairs must be carried out by the driver alone with the tools and components transported on board his car.

### **12.4 Pit stops peculiarities of the Asian Le Mans Series**

#### **12.4.1 Minimum number of pit stops**

Cars competing in the LMP2 Am, LMP3, GT, GT Am classes must perform a minimum of three pit stops during the race, unless instructed otherwise.

All three pit stops must be completed within the first 3 hours, 29 minutes, 59.999 seconds from the start of the race.

#### **12.4.2 Pit Stop Reference Time (PSRT)**

When Article 12.4.1 applies, the mandatory pit stops are regulated as follows:

- At each Competition, a Pit Stop Reference Time (PSRT) will be computed as follows:

**(time from pit in loop to pit out loop at 60 kph) + (refuelling time) + (tyre change time) + 10 seconds = PSRT\***

*\* PSRT being rounded to the nearest lower or higher multiple of five*

- The Race Director and/or the Panel of Stewards reserve the right to adjust the PSRT, if they deem it necessary;
- PSRT will be used for all pit stops that occur during the races, irrelevant of the work done at the time of the pit stop;
- Each of the required mandatory pit stops must be performed with a duration equal or greater to PSRT. Any pit stop whose duration is shorter than the prescribed PSRT may be performed but will not count towards the minimum number of required mandatory pit stops.
- A pit stop that is undertaken for the purpose of serving a Stop and Go penalty will not count towards the minimum number of required mandatory pit stops.

#### **12.4.3 Applicable penalties**

Failure to observe the minimum required mandatory pit stops and/or failure to respect the PSRT will be penalized, at the discretion of the Panel of Stewards.

## 13. DRIVING TIME DURING A RACE

### 13.1 General principles

#### 13.1.1 Lap count

Driving time will be measured without taking pit time into account:

First stint: Green start light – loop to pit lane entry

Following stints: Loop from pit lane exit – loop to the pit lane entry

Last stint: Loop from pit lane exit – finish line

If the Safety Car has to bring all cars through the pit lane, the time spent driving through the pit lane will be counted towards the driving time, except for the cars performing a pit stop.

#### 13.1.2 Possible adjustments of driving times

If the circumstances so require, the Stewards may adjust minimum and maximum driving times at their discretion at any time during any Competition.

#### 13.1.3 Penalties

If a driver does not drive at all during a race, the car will be disqualified, except in cases of force majeure acknowledged as such by the Stewards.

If a driver does not achieve his/her minimum driving time, a penalty will be imposed by the Stewards, up to disqualification.

If a driver exceeds his/her maximum driving time, a penalty will be imposed by the Stewards, up to disqualification.

#### 13.1.4 Driving times

Driving times specified in the tables in Appendix 5 may be amended as per the above provisions.

### 13.2 Composition of the crews

#### 13.2.1 Rules governing the composition of the crews

The composition of the definitive crew (3 drivers maximum) must be sent to ALMEM at least 15 days before the start of each Competition, on pain of paying a fine of USD 600 to ALMEM for each driver not designated or not attending except in a case of force majeure. Any modification to a crew is prohibited after the end of the administrative checks, except in cases of force majeure acknowledged as such by the Stewards.

The definitive list of Competitors and drivers admitted to take part in the Competition will be published by the Stewards.

#### 13.2.2 Composition of the crews

See appendix 5 of the Sporting Regulations.

## 14. STOPPING AND NEUTRALISATION OF A SESSION

### 14.1 General provisions concerning the red flag procedure

#### 14.1.1 Responsibility

The decision to stop practice or the race lies with the Race Director.

## **14.2 Stopping of practice (red flag procedure)**

### **14.2.1 Procedure**

The Clerk of the Course:

will order the red flag to be shown simultaneously at the start line and at all marshal posts;

will order the red lights (if there are any) switched on around the circuit.

All drivers must reduce the speed of their car to a maximum of 80 kph whenever a red flag is deployed during a free practice, qualifying or warm-up session.

Drivers are reminded that once a red flag is deployed they must proceed with extreme caution to the pits (or any other place indicated by the Race Director).

### **14.2.2 Prolongation of an interrupted session**

The Race Director, in agreement with the Stewards, is not obliged to prolong a practice session that has been interrupted.

### **14.2.3 Protests**

If a practice session is interrupted, no protest will be admitted as to the possible consequences on the qualification of the drivers and cars.

### **14.2.4 Lap count**

With the exception of a lap during which a red flag is shown, each time that a car crosses the start/finish line it will be considered as having covered a lap.

Any driver causing a red flag in a qualifying session could have all his lap times deleted from that qualifying session.

Any driver causing a red flag could be not allowed to re-join the qualifying session.

## **14.3 Suspension of the race (red flag procedure)**

### **14.3.1 General provisions and conduct to adopt**

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line. When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will line up in single file.

The Safety Car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended:

- Neither the race nor the timekeeping will be halted.

Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the restart of the race.

- If the circumstances so require, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the Competition provided for in Appendix 1 of the Competition.
- Only officials are allowed on the grid.
- The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves.

- Driver changes are prohibited.
- The drivers must obey the marshals' instructions at all times.

As Parc Fermé rules apply to all the cars, no repairs are authorised in the pits.

#### **14.3.2 Interventions allowed on the cars**

All interventions on the cars are prohibited on the grid and in the pit lane, except with authorisation from Race Control and under the supervision of a Scrutineer solely for:

- connection of an external battery
- engine start for temperature control
- if it is raining, covering the car.

These interventions may be carried out by only 1 team member per car, wearing the appropriate armband.

#### **14.3.3 Change of tyres for safety reasons**

The Race Director, for safety reasons, may decide to authorize a tyre change.

If this is the case, the tyre change must be carried out between the 10- and 5- minutes indications before the race resumes.

At the 5 minutes indication to resume the race, all cars must be resting on their wheels.

#### **14.3.4 If a car needs assistance to re-join the grid**

Any car which, after the red flag signal, requires assistance to make it to the grid must then enter the pit lane and stay in its working area outside its garage under Parc Fermé conditions and must comply with Article 14.4.4.

### **14.4 Resuming a suspended race (end of the red flag procedure)**

#### **14.4.1 General provisions**

The delay for resuming the race will be as short as possible and, as soon as a resumption time is known, the teams will be informed via the timing monitors in the pits. In any case, ten minutes' audible warning will be given prior to resumption. Before the race resumes, the following boards will be shown: "10 minutes", "5 minutes", "3 minutes", "1 minute" and "30 seconds".

#### **14.4.2 Procedure concerning cars present on the grid**

- As from the "10 minutes" board, a maximum of 4 team personnel per car, wearing the appropriate armbands, will be allowed to access the grid to carry out EXCLUSIVELY the following tasks:
  - Assisting the driver,
  - Helping to start the car with an external battery,
  - Checking the tyres (air may not be added) and brakes,
  - Changing the tyres if allowed by the Race Director (before the "5 minutes" board),
  - Removing the cover from the car (before the "5 minutes" board),
  - Demisting the windscreen.
- At the "5 minutes" board, cars must be resting on their wheels.
- 4 minutes before the race resumes, all cars located on the grid between the first overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the "1 minute" board, engines must be started, and the team, tyre and brake technicians must withdraw from the grid. If a driver needs assistance after the "30 seconds" board is shown, this shall be signalled by the marshals with the yellow flags.

