

Offizielles Reglement

**Internationale
Truck Trial Meisterschaft
(ITTM)**



Stand: 10. März 2018

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1. General

1.1 Type of championship

Individual and temporally separate events, for which dexterity tests for all-terrain trucks, tractors or other commercial vehicles are held on closed routes. At any of the events, tests for maximum speed and / or best times are not allowed.

1.2 Participation requirements

All participants registering as drivers must be in possession of a valid driving license for the respective vehicle at the time of the event. Passengers per vehicle have a minimum age of 16 years. Foreign starters are allowed.

1.3. event language

The event language is exclusively German. This applies to all publications, enrollment, the regulations and the like. as well as for communication with the commissioners and the event management. Exceptions concerning communication with the commissioners are possible guest tours abroad. If necessary, interpreters are available.

1.4. double start

Per vehicle, two participating teams are allowed. Each participant may only start for one team. (Each participant may only drive through each section once.) Vehicles used in the double start must be equipped with reversible / patch panels for the starting numbers, so that only the starting number of the respective team is visible.

Double start of a team with reversed driver-co-driver is allowed for a starter team in the class. As soon as a second team is registered in the class and in the class, this special regulation does not apply.

1.5. vehicle change

During the event, the vehicle may not be changed. Within the championship changing the vehicle is allowed. If this happens within the class in which it was originally started, the change must be reported to the event management no later than 12 hours before the start of the event. Changes to another class must be notified in writing (including e-mail) to the event management at least 7 days before the start of the event. In this case, placement points earned so far will not be taken into the new class.



1.6. Number of participants and class allocation

All teams registered for the championship are eligible to start regardless of the number of participants. The event management reserves the right to reject any subsequent entries. The merging of classes (common rating) with too few participants is not provided.

1.7. Registration | Start permission

The registration of the teams can be done as enrollment for the championship or as enrollment for the individual events on the valid form. This is provided on the homepage of the association www.ttcd.de. The enrollment is valid with sending to the address of the event management named in the enrollment. Registration for individual events must be submitted in writing (including e-mail) no later than 14 days before the start of the event.

All enrollment conditions and other costs are to be found in the enrollment and in the attached "cost table for enrollment". The costs for enrollment will not be refunded in case of non-participation in individual events, not even partially. This does not apply if the event is canceled by the event management.

All costs as described in the cost table are to be paid in cash at the document acceptance before the beginning of the event. The costs include stand fees in the paddock for a towing / transport vehicle with semi-trailer / trailer, the competition vehicle and two escort vehicles with caravan or two campers and for 6 people per team included.

All enrollments are team registrations, which will be conducted under the respective start number during the championship. This means that individual team members can switch from event to event as needed. This does not apply to the driver or drivers. Changes must be notified at the latest when the paper is taken for each run. Participants under the age of 18 need an informal declaration of consent signed by a parent or guardian.

The starting permission is given if all documents are in accordance with registration (paper acceptance), and the costs are settled according to cost table and the proper technical inspection of the vehicle has taken place.

1.8. Composition of the teams

A team consists of the driver or driver and one or two co-drivers. A team can also consist of two drivers and, if necessary, an additional passenger. In this case, the same conditions apply to both drivers (points 1.2 and 1.7). Which of the two drivers in individual runs and there in the individual sections leads the vehicle is up to the team. In the sections, both drivers do not have to be in the vehicle. ATTENTION! Fill in the enrollment accordingly!

1.9. liability waiver

All participants declare by their signature on the enrollment for themselves as well as for all team members and / or traveling persons that they are entitled to compensation for damages and accidents in connection with the ITTM events to the organizer and its staff as well as authorities, companies or private individuals, provide the land, irrevocably dispense. This waiver does not apply to intent or gross negligence as well as to property and / or personal insurance. Each participant has the option of refusing individual sections or parts of sections and recognizes that driving on the event grounds is at your own risk. For each competition vehicle, a copy of the liability insurance is to be presented with the express written confirmation of the insurer that insurance cover exists for all Truck Trial events.

This written confirmation must relate to the individual race (date / venue) or the entire season (date from the first to the last run). If there is no insurance cover, the insurance must be taken out by the event management.



1.10. General rules of conduct

All written and oral information and instructions of the stewards, the event management and its representatives must be obeyed. This applies to the entire duration and on the entire event area including paddock and campground.

