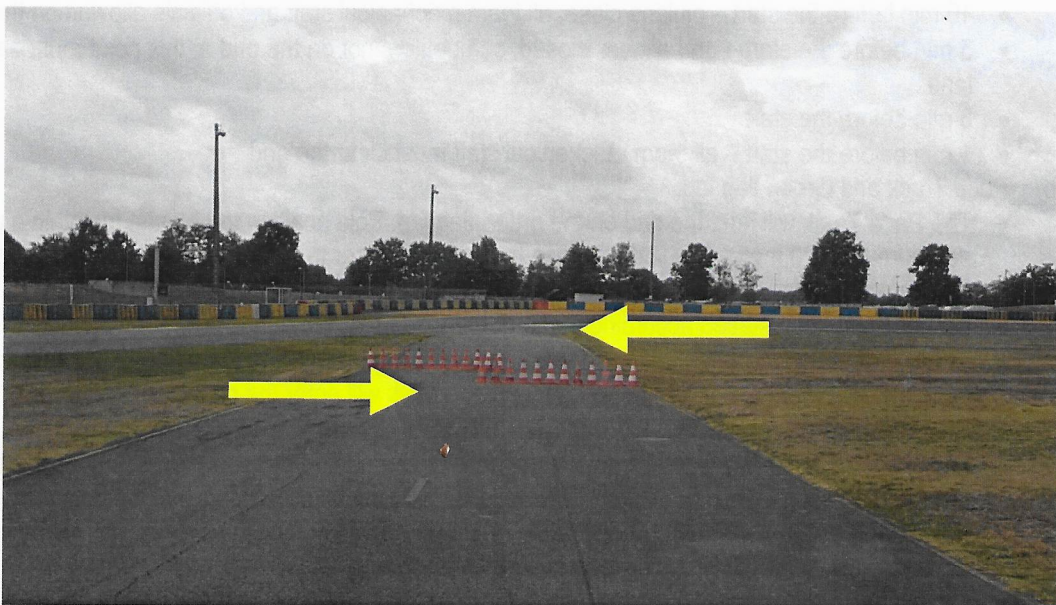


1. CIRCUIT MAIN DATA:
  - Lap length centre line: 4,185 m
  - Start & Finish line: not the same (offset 145 meters)
  - Red flag line: virtual, before the pit entry
  - Pole position: LHS
  - Signal to the start: red lights are turned to GREEN
  - Speed in the Pit Lane: 60 kph
  - Pit Entry: RHS after T12
  - Pit Exit white line: Do NOT cross the continuous white line on your LHS
  - Penalty Markers: light rubber tubes
  - Official Notice Board: RHS of the race building
  - Parc Fermé Location: working lane in the end of the pit lane
  - Openings in the barriers: orange colour
  - Fire point: RHS after the pit entry
  - Fire extinguishers around the track: white boards with red circle and "E" letter inside
  - Race Director's signalling place: RHS up to the Control line
  - Access for mechanics to the grid: opening in the pit wall in front of the grid
  
2. OFFICIALS:
  - Chairman of the Panel of the Stewards: Mr Josep CARTANYA (ESP)
  - 2<sup>nd</sup> International Steward: Mr Walter JOBST (AUT)
  - ASN Steward: Mr Hervé GUYOMARD (FRA)
  - Clerk of the Course: Mr Patrick MORISSEAU (FRA)
  - FIA Race Director: Mr Anthony IDDON (GBR)
  - Assistant to the FIA Race Director: Mr Michal MAREK (CZE)
  - FIA Technical Delegate: Mr Carlos BARROS (PRT)
  - FIA Technical Observer: Mr Pascal GIRARD (FIA)
  - FIA Sporting Coordinator: Mr Marek NAWARECKI (FIA)
  
3. ESCAPE ROAD T9/T10
 

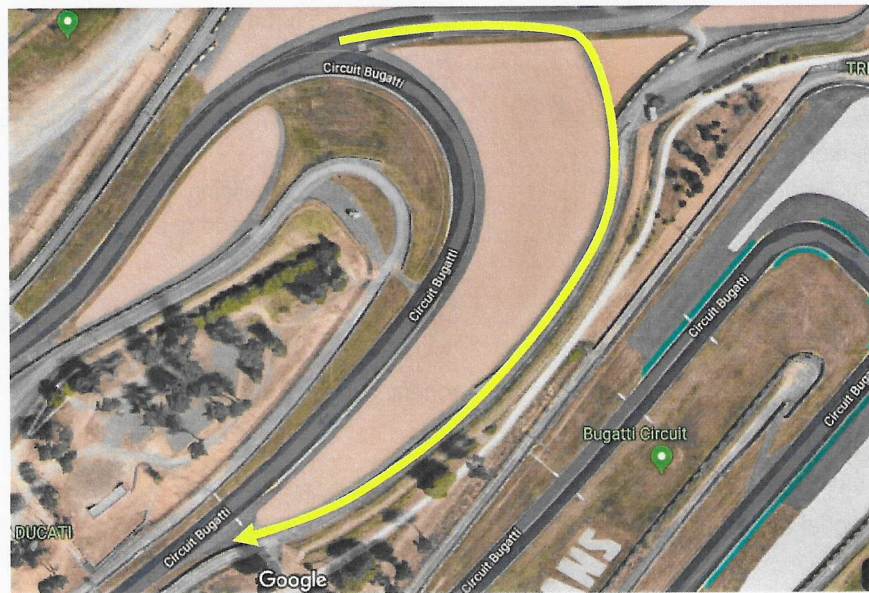
Any driver going straight on at turn 9 must re-join the track by driving through the two rows of cones in the escape road, to the right of the first, to the left of the second and proceed safely to the race track. Driver is not allowed to gain any advantage by driving through this escape road. This escape road is considered as not a part of the track, which means, the drivers on the track have a priority.