#### **14.4.3 Procedure concerning cars that entered the pit lane before the red flag signal**

- 4 minutes before the race resumes, work on the cars may resume, respecting the conditions set out in Article 12.
- At the "3 minutes" board, the pit exit will open for one minute for cars which entered the pit lane before the red flag signal. Any cars intending to resume the race from the pit exit may do so in the order in which they got there under their own power unless another car was unduly delayed. These cars will be waved off to complete one lap without overtaking and join the back of the line of cars on track. Any car which has not left the pit exit by 2 minutes before the race resumes must stay at the pit exit until it opens again at the end of the first lap after the race has been resumed, after the last car on track has crossed Safety Car Line 2.
- 2 minutes before the race resumes, the pit exit will close.

#### **14.4.4 Procedure concerning cars that entered the pit lane after the red flag signal**

- Once the cars have entered the pit lane, they must stay in their working area outside their garage under Parc Fermé conditions.
- 4 minutes before the race resumes, work on the cars in the pit lane may resume, respecting the conditions set out in Article 12.

Only at the resumption of the race may those cars which entered the pit lane after the red flag signal move to the pit exit. The pit exit will open at the end of the first lap after the race has been resumed, after the last car on track has crossed Safety Car Line 2.

#### **14.4.5 Concerning all cars, at the resumption of the race**

- When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.
- After the Safety Car has completed one lap, after the last car on track has crossed Safety Car Line 2, the pit exit will open.
- During the second Safety Car lap, when all cars from the pit exit have joined the track, all cars that are between the Safety Car and the leader of their category will be released for a further lap, remaining in the same order and without overtaking among themselves. The Safety Car will remain on track until this procedure has been completed.
- The Safety Car will then enter the pits, unless repairs still need to be made (guardrails, tyre barriers, etc.). The Clerk of the Course may decide to keep the Safety Car out until the work has been completed or because of weather conditions.
- During these laps, Article 2.10, Chapter II of Appendix H to the Code will apply.

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

### **14.5 Neutralisation of the race: Full Course Yellow (FCY)**

#### **14.5.1 Placing the race under FCY**

- The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.
- The FCY message will be displayed on the monitors and the FCY instruction will be announce to the competitors by Race Control radio after countdown.
- Once the message Full Course Yellow is displayed on the monitors, all cars must immediately slow down to 80 kph, in single file, and maintain this maximum speed during the whole FCY procedure and maintain their distance to the car in front and the car behind.
- Overtaking is strictly prohibited under the FCY except if a car slows down with an obvious problem.

- All marshal posts will display a waved yellow flag and a board with the indication FCY.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane exit road.

#### **14.5.2 Access to the pit lane under the FCY**

- The pit lane entry and exit remain open and cars are free to pit.
- Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1.
- Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.

On the pit lane entry and exit roads, the maximum speed is also limited to 80 kph.

#### **14.5.3 End of the FCY period**

- Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors and by radio.

At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.

#### **14.5.4 FCY and Safety Car**

A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

#### **14.5.5 Stop & Go, penalty in the pit lane under the FCY**

Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty until the race has been resumed.

The number of times the driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.

### **14.6 Neutralising the race: Safety Car procedure**

#### **14.6.1 General provisions and conduct to adopt**

- Article 2.10 of Appendix H of the Code applies, except for the provisions listed below. For Championship Competitions, there will be one Safety Car, except if other provisions are specified in the Appendix 1 of the Competition.
- When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.
- Once the "Safety Car" message is displayed on the monitors, all cars will slow down and the "Pit Entry Closed" signal will be activated.

The Safety Car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.

- All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is absolutely forbidden until the cars reach the Line (or the next race neutralisation end point) after the Safety Car has returned to the pits.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane.

#### **14.6.2 Overtaking allowed under the Safety Car**

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the Safety Car;
- under Article 11.3.2;
- any car entering the pits may pass another car or the Safety Car after it has crossed the first Safety Car line, as defined under Article 10.2 Appendix H;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car line, as defined under Article 10.2 Appendix H;
- when the Safety Car is returning to the pits or its intermediate position, it may be overtaken by cars on the track once it has crossed the Safety Car line;
- any car stopping in its designated garage area whilst the Safety Car is using the pit lane (see Article 14.6.9 may be overtaken ;

if any car slows down with an obvious problem.

#### **14.6.3 Overtaking signal given by the Safety Car**

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

#### **14.6.4 "Pass-Around"**

- If deemed appropriate, the Race Director will authorise "Pass-Around" for any car that has their category leader behind them in the order circulating behind the Safety Car.
- It is the competitor's responsibility to determine if their car is eligible for Pass-Around. Penalty for Pass-Around when ineligible: Stop & Go for time equal to two (2) race laps.
- All cars participating in the Pass-Around must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.
- Cars participating in the Pass-Around must, only when directed to do so, overtake the Safety Car safely in the proper order and catch up with the field as quickly as possible without affecting safety and take up position at the rear of the line of cars behind the Safety Car.
- Cars that benefit from the Pass-Around must respect the "Pit Entry Closed" light, regardless of the number of laps they have completed behind the Safety Car.
- The Safety Car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, must pass the Safety Car.
- The Safety Car shall be used at least until the car in the lead is behind it (except under Article 11.3) and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car's sector).

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.12) and all remaining cars must keep the formation as tight as possible.



#### **14.6.5 Access to and work in the pits under the Safety Car**

- During the first three laps of the Safety Car, the pit entry will be closed. Any car entering the pits during these first three laps shall be allowed to refuel for only 5 seconds and/or replace any damaged tyre, on condition that after the third lap, or as soon as the pit entry opens, the car comes back in again for refuelling and/or a tyre change. In this case the car may only cross the Line on the track once before entering for refuelling and/or a tyre change.
- A car considered to be in a dangerous condition may come into the pits for repairs during the first three laps, on the following conditions:
  - the Race Director and/or the Technical Delegates consider it to be in too dangerous a condition to continue on track;
  - as a result of the pit stop the relevant car loses a minimum of one lap.
  - Failure to comply with the above will entail a three-minute Stop & Go penalty.
- The team manager must inform the Race Director that his car is entering the pit lane. If the leader pits during the first three laps, the next car in the results will be placed behind the Safety Car and so on as the cars decide to pit in the first three laps.

A car may enter the pits only for repairs or refuelling, without restrictions, after it has covered three complete laps behind the Safety Car.

#### **14.6.6 Exiting the pit lane under the Safety Car**

- After the first three laps of the Safety Car, while the Safety Car is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is on.
- It will be on at all times, except from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars following it crosses Safety Car Line 2.

A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

#### **14.6.7 Lap count for the first three Safety Car laps**

- The first time the Safety Car passes the Control Line on track, it will be considered to have completed the first Safety Car lap. This will also apply to all cars behind it as they cross the Control Line on track.
- The second time the Safety Car crosses the Control Line on track, it will be considered to have completed its second Safety Car lap. This will also apply to all cars behind it as they cross the Control Line on track.
- The third time the Safety Car crosses the Control Line on track, it will be considered to have completed its third Safety Car lap. This will also apply to all cars behind it as they cross the Control Line on track.