During competition times, driving on the event grounds with two-wheeled vehicles, trikes or quads / ATVs and the like is not permitted. During these times, only service vehicles with the express permission of the respective sports commissioner and only for the purpose of technical assistance (service trip) may enter and exit the event grounds. These service vehicles must otherwise remain in the paddock or be parked in the space provided near the event site (see section plan). Service vehicles must always have a valid liability insurance (street legal, short-term license plate, red license plate). Proof of the corresponding insurance protection must be provided on request. Drivers of the service vehicles must be in possession of a valid driving license for the respective vehicle. This is to be submitted on request. Similar to road traffic, the helmet and seat belts are required for corresponding service vehicles. Driving with the service vehicles has to be done slowly, carefully and considerately (spectators, other participants etc.). The service vehicle must be clearly marked with the corresponding entry authorization.

The operations in open sections are the responsibility of the marshals, section assistants and the commissioner responsible for the class / group from the class. The responsible commissioner clarifies questions that are in dispute and makes all decisions for evaluation up to the possible disqualification of individual teams. He is entitled to interrupt the competition in the section or to close the section if necessary

The following violations of the general rules of conduct can lead to punitive or fines up to the disqualification:

- Any driving on closed terrain and / or the sections without explicit request by the athletes
- Endanger spectators, participants or officials outside sections by risky driving and / or inappropriate speed
- Driving under the influence of drugs and alcohol is strictly prohibited
- Breach of the above mentioned Regulations for driving on the competition grounds; also by team members or with arrived persons
- The participation of all teams in announced driver meetings is mandatory.

Participants who have signed up for registration are responsible for bringing the aforementioned Code of Conduct to the attention of their team members. You must ensure that they are observed.

1.11. Advertising and start numbers

The advertising of the championship sponsors issued by the event management is to be affixed free of charge on all vehicles. This applies to surfaces of 50 x 80 cm each on the front and back as well as on both sides. If these areas are not or not sufficiently available, they must be created. All advertising surfaces mentioned must be clearly visible from the corresponding direction and designed so that adhesive films can be permanently and easily legible.

In addition, flat surfaces of 40 x 40 cm for the starting numbers are also to be kept free on all four sides of the vehicle (right and left on the doors). Alternatively, the start number field on the side surfaces of the driver's cab can be attached to the rear of the driver's or passenger's door.

If the dimensions of the cab are not sufficient, it can be mounted on a sufficiently dimensioned board. The dimensions given above must be adhered to. The start number fields may only be divided when using reversible or patch panels. The appropriate advertising is then as intended in direct connection above or below the start number to install. The participants commit themselves with their enrollment to attach the adhesive sheets for start number fields and organizer advertising for the entire duration of the event. Failure to comply with the advertising requirements may lead to a disqualification. The exemption from compulsory advertising (not start number field) against a lump sum is possible by arrangement.



1.12. Rating I Placement I not rated event

According to the evaluation in the sections, the team is the event winner in its class, which has the fewest penalty points.

For the placement in the individual championship races, the following points will be awarded in each class:

| | | | | |
|----------|-------------|-----------|-------------|------|
| 1. place | = 20 points | 2. place | = 18 points | |
| 3. place | = 16 points | 4. place | = 15 points | |
| 5. place | = 14 points | 6. place | = 13 points | |
| 7. place | = 12 points | 8. place | = 11 points | |
| 9. place | = 10 points | 10. place | = 9 points | etc. |

The championship only takes into account teams that have participated in at least one third of all runs in the championship.

In a championship, which consists of at least 5 runs, at least one run is not scored, that is, the run with the worst placement of a team is eliminated from the scoring, as long as the team has run all the races. Otherwise, a non-start on a run automatically counts as a deleted run for that season. The number of cleared runs is determined by the number of championship runs in each season:

1 - 4 races: no deleted run

5 - 6 races: 1 deleted run

7 - x races: 2 deleted runs

International Truck Trial Champion in each class is the team with the most points. In the case of a tie, the number of the best placings in each of the judged decides

Runs. If this does not lead to a decision, the points of the (scratch) result (s) are added. If this does not lead to a decision, the team will be placed on the better place, which has fewer penalty points.

2. IMPLEMENTATION AND EVALUATION OF SECTIONS

2.1. Implementation

After the arrival of all participants and the responsible commissioner at the section, this can be viewed by the driver and front passenger. The visit time is max. 10 min. and must not be exceeded by all teams (leaving the section immediately if requested by the Commissioner). Other team members are not allowed in the section. After completion of the visit, the section may no longer be entered, not even in pauses caused by rescue or the like, unless the Commissioner expressly requests. The commissioner sets the exact starting time for the first team. The following team has to be ready for take off at the exit of the previous team from the section. In case of failure or refusal of a team, the following must be ready to start in time. If a team is not ready to start in time, ready to drive in front of the entrance gate and ready for departure at the commissioner's hand, penalty points will be awarded.

2.2. Starting order

The starting order is determined at the first run by the championship placement of the previous year (start number). In the further runs, the starting order results from the placement of the previous run. The first-placed starts first. At the end, the participants who did not participate in the previous race start in the order of their starting numbers.

