

## DMSB Regulations Sample Tyre procedures for the NLS, *NES*, the 24h Nürburgring Qualifiers and the 24h Race 2024

(As at: 28.02.2024 – Major changes are printed in *italics*)

For vehicle classes for which no commercially available tyres in accordance with the "DMSB List of eligible tyres Nürburgring Nordschleife" are prescribed, i.e. for SPX, SP Pro, *NES GT3* and GT3 vehicles of the homologation years from 2010 onwards, the present DMSB regulations are mandatory for the Nürburgring Endurance Series events (NLS&*NES*) and the 24h Race incl. 24h Nürburgring Qualifiers on the Nürburgring Nordschleife.

The tyre manufacturers concerned must be in possession of a current 2024 DMSB manufacturer's licence and be included in the DMSB manufacturer's list.

By concluding the DMSB licence agreement, the tyre manufacturers agree to the purchase option in accordance with the present regulations.

Applications for DMSB tyre manufacturer licences must be submitted to the DMSB Technical Department: [technik@dmsb.de](mailto:technik@dmsb.de).

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

## I. Specification of tyres

The specification of a tyre is defined by the following criteria. If one of these criteria changes, then the tyre specification is a different or additional tyre specification.

### General information

1. Manufacturer (brand name)
2. Name of the product
3. Type of tyre (slick)
  - 3.1. Slick' = treadless tyre with a smooth surface, which is mechanically and chemically unaltered
4. Classification of the rubber compound (e.g. soft, medium, hard)
5. Designation of size
6. Intended use (front/rear axle, engine/drive axle (e.g. FH, MH, FF) or vehicle type (e.g. BMW M6 GT3), if applicable)
7. Manufacturer code/further information (e.g. speed approvals), if applicable
8. Tyre weight deviates by more than 6%.

### Tyre construction

1. Tread band
  - a) Tread (cap/base geometry and respective composition, information on profiling, if applicable (e.g. negative profile proportion))
  - b) Jointless cap plies (material, number of windings)
  - c) steel cord for belt plies (number of belt plies, wire diameter)
2. Carcass
  - a) Textile cord ply (number and material of fabric ply, thread angle)
  - b) Possibly details of inner liner
  - c) Side wall (material)
  - d) Bead apex (material)
  - e) Core (geometry of steel wire package)
  - f) Bead reinforcer (number and material of fabric layers)

### Composition

1. Rubber (e.g. natural rubber, styrene butadiene rubber)
2. Fillers (e.g. carbon black (carbon), silica)
3. Reinforcing agents (e.g. steel, rayon, nylon, polyester, aramid)
4. Plasticisers (e.g. oils, resins)
5. Chemicals
  - a) for vulcanisation (e.g. sulphur, accelerators, zinc oxide)
  - b) against ageing/material fatigue
  - c) other

### Marking

From 03 June 2024, all *slick* tyres must be marked with a *FIA* barcode on *each of* the tyre *sidewalls* and be identifiable. The respective specification as well as the *FIA* barcode must be visible to the Scrutineer by means of the information on the tyre. The information must be visible from the tyre at all times, i.e. it must not be removable.

*The addition of another FIA barcode on the tyre sidewall has no influence on the specifications and is not considered as a distinguishing feature in the context of a tyre inspection. No tyres need to be replaced or additionally deposited if only an FIA barcode has been added.*

*Note for 2025: From the 2025 season, all tyres must have a barcode on each tyre sidewall and be identifiable.*

## Regulations for rain tyres

- A rain/intermediate tyre is a tyre designed for use on a wet/damp track.
- The tread of a rain/intermediate tyre (new tyre) is evenly distributed over the entire surface of the tread and has
  - A minimum tread width of 2mm
  - A min. tread depth of 1.6mm
- Consequently, tyres which do not comply with the DMSB regulations (sample tyre procedure for NLS, *NES* and 24h race 2024) are not permitted at any time during the event.
- *Rain/intermediate tyres: a new tyre has a negative tread of at least 5% and is mechanically and chemically unchanged to use – as issued by the tyre manufacturer*
- *A rain or intermediate tyre that has been driven on must have a visible residual tread even when used*

## II. Registration of tyres and formal requirements

- a) a) The tyre manufacturers must provide a list of the specifications to be used and designated on the DMSB-approved registration tool (*Tyre App for NLS / Form sheet for NES*) by 16:00 hrs on the Thursday before the respective event. The definition of a tyre specification is given in Art. I of these regulations.