#### **14.6.8 Lap count**

Each lap completed while the Safety Car is deployed will be counted as a race lap.

#### **14.6.9 If the Safety Car is deployed or on the track during the final lap**

If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

#### **14.6.10 If the Safety Car is withdrawn during its first three laps**

- If the Safety Car is withdrawn from the track during the first three laps, it will enter the pit lane, all yellow flags will be replaced by green flags, and all cars will cross the Control Line on track with the green flag being shown and green lights on. Only afterwards may they enter the pit lane without penalty.

During this period, and until the last car crosses the Control Line, the "Pit Entry Closed" signal will remain activated.

#### **14.6.11 If the Safety Car has to use the pit lane**

- Under certain circumstances, the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area, except during the first three safety car laps.
- If the Safety Car has to bring all cars through the pit lane during its first three laps, the counting of laps will be done when the Safety Car and all other cars cross the pit lane exit loop.
- If the Safety Car is using the pit lane, any car that is in its working area cannot leave its position once the pit exit light turns red. In this case, a car may only leave its working area once the last car in line behind the Safety Car has passed in front of its garage.

#### **14.6.12 End of the Safety Car procedure**

- When the Clerk of the Course calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.
- In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- As the Safety Car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). These flags will be displayed until the last car crosses the Line.
- The pit lane exit will be closed from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars crosses Safety Car Line 2.

In the case of more than one Safety Car, their withdrawal must be precisely synchronised.

## **15. FINISH, CLASSIFICATIONS, TITLES AND POINTS**

### **15.1 Finish of a Competition**

#### **15.1.1 Finish procedure**

Chequered flag: when the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the general classification when it crosses the finish line on the race track. If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

When the chequered flag is shown, the pit exit will be closed.

After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary). Team members must be available in the vicinity of the Parc Fermé in order to help the Scrutineers.

Penalty: possible disqualification of any car that does not proceed to the Parc Fermé as soon as possible.

#### **15.1.2 Early or late finish**

If for any reason the chequered flag is shown before the scheduled time for the race has elapsed (unless the race was suspended under Article 15.3.4), the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown.

### 15.1.3 Parc Fermé after the finish

- After the finish, the cars will go to the Parc Fermé under the supervision of the officials. A car that does not go immediately and directly to the Parc Fermé may be disqualified by the Panel of Stewards.

A person from each team must be present at the entrance to the Parc Fermé to be informed of any measures to be taken in case of scrutineering.

### 15.1.4 Conditions required in order for a car to be classified

To be classified, a car must:

- Cross the finish line on the race track when the chequered flag is shown, except in a case of force majeure at the Stewards' discretion. It is prohibited to stop on the race track pending the showing of the chequered flag;
- Have covered at least 70% of the distance covered by the car classified in first place in the overall classification.

The official number of laps will be rounded down to the nearest whole number.

### 15.1.5 Car placed first

The car placed first is the one that covered the greatest distance up to the showing of the chequered flag (the position of the cars on the starting grid is not taken into account).

### 15.1.6 General criteria for classification

The cars are classified according to the number of complete laps covered during the race. For Competitors having covered the same number of laps, the time at which they crossed the finish line will determine the order of the classification.

### 15.1.7 Official results and classifications

The only official results and classifications are those published and posted by the organiser on the official notice board.

## 15.2 Series classifications

### 15.2.1 Championship classifications per Competition

The below classifications will be separately drawn up after each Competition for Competitors (Teams) and drivers:

- LMP2 Team
- LMP2 Drivers
- LMP3 Team
- LMP3 Drivers
- GT Team
- GT Drivers
- LMP2 Am Team
- LMP2 Am Drivers
- GT Am Team\*
- GT Am Drivers\*

After the last Competition of the Series, the following titles will be awarded to Competitors (Team) and drivers classified first overall in each category.

Drivers who, as a crew of two or three, have formed as a permanent crew throughout the Series season, will all score the same number of points and, if applicable, may all be awarded the Drivers' title. However, two or more drivers of different crews will be separated according to the provisions of Article 15.4

*\*Competitors (Teams) and drivers scoring points for the GT Am category will also score points for the overall classification of the GT Category.*

*A Competitor entered in the GT Am classification will be eligible to score points in the GT classification, but must abide for the full season by the GT Am sporting requirements (eg: line-up composition and associated driving times).*

### 15.2.2 Prizes

Invitations to the 2022 24 Hours of Le Mans will be awarded as follows:

<b>2022 Asian Le Mans Series</b>	<b>2022 24 Hours of Le Mans</b>
LMP2 Team (LMP2 and LMP2 Am Combined)	1 invite in the LMP2 Category If more than 10 LMP2 cars are engaged in the Asian Le Mans Series : 2 invites in the LMP2 Category
LMP3 Team	1 Invite for the Category winner in the LMP2 Category
GT Team	1 invite in the LMGTE Am Category

Invitations to the 2022 24 Hours of Le Mans:

LMP2 and LMP2 Am (Combined):

Up to 10 entries: An invitation for the category winner

A field of more than 10 entries: An invitation for the category winner and the runner-up

LMP3:

An invitation for the winner of the LMP3 category

GT:

An invitation for the category winner

\*The winning LMP2 Am Competitor may request to compete in the LMGTE Am category. To do so, it must lodge a formal request with the 24 Hours of Le Mans Selection Committee at the latest 48 hours after the last Competition of the Season. The 24 Hours of Le Mans Selection Committee will consider the request and,

These invitations can only be attributed under the following conditions:

- To be awarded an invitation, a Competitor must have taken part in all Competitions of the Asian Le Mans Series season and be a full season entrant (see Article 3.1.1) ; if the first placed Competitor in a category has missed one or more Competitions of the Series, the invitation will be awarded to the next best placed Competitor having taken part in the Series.
- Further provisions regarding invitations will be listed in the 2022 24 Hours of Le Mans Supplementary Regulations.

### **15.3 Scale of points**

#### **15.3.1 Scale of points**

Points for the Drivers and Teams, are awarded at each race according to the following scale:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	And so on
25	18	15	12	10	8	6	4	2	1	0.5

#### **15.3.2 Point for Pole Position**

For all the above classifications, an additional point will be awarded, at each Competition, to the "pole position" team in each category (best time achieved by the car in each category during qualifying with the exception of additional cars), as well as to all the drivers making up the crew of the car concerned.