Between "double starters" at least one other team must be in the starting order. If necessary, the second team is set back one place. If double laps are on the last and penultimate place, the first team



will be placed one place ahead. In the following sections the rotation principle is changed; that is, the first started launches now as the last.

2.3. Re-start

A re-start is only possible if one or more teams can not enter the section on time due to repairs. (In the first section also late arrival, subsequent acceptances, etc.) The responsible commissioner and the team starting next must be informed immediately, otherwise a re-start can be denied by the commissioner. The post-starting team starts last in the section concerned. If the team concerned is not ready to start in time (2.1), the section will be closed. In the following sections, the team has to put themselves back in the original starting order. Penalty points will be awarded for a restart.

2.4. Deny and maximum score

Each team has the option to refuse entrance to the section. A later start in order is then no longer possible. In the following sections, the team has to put themselves back in the original starting order. For refusal, the maximum number of penalty points for each class in this section will be awarded. Should there be more penalties for driving through the section than for refusing, then this team will only receive the max. Number of penalty points counted.

If a section is denied by all teams in a class, the class will be assigned a new section and will be driven in the order that would have been relevant to the denied section. If the class is divided into several start groups, and one of the start groups refuses to close a section not yet operated by one of the other starter groups, the following procedure will be used in the interest of speeding up the event: A new section will be allocated to the starting group concerned. The denied section is not used by the other starting group; the change takes place in the newly assigned section. The denied section is not included in the rating.

2.5. route management

The driver is responsible for his route within the section. Information about possibly unclear routing may only be given by the Commissioner and only during the section visit. Start of a section is always at the entrance gate. Driving through the section through an exit gate is not permitted.

2.6. rating list

The evaluation list with the respective penalty points will be submitted to each team after leaving the section for countersignature. The scorecard can be viewed by the teams after completion of the section (the last vehicle left the section). At this time, any protests against scoring should be dealt with. If this does not lead to clarification, the protest must be recorded in writing on the evaluation list. The aforementioned activities must be completed by closing the section. Protests against the rating are then no longer allowed

2.7. Change of direction between 2 gates

Between two goals in the section 10 changes of direction are allowed. When crossing the 10 direction changes 100 penalty points are awarded. The team is allowed to continue in the section and has another 10 changes of direction between the two goals, etc. That means:

10 Change of direction between two goals - no penalty points

11 - 20 turns - 100 penalty points

21 - 30 change of direction - 200 penalty points, etc.

Penalty points for changes of direction are handled independently of this. Summary table of penalty points awarded.

2.8. rating

Penalty points are awarded according to the attached summary table.



2.9. Driving rules in the section

To start, the vehicle with the contour must be directly on the line between the goalposts of the entrance gate. The responsible commissioner indicates the start with a hand signal. The gates may be passed both forwards and backwards. The marking (sleeve) must always be left in the direction of travel. This also applies to the entrance or exit gate of the section. In order to correctly assess the passage through a gate, the gate must consist of two "standing" goal posts when the vehicle approaches the gate (none of the goal posts must be "overturned" in any previous maneuvers, as per 2.7.4). A vehicle is as long as "approaching the gate" as no other goal is driven. The corresponding goal can thus be driven, regardless of which and how many maneuvers are necessary, even if these maneuvers possibly one or both gates are broken / overturned. A gate which may not be passable in the aforementioned sense is then evaluated as "gate not passed" according to 2.7.11. In the course of the section, a gate is considered to pass through when both wheels of the first axis in the direction of travel and all wheels of a vehicle side have crossed the goal line within the goal posts or between the foot points of possibly no longer existing goal bars and the contour of the vehicle has left the gate, A gate that has already been driven through must not be passed through again with the complete vehicle, with the exception of gates with special markings (3.3.2). If a vehicle has entered a goal without mastering it, the gate may be left for another attempt, except the entrance gate. Only gates of their own class may be driven through. This can be done in any order, as long as the gates are not numbered. The entire area within the barrier may be used for driving

3. CLASSIFICATION AND TECHNICAL SPECIFICATIONS

3.1. Serial vehicles

| | |
|----------|---|
| class S1 | Gauge from 1550 to 1750 mm (with 3 axles also under 1550 mm) Wheelbase from 2300 to 3400 mm |
| class S2 | Gauge from 1751 mm wheelbase from 2800 to 3299 mm |
| class S3 | Gauge from 1751 mm wheelbase from 3300 to 4399 mm (with standard overall width from 2400 mm already from wheelbase 3200 mm) |
| class S4 | Gauge from 1751 mm wheelbase from 4400 mm |
| class S5 | Gauge from 1751 mm wheelbase from 4800 mm (vehicle with 4 or more axles) |