4. ESCAPE ROAD T6

Any driver going straight on at turn 6 must re-join the track by driving the escape road (see the picture). Driver is not allowed to gain any advantage by driving through this escape road. This escape road is considered as not a part of the track, which means, the drivers on the track have a priority.



5. DRIVERS' EQUIPMENT

Drivers must wear appropriate clothing/safety equipment from leaving the paddock until they exit the truck.

6. SPEED MEASURING DEVICES

Equipment fitted by the FIA or its representatives for the verification of any technical or other points including instruments or equipment for the measurement of speed should not in any way be tampered with and may only be accessed by the FIA officials.

7. RACES:

a) Start procedure – countdown

- 20 min before the start – pre grid and pit lane open
- 10 min before the start – pit lane close, all team mechanical staff and officials allowed on the grid
- 5 min before the start – grid access closed, competitors not on the grid at this point must enter the pit lane
- 3 min before the start
- 1 min before the start – all team mechanical staff must clear the grid

b) Pace Truck and Green flag lap:

- The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 meters behind the pace truck and all other trucks must maintain a position not more than 5 trucks lengths from the row in front.
- Drivers must keep station according to the dummy grid spacing during the green flag lap.
- At the end of this lap (provided the Race Director is happy with the formation of the grid – if not, the pace truck will continue for a further lap) the pace truck will enter the pit lane.
- Speed during the green flag lap and prior the start signal should be a minimum of 50 kph and a maximum 70 kph. The Race Director may change the minimum speed according to the circuit and weather conditions. The pace truck will extinguish its flashing yellow lights and the pole man will control the speed from that moment. Accelerating or slowing down before the start signal will be considered as a false start and will be penalise accordingly.
- Drivers must NOT cross the white lines delineating the track limits with any part of the truck until after the race start and until they pass the end of the Pit Wall unless otherwise published.
- NO person is allowed in the Pit Wall at the race start and during first 2 laps of the race.



8. PENALTY MARKERS

Marshals are instructed to report all trucks that touch marker AND GAIN ADVANTAGE. Marshals are also instructed to report all trucks which consistently cross the white line with more than 2 wheels. They are also requested to report when a driver gains an advantage by the corner cutting. This also includes crossing the white line at a point where a penalty marker has been removed or is damaged.

Warnings will be displayed on the TV monitors and team managers will be informed by radio which will have the same effect as flag signals.

9. RED FLAG SITUATION

When the red flag is shown, be prepared to stop as there is great danger on the track and proceed slowly on the instructions of the marshals.

- During the practice the trucks will reduce immediately their speed (maximum speed is 70 kph) and will drive to the pit lane with extreme caution.
- During the race the trucks will reduce immediately their speed (maximum speed is 70 kph) and will stop at the Red Flag Line. Parc Fermé conditions will apply in race stop situation when less than 2 full laps have been completed and also when the race is stopped but less than 75% race duration has been completed. The only exceptions are when the Technical Delegate authorizes as specified an Appendix L, Chapter IV to the FIA ISC.

10. PARC FERMÉ

Teams are reminded that only one team member in addition to the driver will BE ALLOWED IN THE PARC FERMÉ. This person must remain outside Parc Fermé until requested to enter by the technical delegate or his representative. A second nominated team member or the same team member as previously mentioned may enter the Parc Fermé briefly to download the data. Once downloaded that person must leave the area. It is not permitted to download or remove video or photographic images until Parc Fermé is opened.

11. OFFICIAL CAMERAS

These will be supplied by the promoter. Competitors are reminded that it is forbidden to interfere with or open these instruments. The contents are the property of the FIA.

12. INCIDENTS/PENALTIES

a) Drive-Through Penalty

- The driver must enter the pit lane and re-join the race without stopping. From the time the Stewards of Race Director notify a driver (on the monitors or in writing) of a drive-through penalty, the driver and his truck may not cross the Control Line more than twice (2) before entering the pit lane. The Control Line is the Finish line, a single line which crosses the track and extends across the pit lane at the same point on the circuit. A drive-through penalty cannot be taken on the final lap of the race.