#### **15.3.3 Competitors eligible to score points**

- Only those competitors appearing on the official list of entries of each Competition are entitled to score points for the Series titles.
- "Additional cars", as defined by Article 3.2.4 of these regulations, will be allowed to score points for the Series titles

<b>15.3.4 If the race is suspended and cannot resume</b>
<ul style="list-style-type: none"> <li>○ If a race is suspended by the Race Director and cannot be resumed, no points will be awarded to the crews if the leader has completed less than two laps without being under a Full Course Yellow (Article 14.5), Safety Car (Articles 14.6) procedure.</li> <li>○ Half points will be awarded to the crews if the leader has completed more than two laps (without being under a Full Course Yellow (Article 14.5), Safety Car (Articles 14.6) procedure but less than 75% of the original race time. A minimum of two laps must have been completed by the leader outside of a Safety Car procedure.</li> </ul> <p>Full points will be awarded if the leader has completed more than 75% of the original race time.</p>
<b>15.3.5 Presence at the Asian Le Mans Series annual prize-giving ceremony</b>
<p>All Series and Trophy winners of the Asian Le Mans Series (Drivers and Team) will be invited to the prize-giving ceremony by ALMEM must attend the ceremony. Their attendance is mandatory.</p> <p>In case of non-attendance, except case of force majeure, a € 1,000 fine can be applied to each person non-attending the prize ceremony</p>
<b>15.4 Tied competitors</b>
<b>15.4.1 Awarding of prizes</b>
<p>Prizes awarded in accordance with the classification to Competitors who tie will be added together and shared equally.</p>
<b>15.4.2 Allocation of the higher place in the Series</b>
<p>If two or more drivers and/or teams finish the season with the same number of points, the higher place in the Series shall be awarded to:</p> <ul style="list-style-type: none"> <li>○ The holder of the greatest number of first places.</li> <li>○ If the number of first places is the same, the holder of the greatest number of second places.</li> <li>○ If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.</li> <li>○ If this procedure fails to produce a result, the drivers and/or teams having achieved the best result earliest in the season will have the higher place in the Series.</li> <li>○ In case of a further tie, the criterion for breaking the tie is the best time set by each car in each race of each Series Competition in which they have taken part.</li> <li>○ In case of a further tie, the criterion for breaking the tie is the best time set by each car in each qualifying practice session of each Series Competition in which they have taken part.</li> </ul> <p>If this procedure fails to produce a result, the drivers and/or teams which, for example, are classified equal first, will occupy 2 rows in the Championship classification. The next driver or team is then classified third in the classification concerned. ALMEM may nevertheless designate a winner, when circumstances so require and in the interest of the sport, according to such criteria as it sees fit.</p>

## 16. POWERS OF THE STEWARDS AND PENALTIES

### 16.1 General provisions

#### 16.1.1 General competence of the Stewards

The competence of the Stewards is as defined by the Code.

#### 16.1.2 Penalisation of drivers

It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, whether a driver or drivers involved in an incident should be penalised.

#### 16.1.3 Instigation of an investigation

If an incident is under investigation by the Stewards, a message informing all teams as to which car or cars are involved shall be displayed on the official messaging system.

#### 16.1.4 Drivers under investigation prohibited from leaving the circuit

Provided that such a message is displayed no later than five minutes after the race has finished, or notified in any other way, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

#### 16.1.5 Applicable penalties

The Stewards may impose the penalties set out in the present regulations in addition to or instead of any other penalties available to them under the Code. In accordance with Article 12.7 of the Code, all fines must be paid to ALMEM.

**HSBC HONG KONG (1 Queen's Road Central, Hong Kong)**  
**Account name: ASIAN LE MANS ENDURANCE MANAGEMENT LIMITED**  
**Account number : 801-445297-83 (HSBC Business Direct Account)**  
**Bank code 004 (optional)**

#### 16.1.6 Instructions and communications to competitors

Instructions, decisions, notifications or communications from the officials are given to the Competitors in writing.

- Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory.
- If the Competitor refuses to sign: possible disqualification of the Competitor and his car(s), at the Stewards' discretion.
- Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board.

#### 16.1.7 Right to Protest, Appeal and right of Review

##### Right to protest

Protests must be made in conformity with the Code and accompanied by a deposit defined by the local ASN, paid in cash.

##### Appeal deposit

The competent sporting tribunal for an appeal is the one from the AAMC, save the right to appeal the decision directly before the International Court of Appeals in accordance with the FIA Juridical and Disciplinary Rules.

The appeal fees are defined by the AAMC and will be specified in the Appendix 1 of each Competition. Any decision taken by the Asian Le Mans Series Committee is not subject to appeal.

### **Right of review**

This is as provided for in the Code.

## ***16.2 Type of the penalties in force***

### **16.2.1 General principles**

#### **16.2.2 Drive through**

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times, except if provided for under these Regulations.

Drive-Through penalties are not subject to appeal.

#### **16.2.3 Stop & Go**

Once the Stop & Go penalty has been notified on the monitors, the car cannot cross the Line more than four times, except if provided for under these Regulations.

The Stop & Go is completed in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorized on the car, and the driver must remain on board.

After the Stop & Go the car must leave the working area to rejoin the track

Stop & Go penalties are not subject to appeal.

#### **16.2.4 Time added to the pit stop**

Time (specified in the decision) will be added at the start of the pit stop. No operation is authorised, the driver must remain on board and the time will be counted from the moment the car is immobilised in its working area.

Unless otherwise indicated in the decision, the penalty must be served the next time the car makes a pit stop after the notification of the penalty on the monitors

If the penalty is attributed after a practice session (free or qualifying), it must be observed the first time the car pits in the race.

Pit lane time penalties are not subject to appeal.

#### **16.2.5 Stop & Hold**

A Stop & Hold penalty is a Stop & Go penalty that must be served at the start of a session. In this case, the car must remain in its garage for the duration of time indicated in the decision. The engine may be kept running. The driver is not obligated to be on board and may enter or exit the car. No other operation is authorized.

Stop and Hold penalties are not subject to appeal.

#### **16.2.6 Time, lap penalties and removal of lap(s) penalties. Penalties not subject to appeal.**

In addition to those penalties specified as not be subject to appeal under the Code, penalties of Time Added to the Pit Stop, Stop and Hold penalties, Grid Penalties, Deletion of Lap times, Reprimands and Warnings are also not subject to Appeal. Penalty points imposed in addition to any of the aforementioned penalties are also not subject to appeal.

#### **16.2.7 Conversion of Time Penalties.**

Time penalties applied after a race which are longer than the time of a lap may be converted to a penalty of deleting a number of whole laps (Lap Penalty), as determined by the Stewards, plus the remaining time applied as a Time penalty.

This penalty is not subject to appeal.

#### **16.2.8 Withdrawal of points**

The withdrawal of points is a secondary penalty. Each driver will have a reserve of 8 points.

In addition to any penalty imposed on a Competitor sanctioning the behaviour of a driver, the Stewards may order the withdrawal of points, up to a maximum of 4 points per Competition.

As soon as the reserve of 8 points has been expended, the driver concerned will be automatically suspended for the next Competition of the Championship and will regain the reserve of points at the end of the suspension period. Decisions regarding withdrawal of points remain in effect until the end of the Championship season in which they were declared.

When the withdrawal of points is in addition to a penalty which is not subject to appeal, the decision to withdraw points is equally not subject to appeal.

### ***16.3 Special cases for application of penalties***

#### **16.3.1 Pit lane penalties**

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the monitors.