3.2. Prototypes

| | |
|----------|---|
| class P1 | Gauge from 1550 to 1750 mm (ati 3 axles also less then 1550 mm) wheelbase from 2300 to 3799 mm |
| class P2 | Gauge from 1550 mm wheelbase from 3800 mm |

3.3. Marking of the gates

3.3.1. Color markings and width of the gates

The gates in the sections are provided with color markings for the individual classes and have different widths:

Without colour: all classes, 3,10m width

| | | |
|----|--------|--------|
| S1 | Yellow | 2,50 m |
| S2 | Green | 2,80 m |
| S3 | Red | 3,10m |
| S4 | Red | 3,10m |
| S5 | Blue | 3,10m |
| P1 | Black | 2,50m |
| P2 | White | 3,10m |



3.3.2. Special markings of gates

In individual sections, goals can also be marked with red-white bats. These goals can be scored several times without additional penalty points (eg wrong driving through or scoring the second goal). Other facts relevant to the penalty points (eg change of direction, touching the goal bar) will be awarded according to the attached summary table

3.4. General technical regulations

3.4.1. Brakes

The main brake must be able to be operated by the driver in any driving position and be able to bring the vehicle to a halt even when the engine is at a standstill. It has to work on all wheels at the same time. All parts of the brake system must be made by a recognized manufacturer. The parking brake must be clearly marked inside the cab with a sign (at least 20 cm²) (open - close). It must be operable by the driver in the belted state. Purely mechanical parking brakes may be replaced by spring-loaded brakes.

3.4.2. electrical circuit breaker and engine shutdown

A circuit breaker is required which shuts off the motor and all live parts (except for an automatic extinguishing device). This circuit breaker (emergency stop) or its remote control must be installed on the outside of the front of the vehicle and clearly marked by a warning sign (red flash in blue triangle). For diesel vehicles, the engine shutdown must be purely mechanical. It must be located immediately near the circuit breaker or its remote control and clearly marked (eg "Pull the engine shutdown button"). Within the cab, an additional engine stop switch must be present, which is marked with a sign (on / off), at the same time the shutdown of the electr. Fuel pump causes and can be operated by the driver in belted position. For diesel vehicles, a flap is recommended for interrupting the intake air.

3.4.3. Noise level and exhaust system

For all vehicles, a noise level of max. 100 dBA at 2/3 of rated speed, measured at a distance of 0.5 m from the end pipe opening. These exhaust gases must be discharged behind the cab at a height of at least 1.80m. The exhaust pipe should not be more than 45 degrees to the outer edge of the vehicle. The other type and guidance of the exhaust pipe is optional.

3.4.4. lights

The lighting device may be changed or removed, provided this does not change the vehicle contour

3.4.5. Ballast

Ballast may be mounted. The assembly must be carried out according to the weight. The ballast must be mounted within the vehicle contour. The ballast is to be presented for technical acceptance in mounted condition. Between the sections, the ballast may be rebuilt or removed (as long as the minimum vehicle weight is not exceeded). A change in the position or weight of the ballast during the section is prohibited. Vehicle attachments or superstructures such as cranes, excavators, winches, tail lifts, etc., which are not used for direct driving, are considered as ballast within the meaning of these regulations. All parts on the vehicle are to be fastened so that they do not come loose from their attachment under all loads (for example: rollover).

3.4.6 Wheels and tires

The wheel and / or tire sizes are exempted as long as they are entered in the vehicle documents or a certificate of non-objection by the manufacturer or a test report on the usability and proper cultivation of TÜV / DEKRA. The following restrictions apply to the wheels (rims): If the manufacturer's standard rims are not used (in case of doubt proof), only commercially available rims with the corresponding test number and manufacturer's certificate (in case of doubt template) are permitted, depending on the connection dimensions (bolt circle, number of holes, center bore) correspond to the standard rims.



Wheels with screw connection between wheel disc and wheel rim are only permitted if they are fitted as standard on the corresponding vehicle. If different wheel dimensions are permitted, they may only be replaced if the track gauge does not change such that the vehicle would fall into another class (offset). The tire tread is free as far as it is released for road traffic by the manufacturer or retreader and is freely sold through the tire trade. Pure competition tires, e.g. pure nub profiles in the standard class. Tire profiles may be recut in accordance with the provisions applicable to public roads; a change of the profile picture is not allowed. Tires may be firmly connected to the rim (screwing, gluing, use of spreader rings, etc.) Only vehicles with pneumatic tires are allowed; Chains are forbidden. Wheel nuts or screws protruding beyond the rim contour must be secured with a cover. Spacers between axle and wheel or between bolted wheels between wheel disc and wheel rim are not allowed. All subsequent techn. Changes to standard or replacement wheels according to o.g. Descriptions are inadmissible.