An addition or deletion of the specifications mentioned (*maximum 3* specifications per tyre manufacturer and event) is possible until 18:00 hrs on the Friday before the event, a change to the specifications after the aforementioned deadline is not possible.

In case of a late registration in the aforementioned list by this deadline (from Thursday 16:01 hrs to Thursday 23:59 hrs), the DMSB will charge the tyre manufacturer with a late entry fee of 1,000 € plus 19% VAT.

Only the tyre specifications filed by 23:59 on Thursday are permitted for the event in question and are considered to be DMSB-approved. The specification limits according to III.a-b) must be observed. Lists received by the DMSB - after Friday 0:00 hrs - will not be considered for the event in question.

Furthermore, the tyre manufacturer must bring one sample slick tyre per specification to the event and store it. Sample slick tyres must be marked with stickers on the tread. The stickers should contain the following information

- Specification
- Size
- *FIA-Barcode*

The sample slick tyre will be sealed by the Scrutineer.

Sample slick tyres must be accessible to a Scrutineer at all times during the event.

The sealing incl. confirmation of the tyres and the list must be completed at scrutineering of the respective event **by 18:00 hrs on Friday evening**.

Different deadlines apply for the 24h Race and 24h Nürburgring Qualifiers, these will be communicated by the ADAC Nordrhein to the tyre manufacturers in due time.

- b) Each tyre manufacturer must appoint a responsible representative for the event in question. For the organiser, the contact stored in the Tyre App, *or form sheet for NES* is considered to be the responsible representative for the tyre manufacturer.

### III. Conditions

#### a) **Maximum number of specifications to be nominated**

A maximum of **4** specifications (Specs.) per vehicle model and axle are permitted for the 2022, 2023 and 2024 season (NLS, *NES*, 24h Nürburgring Qualifiers and 24h Race) according to the following scheme.

$\text{SPEC}_{\max} \text{ FA} = n_{\text{veh. model}} \times Z$ $\text{SPEC}_{\max} \text{ RA} = n_{\text{veh. model}} \times Z$
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- Z = Number of tyre specs per vehicle model; **Z = 4**  
SPEC<sub>max</sub> FA = Max. number of tyre specs. Front axle  
SPEC<sub>max</sub> RA = Max. number of tyre specs. Rear axle  
n<sub>veh. model</sub> = Number of vehicle models (veh. Homologation) equipped by the tyre manufacturer;  
A vehicle model is defined by the homologation number.

#### Bonus regulations:

- For **new vehicle homologations**, one (1) tyre spec may be added to the number Z above. New vehicle homologations are defined by a new FIA homologation with a new homologation number.
- For **new tyre manufacturers**, one (1) tyre-spec may be added to the number Z above. For the purpose of these regulations, new manufacturers are manufacturers who have not been involved in the sample tyre procedure in the last 5 years or who have not equipped vehicles in the SPX, SP Pro or SP 9/GT3 classes.

#### Reference tyres:

- From the 2023 season *and annually thereafter*, tyre manufacturers must submit a reference tyre to ADAC Nordrhein at the beginning of the season, *but no later than 10 days before the first race*. This applies to all specifications that the respective tyre manufacturer wishes to use. Tyre specifications that are used in unchanged form for different vehicle homologations only have to be deposited once. *It does not matter in which racing series the tyres are used for the first time, as long as a race takes place on the Nordschleife under Appendix 2 of the circuit regulations.*
- *The reference tyres from the years 2022 & 2023 deposited with the ADAC in Cologne have been retained and will remain in Cologne until further notice. In 2024, a reference tyre with the identical specifications of the already deposited tyres will be collected again.*
- Tyre manufacturers who have not yet used any or have not used all of the permitted specifications for a vehicle model/axle in 2022 *and 2023* may nominate further specifications. New specifications must be registered with ADAC Nordrhein no later than 1 week before the first use, and the storage of their reference tyres must be arranged.
- Reference tyres must be marked with stickers on the tread. The stickers should contain the following information:
  - o Tyre manufacturer
  - o Specification
  - o Size
  - o *FIA-Barcode*
- Reference tyres remain with ADAC Nordrhein until the end of the 2024 season for the purposes of potential checks. ADAC Nordrhein reserves the right to request the addition or replacement of reference tyres.

#### b) **Maximum number of specifications per event**

A maximum of **three** different specifications, according to the scheme under c), per vehicle model and axle of the specified tyre brand may be used per event and they must be specified in the Tyre-App (see also Art. I.c).