“Furthermore, they may not be served:”

- if the Safety Car is on track.
- if the track is under FCY.
- If a Red Flag procedure is deployed

Unless the car was already in the pit entry road when the neutralisation was declared, the number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the driver has been notified on the timing monitors.

#### **16.3.2 For penalties notified at the end of the race**

If a penalty is notified on the timing screens during the last 5 laps, and the car does not fulfil the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.



## ANNEXE 1 – APPENDIX 1

### ANNEXE 1 / APPENDIX 1

#### RENSEIGNEMENTS EXIGES PAR LE REGLEMENT SPORTIF / INFORMATION REQUIRED BY THE SPORTING REGULATIONS

##### PART A (see Article 2.2)

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser
3. Date and place of the Competition
4. Start of the sporting checks and scrutineering on..... (date) at..... (time).
5. Start time of the race
6. Address, telephone number, fax number and email to which enquiries can be addressed
7. Details of the circuit, which must include:

Location and how to get there	
Length of one lap	
Race duration	
Direction (clockwise or anti-clockwise)	
Location of pit exit in relation to Line	

##### 8. Precise location at the circuit of:

Stewards' office	
Race Director's office	
ALMEM office	
Sporting checks	
Scrutineering, flat area and weighing	
Parc Fermé	
Drivers' and competitors' briefing: location	
Team manager briefing: Date and time	
Driver briefing: Date and time	
Official notice board*	
Winner's press conference	
Press centre	
Media accreditation centre	

\* All classifications will be posted 20 minutes after the end of the sessions or the race.

**9. List of any supplementary trophies and special awards (in addition to those specified in the Sporting Regulations of the Series).**

**10. The names of the following officials of the Competition appointed by the ASN:**

Steward of the meeting	
Clerk of the Course	
Secretary of the meeting	
Chief National Scrutineer	
Chief National Medical Officer	

**11. Other specific points**

**11.1 Session times (see Article 1.4.1)**

2 timed practice sessions will be organised as follows:

- 2 practice sessions of 90 minutes, or 3 practice sessions of 60 minutes each

1 qualifying session determining the starting grid will be on (Date:...) and will be organised as follows:

- One session of at least 15 minutes reserved for cars of the LMP2 category from hh:mm p.m. to hh:mm p.m.;
- One session of at least 15 minutes reserved for cars of the LMP3 category from hh:mm p.m. to hh:mm p.m.;
- One session of at least 15 minutes reserved for cars of categories GT from hh:mm p.m. to hh:mm p.m.;
- These sessions will be separated by at least 5 minutes.

**11.2 Warm-up (see Article 1.4.1)**

No warm up will be organised.

**11.3 Driver's Parade**

No driver's parade will be organised.

**11.4 Autograph Session (see Article 4.5.1)**

Will be held in the pit lane, in front of the pit garage of each competitor on date, 2021 from hh:mm a.m. to hh:mm a.m.

**11.5 Pole Position (see Article 11.1.3)**

The "Pole Position" is on the (right/left: to be confirmed) of the front row according to circuit homologation by the FIA.

**11.5 Reconnaissance Lap (see Article 11.2.2)**

The pit lane will open at hh:mm and will close at hh:mm for one or more reconnaissance laps.

Formation lap will start at hh:mm

**11.6 Protest and appeals (see Article 16.1.7)**

- The protest fee set by the ASN is (XXX USD)
- The national Appeal fee set by the AAMC is (XXX USD)

**PART B (Reserved for ALMEM) – see Article 2.4.**

FIA Stewards of the meeting	
Race Director	
Permanent Technical Delegate	
Press delegate	
Medical delegate	
Chief timekeeper	
Driver Adviser to the Stewards (if any)	
ACO Coordinator (if any)	

and, if appropriate,

Observer(s)	
Assistant(s)	

**PART C - Detailed timetable of the Competition**

To be sent to the ASN together with the duly completed Appendix 1.

**PART D - Insurance** (see Article 2.3)

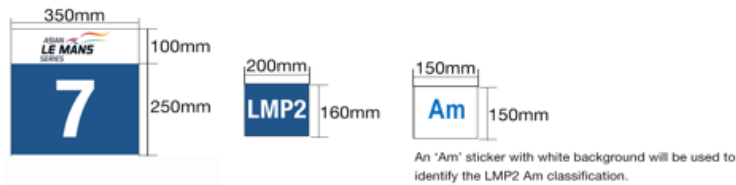
To be sent to the ASN together with the duly completed Appendix 1.

## ANNEXE 2: BULLETIN D'ENGAGEMENT – APPENDIX 2: ENTRY FORM

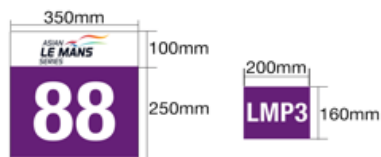
## APPENDIX 3 – STICKER GUIDELINES

### Race Number and Category stickers

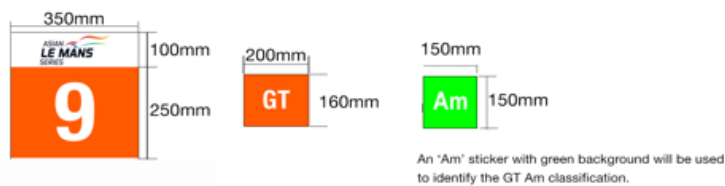
#### LMP2



#### LMP3



#### GT



*Teams are required to produce their own country flag sticker and affix it prominently on the car body.*

### Official Sponsor Stickers (All Car Categories)



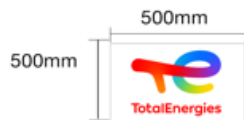
Michelin Horizontal - to be placed on the front nose and rear fenders for LMP2 and LMP3. To be placed on the front and rear bumpers of GT.



Bibendum - to be placed on both sides of middle vertical tail for LMP2 and LMP3. To be placed on the both sides of the rear fenders for GT.



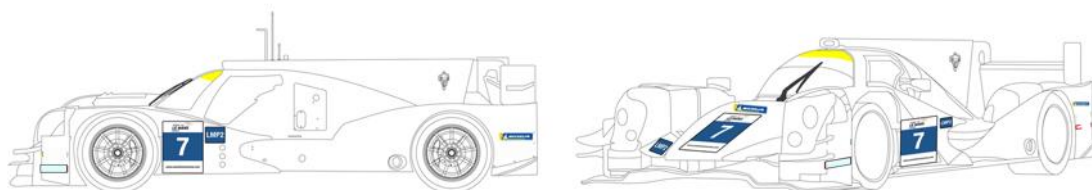
Asian Le Mans Series logo - 130x25cm for windscreen of LMP2, LMP3 and GT



All teams are to also affix a TotalEnergies sticker on their Fuel Rig.