3.4.7. Battery

The battery must be located outside the passenger compartment in a closed and leak-proof container. For a covering of the poles and pole connections is to ensure.

3.4.8. General exclusions

Electronic distance measuring devices and reversing cameras or devices that achieve the same or similar results are not allowed.

3.5. Special technical regulations for close-to-production vehicles

3.5.1. Definition

Standard or close-to-production vehicles are those which, in the frame dimensions and axle positions associated with the frame, are equivalent to vehicles proven to be at least 10 times were sold and in addition fulfill the requirements of these regulations. Any changes to vehicles not expressly permitted are prohibited. For all disputed questions about the standardity of a vehicle, the team is obliged to submit a corresponding paper on the admissibility of these points.

3.5.2. Measurement points for class rating

Gauge: Measured on the first operable pair of wheels (1st axis) Middle / middle tires

Wheelbase: measured from first to last operable pair of wheels on level ground center / center wheel hub

3.5.3. Permitted types of vehicles and weight

Permitted types of vehicles are trucks, semitrailer tractors or special vehicles corresponding to these models. Off-road vehicles, pick-ups or the like, even with truck registration, are not trucks in the sense of these regulations. The actual weight without driver / passenger and with empty tank must be at least 2.5 tons. This weight must not be undershot at any time during the event. If there is reasonable doubt about this weight of the vehicle (technical acceptance), a public balance is to be used. The costs are borne by the naming team.

3.5.4. Construction or cover

All vehicles must have a body or cover behind the cab. The following requirements must be met: The body / cover must be max. Start 50 cm behind the cab. Frame end and tire treads must be covered. Structure / cover may be max. 50 cm above the highest point of the tire treads (measured in a level position), if the distance is not already greater on the production vehicle. Construction / cover must be a rectangle in plan view and consist of a single plane. Construction and cover may be combined to meet the requirements.

3.5.5. special structures



Vehicles whose intended use does not permit construction and covering (e.g., tractor-trailers, lorry-type trucks) must be equipped with a frame of stable material (pipe or the like) of fixed dimensions, which marks the vehicle outlines in plan view. This frame must correspond in its dimensions and its location to the structure / cover described in 3.5.4. The body, cover and frame may be combined to meet the requirements.

3.5.6. Cover of the steering axles

All vehicles must have a wheel cover on the steering axles which covers the tire treads

3.5.7. bumper

Standard bumpers must be installed / fitted. They may be reinforced or made of stronger material. The bumpers may be set to the end of the frame. You must have the width of the wheel cover (they may be shortened to this width). If no bumpers are provided as standard, a suitable bumper must be installed at the end of the frame in accordance with the aforementioned requirements.

3.5.8. doors

Doors must be installed, securely closed and easy to open from the outside.

3.5.9. Underride protection and protective devices

The rear and / or side underrun protection may be removed. The attachment of protective devices against mechanical damage to the vehicle is optional.

3.5.10. differential locks

The ranking scheme and the operation of the differential longitudinal and transverse locks may be changed.

3.5.11. steering

A power steering may be retrofitted. The steering angle limit is adjusted so that damage to the frame and chassis parts is excluded.

3.5.12. Axles

The axle type (rigid axle / independent suspension and steerable / unguided axle) must be proven to have been sold at least 10 times for this vehicle model. If required, the required proof must be provided by the nominating team. (Confirmation from the manufacturer or importer) Lift axles may be lifted in the section if the wheelbase does not change in such a way that the vehicle would have to be assigned to another class.

3.5.13. Radiator / fan

The cooler may be moved. The mechanical fan may by an electr. be replaced driven.

3.5.14. Transmission and clutch

The transmission / transfer case must be a standard transmission / transfer case normally used in the vehicle type sold at least 10 times. The fixings must match those of the original. The clutch is free.

3.5.15. Ignition

A military ignition system may be replaced by the civilian version.



3.5.16. Engine

Retrofitting with a stronger engine is permitted. However, it must not exceed the power and torque of the manufacturer currently or until the end of production offered or deliverable engines for the corresponding vehicle type and their weight not fall below. The engine must be able to be installed without serious changes to the frame or body. The standard installation position must not be changed. All evidence of changes and their permissibility must be provided by the nominating team.

3.5.17. Frame and shock absorbers

The front part of the vehicle frame (front overhang) may be shortened. The suspension points of springs, shock absorbers, steering u.s.w. may not be changed. The type of shock absorbers is optional. The number may not be changed. The frame may not be shortened further than to the foremost point of the cab / bonnet and to the first

Crossmember. The bolted bumper is not considered a cross member. The rear part of the vehicle frame may be shortened to the first cross member behind the rearmost point of the last axle suspension. The frame may only be shortened to the same extent on the right and left. The chassis frame must not be altered in the range between the permissible front and rear shortening options. It must not be changed or removed in their effect original cross member.