13. RAIN CONDITIONS

In the event of a wet track the Race Director reserves the right to declare a wet race and the start procedure will be as follows:

- The Pace Truck will start with competitors behind and complete the normal green flag lap.
- At the end of the green flag lap, if the Race Director considers it is safe to continue racing, the Pace Truck will extinguish its yellow lights and enter the pit lane, the yellow flags/yellow lights will be displayed. For a race distance purposes this will be the first racing lap, OVERTAKING IS STRICTLY FORBIDDEN, pole man takes a speed.
- If at the end of this lap the Race Director is happy with track conditions, the green light will be shown at the Starting Line and green flag waved on all marshal posts after the Starting line and racing will commence FROM THIS POINT = OVERTAKING BEFORE THE STARTING LINE IS FORBIDDEN.

14. FULL COURSE YELLOW

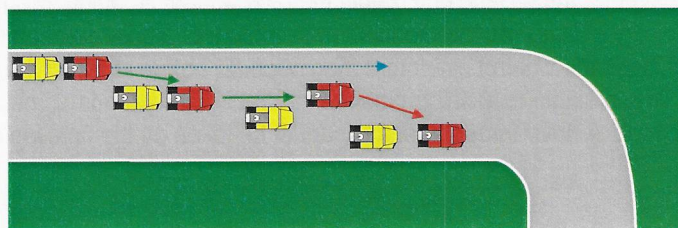
In certain circumstances and in the interest of the safety full course yellow (FCY) may be used. In the radio/timing monitors will be announced that FCY period will begin in 15 seconds. 5 seconds later the FCY boards will be displayed on the each flag marshal posts and OVERTAKING IS FORBIDDEN from that moment. 10 seconds later yellow flags will be displayed and the maximum 70 kph speed limit during the FCY period and



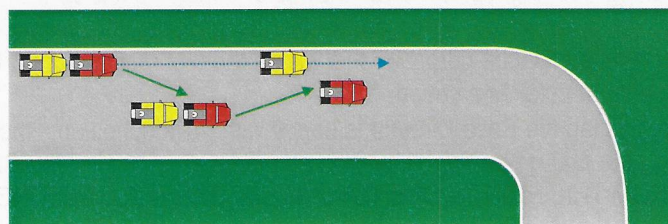
no overtaking will be applied. Yellow flags will be displayed until the Race Director is happy with the situation on the track. Timing systems will not be stopped. Deliberate slow driving will be reported to the Stewards. It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored. When the FCY situation finished, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will re-commence and overtaking will be permitted.

15. DRIVING BEHAVIOR:

- a) Drivers are reminded to pay special attention to flag signalling according to the Code:
  - Yellow flags are signal of danger and when shown, drivers must reduce their speed and be prepared to change direction. In order to be clear, driver would be expected to discernibly reduce the speed in the respective timing sector. Sector times for the sector involved will be examined and unless the times are dramatically reduced penalties will be applied.
  - If double yellow flags are shown, drivers must reduce the speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
  - Blue Flags will be used for overtaking during the practice sessions and lapping during the races.
- b) If you are involved in an accident, and you are OK, please, signal to the marshals a thumb up. If you have any problems getting out of the truck or suspect you have any injury, wait for the rescue team.
- c) If your truck is damaged or broken down, please, pull off the circuit in safe location, do not continue round the circuit causing damage or spilling fluid which will affect the support races and the timetable
- d) Drivers must use the track at all times.
- e) The white lines defining the track edges are considered to be part of the track, the kerbs are not. A driver will be judged to have left track if no part of the truck remains in the contact with the track.
- f) Should a truck leave the track for any reason, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- g) It is the responsibility of the competitor to release his truck after a pit stop only when it is safe to do so. Trucks in the fast lane have priority over the ones leaving the inner lane.
- h) More than one change of direction to defend a position is not permitted (picture shows two changes of direction).



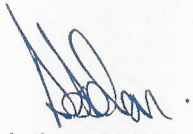
- i) Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one truck's width between his own truck and the edge of the track on the approach to the corner.



16. FIA REGULATIONS

The latest regulations are available on the FIA website.

PLEASE NOTE, THESE BRIEFING NOTES ARE BY NO MEANS COMPREHENSIVE AND SHOULD BE READ IN CONJUNCTION WITH THE FIA INTERNATIONAL SPORTING CODE, THE FIA ETRC SPORTING REGULATIONS AND THE SUPPLEMENTARY REGULATIONS FOR THE EVENT. BREACHING INSTRUCTIONS GIVEN TO THE DRIVER AND COMPETITOR BY THESE BRIEFING NOTES MIGHT BE CONSIDERED AS A FAILURE TO FOLLOW THE INSTRUCTIONS OF THE RELEVANT OFFICIALS FOR THE SAFE AND ORDERLY CONDUCT OF THE EVENT (ART. 12.1.1.i OF THE ISC)



Anthony IDDON  
FIA Race Director  
27/09/2019, Le Mans (FRA)