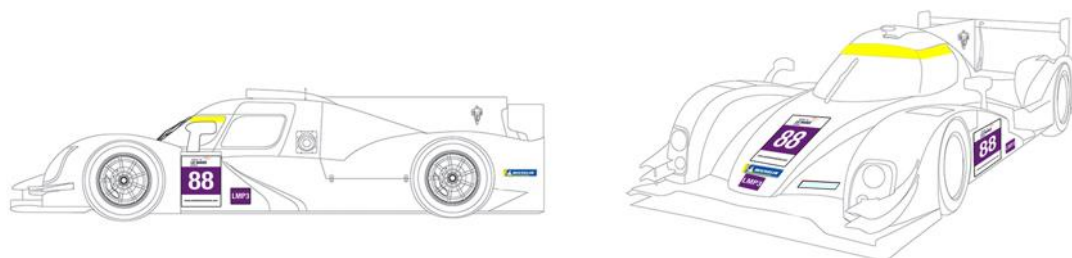
Note: Follow the above guide for instructions on where to place stickers on your car. Be sure to follow the correct instructions for your car type.

## LMP2

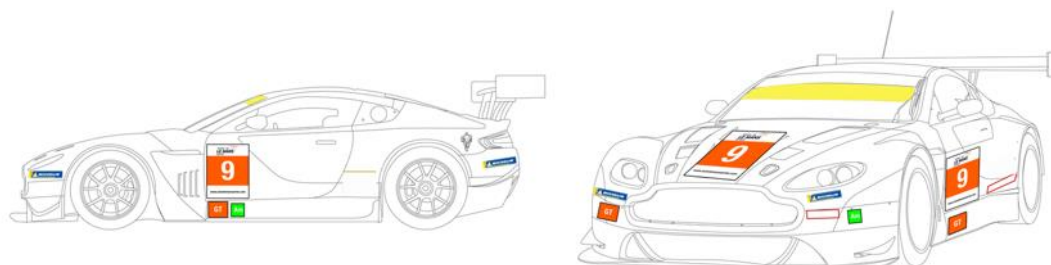


An 'Am' sticker with white background will be used to identify the LMP Am classification.

## LMP3



## GT



An 'Am' sticker with green background will be used to identify the GT Am classification.

Note: Follow the above guide for instructions on where to place the respective stickers on your car for your respective category.

## APPENDIX 4: Penalties for breaching the technical regulations

	FREE PRACTICE	QUALIFYI NG	RACE		
			Number of infringements	Penalty	Deadline for serving the penalty
GT & GT Am					
P Boost > limit BOP table	No penalty	Current and next lap times cancelled	1st time	Repriman d	Within 4 laps after penalty was notified to the team
			2nd time	Stop&Go 5s	
			3rd time and more	Stop&Go 30s	
All categories					
Cockpit Temperature	No penalty	No penalty	1st time	Stop and repair	Within 4 laps after penalty was notified to the team
			2nd time	Stop and repair	
			3rd time and more	Stop and repair	
Team CAN Channels not correct	Stop and repair	Lap time cancelled	1st time	Stop and repair	Within 4 laps after penalty was notified to the team
			2nd time	Stop and repair	
			3rd time and more	Stop and repair	

Failure to bring the data recorder USB key within 1 hour after the end of the session	After FP1: USD 600 fine  After FP2: USD 1,200 fine	After Q: 1xUSD 1,200 fine  1x Stop&Go penalty to be served during the race	After the race	Disqualification, except for <i>cas de force majeure</i> left at the appreciation of the Permanent Technical Delegate	Notified by the Stewards
Team action to put any ACO mandated sensor signals in error	Stop and repair	Lap time cancelled	2nd time	Stop&Go 5s	Within 4 laps after penalty was notified to the team
			3rd time	Stop&Go 30s	
			4th time and more	Stop &Go 60s	
If an equipment imposed by the regulations and bulletins fail to work	Stop and repair + USD 600 fine	Lap time cancelled + stop and repair + USD 600 fine	1st time	Stop and repair	Within 4 laps after penalty was notified to the team
			2nd time	Stop and repair + Stop&Go 120s + penalty at the Steward's discretion	



## APPENDIX 5: CREWS COMPOSITIONS AND DRIVING TIMES

All the driving times must be read as XX h XX minutes 00 second.  
In GT and GT Am categories, no single stint may be more than 60 minutes.

LMP2					
2 drivers	min	max		min	max
Silver	1h20		Silver	1h20	
Bronze	1h20		Silver	1h20	
Bronze			Gold		1h30
Bronze			Platinum		1h30
Silver			Gold		1h30
Silver			Platinum		1h30
LMP2 Am					
2 drivers	min	max		min	max
Bronze	1h20		Bronze	1h20	
Bronze	1h20		Silver		1h20
LMP3					
2 drivers	min	max		min	max
Bronze	00h50	3h10	Bronze	00h50	3h10
Bronze	01h45	3h10	Silver	00h50	2h15
GT					
2 drivers	min	max		min	max
Bronze	1h30		Silver	1h30	
Bronze	1h30		Gold	1h30	
Bronze	1h30		Platinum	1h30	
GT Am					
2 drivers	min	max		min	max
Bronze	1h30		Bronze	1h30	
Bronze	1h30		Silver		1h00

LMP2								
3 drivers	min	max		min	max		min	max
<i>Case 1 - Neither Gold nor Platinum in the crew</i>								
Bronze	00h40		Bronze	00h40		Bronze	00h40	
Silver	00h40		Silver	00h40		Silver	00h40	
Bronze	00h40		Bronze	00h40		Silver	00h40	
Bronze	00h40		Silver	00h40		Silver	00h40	
<i>Case 2 - One Gold or one Platinum in the crew</i>								
Bronze	00h40		Bronze	00h40		Gold		1h30
Bronze	00h40		Bronze	00h40		Platinum		1h30
Bronze	00h40		Silver	00h40		Gold		1h30
Bronze	00h40		Silver	00h40		Platinum		1h30
Silver	00h40		Silver	00h40		Gold		1h30
Silver	00h40		Silver	00h40		Platinum		1h30
<i>Case 3 - Two Golds in the crew</i>								
Bronze	1h20		Gold			Gold		
Silver	1h20		Gold		1h30	Gold		1h30
<i>Case 4 - One Gold and One Platinum in the crew</i>								
Bronze	1h20		Gold			Platinum		
Silver	1h20		Gold		1h30	Platinum		1h30
<i>Case 5 - Two platinum in the crew</i>								
Bronze	1h20		Platinum			Platinum		
LMP2 Am								
3 drivers	min	max		min	max		min	max
Bronze	00h40		Bronze	00h40		Bronze	00h40	
Bronze	00h40		Bronze	00h40		Silver		1h30
LMP3								
3 drivers	min	max		min	max		min	max
Bronze	00h50	2h20	Bronze	00h50	2h20	Bronze	00h50	2h20
Bronze	00h50	2h25	Bronze	00h50	2h25	Silver	00h50	2h20
Bronze	1h45	2h20	Silver	00h50	1h25	Silver	00h50	1h25
Bronze	00h50	2h40	Bronze	00h50	2h40	Gold	00h40	1h00
GT								
3 drivers	min	max		min	max		min	max
Bronze	00h55		Silver	00h55		Silver	00h55	
Bronze	00h55		Silver	00h55		Gold		
Bronze	00h55		Silver	00h55		Platinum		
Bronze	00h55		Bronze	00h55		Gold		
Bronze	00h55		Bronze	00h55		Platinum		
GT Am (eligible in GT)								
3 drivers	min	max		min	max		min	max
Bronze	00h55		Bronze	00h55		Bronze	00h55	
Bronze	00h55		Bronze	00h55		Silver	00h55	