3.5.18. General releases

Auxiliary units may be moved. The type of fuel pump is free. A laying of the intake air ducts is optional. The location and size of the fuel tank are optional (not in the passenger compartment). The attachment of additional mirrors is optional. Mirrors may also be removed.

3.5.19. Exclusions

Single wheel brakes, ABS, electr. Brake aids, all-wheel steering, individually adjustable shock absorbers and springs, even if this version was / are offered as standard by the manufacturer.

3.6. Special technical regulations for prototypes

3.6.1. Definition

Prototypes are vehicles that can not be assigned to production-related and production vehicles.

3.6.2. Measurement points for class rating

Gauge: Measured on the first operable pair of wheels (1st axis) Middle / middle tires

Wheelbase: measured from first to last operable pair of wheels on level ground center / center wheel hub

3.6.3. Permitted types of vehicles and weight

The vehicle must be optically assigned to a commercial vehicle. Passenger cars or combination bodies are not allowed. The actual weight without driver / passenger and with empty tank must be at least 2.5 t for vehicles of category P1 and at least 5 t for vehicles of class P2. If there is reasonable doubt about this weight of the vehicle (technical acceptance), a public balance is to be used. The costs are borne by the naming team.

3.6.4. Doors and grilles

Doors, half-doors or corresponding grids must be installed.



3.6.5. engine cover

The engine and parts carrying fuel and cooling water, as well as all rotating parts, must not be exposed. A cover of at least 0.8mm thick steel sheet or other useful materials (no wood), with at least the same strength, must be ensured.

3.6.6. Axles and wheels

Lift axles may be lifted in the section if the wheelbase does not change in such a way that the vehicle would have to be assigned to another class. The vehicle must have at least 4 serviceable wheels. Snow chains, tire protection chains or similar are not allowed.

3.6.7. endangering

The vehicles must not pose a particular risk to the driver / passenger or third parties.

3.6.8. Tires

The tire choice is set free, a wheel cover is not necessary.

4. SECURITY AND ENVIRONMENT

4.1. safety rules

4.1.1. rolling cage

All participating vehicles must be equipped with a roll-over cage, which ensures the survival space of the driver and passengers under all conditions encountered in the trial (multiple rollover, longitudinal rollover). The participants have to calculate and execute the roll-over cage on their own responsibility. When criticized by the techn. If necessary, a basis for calculation based on the system used must be provided by a suitably authorized person. Illustrations are only suggestions and are not binding. 5 fixed points on correspondingly solid (reinforced) surfaces are minimum requirements. To reinforce the main bar (behind the seats in or out of the cab), a cross instead of a diagonal strut is recommended. An appropriate over-dimensioning of the system as well as additional bracing and / or bracing prevent injury to the occupants, reduce damage to the vehicle and prevent any imminent exclusion due to damage. In vehicles with open cabs, the cage must prevent the ingress of foreign objects from above (close mesh or sheet metal)

4.1.2. Repair roll-over cage

Large-scale damaged roll-over cages are basically to renew. After a tipping or rollover process and visible damage to the cage and / or vehicle, a visual inspection is carried out by the responsible commissioner (in case of doubt technical commissioner and / or sporty director) according to the specifications of the techn. Loss. In the case of partially damaged systems, the damaged zones (subregions that exhibit expansions, bruises, buckling or the like) must be flared out, remade and expertly inserted until the next weld of an undamaged area. After a tipping or rollover operation, the temporary repair of the damaged sections of the rollover system may entitle the user to continue to participate in the current event by virtue of "damage area bridging" corresponding to the original cage. If a corresponding repair is not possible or the "damage area bridging" does not guarantee the necessary strength or insufficient, the vehicle will be excluded from further competition.



4.1.3. Towing and recovery device

All vehicles must be equipped with a towing / recovery device on the front and rear sides, the dimensions of which are such that the vehicle can actually be recovered. Movable or removable parts must be secured with a split pin or similar. Each vehicle must carry a rescue harness, at least 7.5m in length.

The traction must demonstrably equal at least twice the dead weight of the vehicle. The upper left and right area of the rollover system is to be designed so that in these places immovable load means can be hung

4.1.4. Hard hat and seatbelt

For drivers and all passengers it is mandatory to wear a safety helmet with an internally recognized test mark (DMSB, OMK, DIN ..., ECE or similar). All occupants must be belted in the section. 3-point harness straps are minimum requirement. Recommended are 4-, 5- or 6-point belts with 3 "belt width and FIA homologation. The belt attachment points on the cab or vehicle floor must be reinforced. A belt guide must prevent the shoulder straps from slipping.

Helmet and seatbelts are also valid for salvaging and for all persons who are in the vehicles involved in the recovery.

4.1.5. Seats and handles

In addition to the driver, a seat approved for motor vehicles must also be available for each passenger. Bucket seats with integrated headrest and corresponding belt feed-throughs are recommended for all occupants. If series seats are used, they must be equipped with a headrest or retrofitted. Serial seats may be equipped with belt feeders for crotch straps or shoulder straps. For all passengers stable handrails are prescribed, which can be comfortably reached in the belted state and protect against bruising.

4.1.6. headrests

The head restraint must be able to withstand 5G acceleration and 17kg accelerated mass. The size must be such that the driver / passenger's head is guaranteed to be caught (not missed) and protected from jamming between the headrest and roll cage / cab.

4.1.7. Securing cab and bonnet

Vehicles with a tiltable cab must be provided with an additional safeguard to prevent the cab from tipping over in competition. It is at least one screw / stud with a diameter of 16 mm or two screws / studs with a diameter of 12 mm. Chains or steel cables are also allowed. Hood cabs must be provided with a suitable lock in addition to the normal closure, which prevents the hood from opening when the series closure fails.

4.1.8. doors

In the section, the door locks must be in unlocked condition. The door openers must be fully functional and operable on both sides of the vehicle from inside and outside. Proper nets or grids that protect the head or body parts from leaving the side windows are highly recommended.

4.1.9. Windshield

Windscreens must be made of laminated glass, all other vehicle windows must be made of safety glass. If the windscreen is not made of laminated glass, it is mandatory to wear protective goggles or a helmet with the visor closed. The windscreen may also be completely removed.

4.1.10. belt knife

There must be at least one safety belt that can be easily reached by the driver and passenger in the belted state.



4.1.11. extinguishing Media

Each vehicle must carry sufficient fire extinguishing media. At least 12 kg extinguishing powder or agent with at least the same effectiveness must be carried. The installation of at least one fire extinguisher on both the left and the right side of the vehicle is mandatory. These fire extinguishers must be easily accessible. At least one fire extinguisher with at least 2 kg extinguishing powder must be carried in the cab. This extinguisher must be secured so that it is secured against unintentional release from its holder in all operating states of the vehicle. On the other hand, the attachment must be made so that the extinguisher can be safely removed from the holder and operated by the belted driver / passenger. Extinguishing agent type and quantity or weight must be indicated on all containers. Alternatively, the use of an automatic extinguishing system in accordance with Article 253 (7) of Annex J to the International Automobile Sports Act is permitted. All extinguishing media must have a valid inspection sticker.

4.1.12. clothing

For drivers and all passengers, flame-retardant clothing is recommended in accordance with FIA homologation.

4.1.13. flank protection

To protect the cab / reinforcement of the cage, a separate flank protection can be mounted (even temporarily). The attachment is to be made with quick-release fasteners (quick-release plug-in or bayonet connections). The flank protection must not restrict the area of the side windows. Location and mounting must be secure and immovable while driving through the section. ATTENTION: Only permissible on vehicles whose side windows are sufficiently dimensioned to recover a person.

4.2. environmental Protection

It must be ensured that in all extreme situations (tipping over) no fuel or oil can escape. The fuel tank should be protected against external damage. He is allowed to be replaced with another suitable fuel tank. The tank ventilation must be carried out with a double-acting valve. Filler covers may need to be provided with a screw cap. Failure to comply with environmental regulations may result in the exclusion of competition.

5. CONTROLS

5.1. personal control

Before the start, all teams in the event office will receive the start numbers, the organizer advertising and current information on the organization of the event.

At that time, the costs must be paid in accordance with the enrollment and the driver must present the valid driver's license unsolicited. Passengers under 18 years of age submit the informal declaration of consent. In addition, all documents must be submitted unsolicited according to enrollment.

5.2. Technische Abnahme

The technical acceptance is generally for all registered participants before the first race to the ITTM. It checks whether the vehicles in question have been named in the correct class. It also reviews compliance with safety and environmental regulations. The attachment of start numbers and compulsory advertising are controlled. A complete technical acceptance according to points 3.4 ... 3.6 ... of the regulations can not be carried out according to available technical possibilities and due to the tight time frame. Before each race, those vehicles are checked, which have called only for individual races. In addition, vehicles undergoing a change or remedy of defects on which technical modifications have been made (the teams are required to disclose any technical changes at the time of paper collection) are disqualified from a previous run for technical reasons were excluded due to accident or that were changed after section 1.5. In addition, the event management reserves the right



to randomly check all other vehicles. The technical acceptance takes place according to the schedule according to notice before the event office.