## ANNEXE 6 – LISTE DES SYSTEMES ET EQUIPEMENTS TECHNIQUES OBLIGATOIRES / APPENDIX 6 – LIST OF MANDATORY SYSTEMS AND EQUIPMENTS

### **SOMMAIRE / SUMMARY**

- 1 – Transpondeur / Transponder 68
- 2 – Enregistreur de Données / Data Recorder 68
- 3 – Enregistreur de données d'accident / Accident Data Recorder (ADR) 69
- 4 – Antenne GPS / GPS Antenna 69
- 5 – Feux de pluie / Rain lights 69
- 6 – Filets de course / Racing nets 69
- 7 – Lampes médicales / Medical lights 70
- 8 – Liste des fournisseurs / List of suppliers 70

## **1 – TRANSPONDEUR / TRANSPONDER**

### **Obligatoire / Mandatory**

**1/** Les transpondeurs obligatoires en AsLMS sont les suivants :

- Mylaps TranX-260 dpi
- Mylaps TranX-Pro dpi
- X2 car/bike + mylaps driver ID.

Voir Appendix 3 pour les préconisations d'installation.

**2/** Pour LMP2 2017 les transpondeurs MyLaps X2 Pro Plus sont obligatoire.

**1/** The mandatory transponders for AsLMS are the following:

- Mylaps TranX-260 dpi
- Mylaps TranX-Pro dpi
- X2 car/bike + mylaps driver ID.

See appendix 3 concerning mounting recommendations.

**2/** For LMP2 2017 onward MyLaps X2 Pro Plus transponders must be used.

## **2 – ENREGISTREUR DE DONNEES / DATA RECORDER**

### **Obligatoire pour LMP2 / LMGTE/ GT3 / Mandatory for LMP2 / LMGTE / GT3**

#### **1/ LMP2 / LMGTE / GT3**

Le système ACO obligatoire sera fourni par Magneti Marelli. Un connecteur décrit dans la documentation est requis dans les voitures afin d'assurer l'alimentation et communication CAN avec le logger.

#### **2/ LMP2 2017**

Le système ACO obligatoire sera fourni par Magneti Marelli. Le harness homologué et fourni par le constructeur pour WEC son obligatoire.

#### **2/ LMP3**

Pas de système d'enregistrement de données supplémentaire.  
Par contre, les équipes devront fournir leurs données issues de l'ECU.

**3/** Il est rappelé aux concurrents que les données doivent être transmises à l'organisation selon l'Art 7.5.1 du règlement sportif (LMP2, LMGTE, GT3, LMP3).

#### **1/ LMP2 / LMGTE Am / GT3**

The mandatory logger will be provided by Magneti Marelli. One connector described in the documentation is mandatory to be fitted in the car in order to ensure power and CAN communication to the logger.

#### **2/ LMP3**

The mandatory logger will be provided by Magneti Marelli. The wiring loom homologated and supplied by the manufacturer is obligatory.

#### **2/ LMP3**

There is no mandatory additional logger.

However teams will have to provide their logged ECU data.

**3/** Competitors are reminded that they must provide their data to the organizer according to Art 7.5.1 of the Sporting Regulations (LMP2, LMGTE, GT3, LMP3).

### **3 – Enregistreur de données d'accident / ACCIDENT DATA RECORDER (ADR)**

**Obligatoire LMP2 from 2017 / Mandatory LMP2 from 2017**  
**Obligatoire LMP3 / Mandatory LMP3**

#### **1/ LMP2 de 2017+**

Le ADR Cosworth est obligatoire, il doit être monté conformément le fiche d'Homologation de voiture.

#### **2/ LMP3**

Le  $\mu$ ADR EM Motorsport est obligatoire, il doit être monté conformément aux indications de la documentation « ADR Installation in WEC ». Conformément au bulletin technique TECH\_17\_18\_LMP3\_ADR and GPS.

#### **1/ LMP2 from 2017**

The Cosworth ADR is Mandatory, it must be installed according to the vehicle Homologation Document.

#### **2/ LMP3**

The EM Motorsport  $\mu$ ADR is mandatory, it must be installed according to the guidelines in the document entitled "ADR Installation in WEC". According to the technical bulletin TECH\_17\_18\_LMP3\_ADR and GPS.

### **4 – Antenne GPS / GPS ANTENNA**

**Obligatoire / Mandatory**

#### **1/ LMP2 / LMGTE / GT3**

Seulement l'antenne GPS incluse dans le kit fourni par Magneti Marelli est autorisé.

#### **2/ LMP3**

Seulement l'antenne décrite et issue du fournisseur précisé dans le bulletin technique est autorisé. Conformément au bulletin technique TECH\_17\_18\_LMP3\_ADR and GPS.

#### **1/ LMP2 / LMGTE / GT3**

Only the GPS antenna included in the Magneti marelli kit is allowed

#### **2/ LMP3**

Only the GPS antenna described and from the supplier precised in the technical bulletin is allowed. According to the technical bulletin TECH\_17\_18\_LMP3\_ADR and GPS.

### **5 – Feux de pluie / Rain lights**

**Obligatoire / Mandatory**

#### **1/ LMP2 / LMGTE / GT3 / LMP3**

Conformément à la fiche d'homologation

#### **1/ LMP2 / LMGTE / GT3 / LMP3**

As described in the homologation form.

### **6 – FILETS DE COURSE / RACING NETS**

**Obligatoire pour GT3 / Mandatory for GT3**

1/ Conformément à l'article 14.9 de l'Annexe J – ART 257A de la FIA :  
Ils sont obligatoires, et doivent être homologués conformément à la norme FIA 8863-2013 (Liste Technique n°48).  
Ils doivent être fixés aux points d'ancrages homologués (voir fiche d'homologation de la voiture) et être installés conformément aux spécifications d'installation publiées par la FIA.

1/ In accordance with article 14.9 of appendix J – ART 257A of the FIA :  
They are compulsory and must be homologated according to FIA 8863-2013 standard (Technical List n°48).  
They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA.

## 7 – Lampes médicales / MEDICAL LIGHTS

### Obligatoire pour LMP2 de 2017 / Mandatory for LMP2 from 2017

#### 1/ LMP2 avant 2017 / LMGTE

Non nécessaire en Asian Le Mans series.

#### 1/ LMP2 before 2017 / LMGTE

Not mandatory in Asian le Mans series.

#### 1/ LMP2 de 2017

Conformément à la fiche d'homologation

#### 1/ LMP2 from 2017

As described in the homologation form.