6. PROTESTS

6.1. General

Protests must always be submitted in writing to the event management. Each protest may only affect one point at a time and can only be charged by one team.

6.2. Protest rights

Only starters of the affected class have the right to protest. Prerequisite is also your own participation in the race.

6.3. protest cost

Technical protests and protests against class classification are subject to a protest fee of 75,00 EURO, protest against the rating in the section a fee of 25,00 EURO. Protests against the evaluation do not incur a protest fee. The protest fee will be refunded if the protest is justified. The protest loser has the o.g. Charge to the event management and pay all other costs incurred.

6.4. Type of protest

6.4.1. Proteste against type of class

Protests against the class rating of a vehicle must be reported to the event management in writing no later than 15 minutes before the driver's meeting on Saturday. After this period, protests against the class rating are no longer possible.

6.4.2. Technical protest

Protests concerning the possibly non-regular technical condition of a vehicle in accordance with regulations must be reported in writing to the event management at least 15 minutes before the driver's meeting on Saturday. After this deadline, technical protests are only possible in justified exceptional cases until the closing of the last section of the relevant class. Before the start of possible dismantling, the costs to be determined by the event management are to be paid by the protesting team. These costs will be refunded if justified.

6.4.3. Protests against the rating in the section

Protests against the evaluation in the section will only be accepted if this is indicated when the countersigning of the evaluation sheet, but at the latest until the closing of the section, to the responsible commissioner and noted by him on the evaluation sheet (no agreement in the section). These protests can only affect the rating (punctuation) of your own race. They must then be submitted in writing and submitted to the event management no later than 15 minutes after the closing of the last section of the respective class on the respective event day.

6.4.4. Protests against the evaluation

Protests against the evaluation or the result of a race (possibly calculation or transmission errors) are to be announced at the latest 30 minutes after posting of the result lists.

6.5. The deadlines for protests

After the expiry of the respective protest periods, protests are no longer allowed.



6.6. protest decisions

The athletic and technical superintendent form a group of one driver or co-driver from each class and all the commissioners who advise the protest and make a protest decision to the best of their knowledge and belief in accordance with the regulations. This is determined by yes / no vote or abstentions.

6.7. Appeal

Against received protest decisions is appeal to the DMV e.V. possible.

Organisation:

Truck Trial Club Deutschland e.V. im DMV

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Oranienbaum, 10.03.2018



Übersichtstabelle der Strafpunkte

Stand: 01.Mai 2017

| | ponts | reason |
|--------|------------|---|
| 2.7.2 | 3 | Driving direction change by driving, rolling or sliding more than 10 cm |
| 2.7.3 | 8 | Touching a door bar or the barrier with a part of the vehicle. A gate bar is considered as long as there is no change in direction, as touched only once, even if the vehicle touches the rod several times. |
| 2.7.4 | 20 | Goal bar overturned, also by indirect action of the vehicle e.g. by scree, tree trunk or similar (Rod must rest on at least two points, or be overrun by a wheel or overrun by at least one axle) |
| 2.7.5 | 20 | any gate passed in the wrong direction, except the gates with special markings (3.3.2.) |
| 2.7.6 | 20 | every gate passed in the right direction for the second time, with the exception of goals with special markings (3.3.2.) |
| 2.7.7 | 20 | every passing gate of a different class |
| 2.7.8 | 20 | Canceling a goal bar, also by indirect influence of the vehicle e.g. by scree, tree trunk or similar (visible break) |
| 2.7.9 | 20 | Touching door poles or the barrier from the driver's cab |
| 2.7.10 | 20 | not ready to start in time |
| 2.7.11 | 80 | every gate not passed through |
| 2.7.12 | 100 | for teams in the double start, who drive the section with the wrong start number |
| 2.7.13 | 100 | For every 10 direction changes between two goals. From the 11th direction change. |
| 2.7.14 | 50 | for teams restarting due to repairs |
| 2.7.15 | 40 | + 80 x number of gates not passed at |
| | | a) Longer 3min Stand |
| | | b) Driving on the section without attached or closed helmet or seat belt. From the moment the infringement was noticed by the Commissioner (demolition) |
| | | c) Opening or removing seat belt or helmet |
| | | d) Giving up in the section (only after confirmation by the commissioner) |
| | | e) Tearing off the barrier tape, also by indirect influence of the vehicle e.g. by scree, tree trunk or similar |
| | | f) Terminate by the commissioner after exceeding the maximum time |
| | | g) Shut-off bar (see gate bar) |
| | | h) Stop the shut-off bar (see gate bar) |
| 2.7.16 | 150 | + 80 x number of not scored goals in: Deny |
| 2.7.17 | 100 | failure to comply with Commissioners' instructions or non-compliance with regulation items (e.g., 1.10., 2.1.) |