## 8 – LISTE DES FOURNISSEURS / LIST OF SUPPLIERS

Equipement / Système Equipment / System	Fournisseur Supplier	Document technique Technical Document
Transpondeurs Transponders	<p>Harald Roelse Time Service BV – The Netherlands Email : <a href="mailto:hroelse@timeservice.nl">hroelse@timeservice.nl</a> Mobile : +31 6 55192255</p> <p>Laia Peinado Alkamel Systems <a href="mailto:laia@alkamelsystems.com">laia@alkamelsystems.com</a> +34628130894</p>	
Enregistreur de données d'accident Accident data recorder	<p><b>SSP ACO</b> Circuit des 24 heures 72019 Le MANS Cedex 2 <a href="mailto:ADR@lemans.org">ADR@lemans.org</a></p>	TECH_17_18_LMP3_ADR and GPS
Acquisition de données ACO ACO data logger	<p><b>MAGNETI MARELLI s.p.a Motorsport</b> Viale Aldo Borletti 61/63 20011 Corbetta (Italy) <a href="mailto:asialms_mm.technicalsupport@magnetimarelli.com">asialms_mm.technicalsupport@magnetimarelli.com</a></p>	ACO_DATALOGGER_UserGuide_(ASIAN LMS)_v1.5

Lampes médicales <i>Medical Lights</i>  2 medical lights per car	<b>Melectronics Systems Limited,</b> Unit1 Court Farm, Stutton Road, Brantham, Sufflk, CO11 1PW England <a href="mailto:info@melectronics.co.uk">info@melectronics.co.uk</a>	WEC-MDL_NotesPrelim_Iss0p1.pdf CAD Model
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## ANNEXE 7 : CONSIGNES GENERTALES DE SECURITE RELATIVES A LA VOIE DES STANDS – APPENDIX 7: GENERAL SAFETYGUIDELINES RELATED TO THE PIT LANE

### A7.1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times, including but not limited to the following obligations:

- Air bottles must be firmly anchored.
- Tools that cause sparks are prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- Installations on the signaling wall may not protrude into the pit lane or track except to signal the driver when passing. Signals may not flash.
- Must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.

### A7.2 Lighting and electrical installations in the pits

The beam of the lighting must be directed down the track in the direction of the race or towards the pits so as not to be a nuisance to the drivers on the track.

Any electrical installation situated less than 3 metres from the autonomous fuel tank and the fuel lines must be spark-proof. Only low temperature and spark-proof lamps are allowed. Halogen lamps are prohibited.

### A7.3 Brackets, line supports, extinguishers

Folding brackets, supports for air or fuel lines or lighting must not:

- o Extend beyond the outer limit of the working area (Article 12.2.2);
- o Be situated less than 2 metres above the ground.

During a pit stop from the line painted in front of the pit shutter, an assistant with an extinguisher must be beside the car at all times.

Penalty: at the Stewards' discretion.

### A7.4 Air Bottles

Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place.

The conformity of the installations and the dates of validity of the air bottles may be checked at any moment.

Also, the filling or decanting of the air bottles is strictly prohibited whenever the cars are allowed on the track.

Penalty: at the Stewards' discretion.



Any team that is dissatisfied with the positioning of another team's sign cannot touch that sign under any circumstances.

If a sign placed near a team is the cause of hindrance, the relevant team must call an official to deal with it.

## **A7.8 Safety and obligations during refuelling**

### **A7.8.1 General authorisations and obligations during refuelling**

During refuelling, from the painted line in front of the pit shutter:

- The driver may remain on board the car.
- The car is grounded electrically before and during the connection of the filling and venting couplings.

Penalty: at the Stewards' discretion.

### **A7.8.2 Where refuelling is allowed**

During all the sessions, refuelling is authorised at the beginning of a pit stop and exclusively in the working area, unless the car has entered the garage for repairs, in which case the refuelling can be done at the end of the pit stop, only in the working area.

Penalty: at the Stewards' discretion.

### **A7.8.3 Use of an autonomous supply tank**

During practice and the race, refuelling must be carried out using the pit's autonomous supply tank bearing the number of the car and with the fuel delivered by the Organiser. It is prohibited to move the refuelling rig in order to facilitate refuelling operations during a car's pit stop.

Penalty: at the Stewards' discretion.

The autonomous tank must remain at atmospheric pressure and at the ambient temperature.

All the tanks for the fuel stored in the pits must be capable of holding a pressure of 3 atmospheres. During the race, any refuelling in the pits must be carried out using one autonomous tank per pit in conformity with the Technical Regulations in force.

#### **A7.8.4 Filling the autonomous tank**

For safety reasons, during refuelling:

- It is prohibited to fill the autonomous supply tank while the car is still in the working area.

Bowsers must be connected to earth during the filling process.

Penalty: at the Stewards' discretion.

The fuel contained in the vent hose must be poured into the temporary tank described in Appendix 2 (LMP2 and LMGTE), and in Article 8 of the Technical Regulations:

- by means of an empty metallic receptacle with a maximum capacity of 6 litres and fitted with a coupler for filling and with self-sealing connectors for transferring the fuel into the temporary tank.

Possible disqualification of the car in case of infringement, at the Stewards' discretion.

#### **A7.9 Restrictions concerning equipment**

It is prohibited to have any equipment:

- For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion.
- Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the two wheel guns and the air-jack coupling.

## ANNEXE X : Spécification pour la déclaration des listes de pneumatiques

### – APPENDIX X: Specification for declaration of tire list

Les listes de pneus doivent être au format Excel (.xls).

Tire list must be an Excel file (.xls).

Un fichier unique doit être fourni en incluant une page par catégorie :

- LMP2
- LMP3
- GT

A unique file must be provided including one sheet per category:

- LMP2
- LMP3
- GT

Pour chaque page, la structure doit être la suivante :

For each sheet, the frame must be as follow:

Tire Brand	Car Type	Teams	Tire Type	Position	Barcode	TID	UII

**Tire brand:** *code du manufacturier pneumatique*  
- M = MICHELIN

**Tire brand:** *code of the tire manufacturer*  
- M = MICHELIN

**Car type:** *catégorie*  
- LMP2  
- LMP3  
- GT

**Car type:** *category*  
- LMP2  
- LMP3  
- GT

**Teams :** *nom du constructeur si pneumatiques dédiés (cellule vierge si non dédié)*

**Teams:** *name of the car manufacturer if dedicated tires (blank cell if not dedicated)*

**Tire type :** *spécification du pneumatique*  
- "A" pour pneumatique de spécification A  
- "B" pour pneumatique de spécification B  
- "C" pour pneumatique de spécification C  
- "D" pour pneumatique de spécification D  
- "I" pour pneumatique de spécification Intermédiaire  
- "W" pour pneumatique de spécification Pluie  
- "FW" pour pneumatique de spécification Grosse Pluie

**Tire type:** *specification of the tire*  
- "A" for tire spec A  
- "B" for tire spec B  
- "C" for tire spec C  
- "D" for tire spec D  
- "I" for tire spec Intermediate  
- "W" for tire spec Wet  
- "FW" for tire spec Full Wet

**Position :** *"Rear" or "Front" (Cellule vierge si multi position)*

**Position:** *"Rear" or "Front" (Blank cell if all positions)*

**Barcode :** *numéro de code à barres*

**Barcode:** *barcode number*

**TID:** *référence TID*

**TID:** *TID reference*

**UII:** *référence UII*

**UII:** *UII reference*

Dans tous les cas, une cellule vierge ne doit jamais être remplacée par un caractère.

In all cases, a blank cell must never be replaced by any character.