## c) Maximum number of single tyres per event

The following number of tyres per event may not be exceeded:

4h Race	6h Race	Qualifiers	12h Race	24h Race
Total number of tyres (Slicks)	Total number of tyres (Slicks)	Total number of tyres (Slicks)	Total number of tyres (Slicks)	Total number of tyres (Slicks)
24	32	48	64	116

## d) Brand commitment for tyres

From NLS-1 up to and including the 24h Race, a maximum of one (1) change of tyre brand per vehicle is permitted. After the 24h Race 2024 it is possible to change the tyre partner any number of times.

## e) The following additional regulations apply to the 24h Race:

- As a general rule, the only permitted tyre specifications are those which, in the combination of tyre manufacturer, vehicle model and axle, have demonstrably been used within the framework of an NLS event since 2022, the ADAC 24h Race since 2022 or the ADAC 24h Nürburgring Qualifiers since 2022.
- In principle, a tyre specification is only eligible if: the above-mentioned events have taken place in dry conditions and the tyre specifications have been used for at least 2 consecutive timed laps. In case of doubt, the burden of proof lies with the team.
- It is the organiser's discretion to decide whether the conditions were dry or not.
- In agreement with the DMSB, the organiser reserves the right to grant exceptions to the tyre qualification rule in the event of force majeure.

## IV. Registration via Tyre-App

### a) Registration via Tyre-App (NLS, 24h Qualifiers & 24h Race)

*For every Event*, each tyre manufacturer must provide one slick tyre per declared specification as a sample tyre together with the allocation of the tyres to the team and vehicle model (usually by means of the start number) in the Tyre-App. One sample slick tyre will be sealed by the scrutineers and kept with the corresponding tyre manufacturer. Furthermore, the manufacturer must enter the corresponding specifications in the online recording system "Tyre-App" or release them for the corresponding event.

In addition, the respective tyre manufacturer must inform the responsible team manager or his representative about the corresponding specifications that are stored as sample slick tyres. The team concerned must record the allocation of the tyres to the respective start number by means of the online recording system "Tyre-App" provided by ADAC-Nordrhein. Both the use of rain tyres and the recording of tyre damages must be recorded by the team. The recording of tyre damages shall be made via the "Remarks field" within the "Tyre-App" in the entry of the respective stint. The rain tyre specifications are recorded via the specification selection in the "Tyre-App".

The teams themselves are responsible for recording the use of the various tyre specifications in the online recording system "Tyre-App" immediately after the wheel is fitted on the vehicle (at the latest 7 minutes after the vehicle has left the pit lane) in order to allow for an investigation under sports law at any time. *Teams are advised to record the FIA barcode and not the tyre manufacturer barcode.*

Note: After the total number of tyres to be used has been limited from 2022 onwards, it is necessary to record the tyres individually in the tyre app. Corresponding instructions will be made available at [www.24h-information.de](http://www.24h-information.de).

## **b) Registration via form sheet (NES)**

For every Event, each tyre manufacturer must provide one slick tyre per declared specification as a sample tyre together with the allocation of the tyres to the team and vehicle model (usually by means of the start number) in the NES form sheet. One sample slick tyre will be sealed by the scrutineers and kept with the corresponding tyre manufacturer.

Furthermore, the manufacturer must enter the corresponding specifications in the NES form sheet or release them for the corresponding event. In addition, the respective tyre manufacturer must inform the responsible team manager or his representative about the corresponding specifications that are stored as sample slick tyres. The team concerned must record the assignment of the tyres to the respective start number using the form created by the NES for the NES events. The use of rain tyres and the recording of tyre damage must also be logged by the team. Tyre damage is recorded for the NES events using the form provided by the NES in the respective stint entry. The rain tyre specifications are recorded using the NES tyre form.

The teams themselves are responsible for recording the use of the various tyre specifications immediately after the wheel is fitted on the vehicle (at the latest 15 minutes after the vehicle has left the pit lane) via the NES form sheet and provide this to the head technical scrutineer in Pit Box 3 in order to allow for an investigation under sports law at any time. Teams are advised to record the FIA barcode and not the tyre manufacturer barcode.

*Note: After the total number of tyres to be used has been limited from 2022 onwards, it is necessary to record the tyres individually in form sheet provided by NES. The form sheet will be provided to all manufacturers and teams via the NES organisation.*

## **V. Procedure for the purchase of sample tyres**

The sample slick tyres stored at the respective tyre manufacturer can be purchased by another tyre manufacturer - within a fixed period of time at a standard price from the Stewards. Only those tyre manufacturers who participate in the sample tyre procedure for the NLS, *NES*, the 24h Nürburgring Qualifiers and the 24h Race 2024 and whose tyres have actually been used at the respective event are entitled to purchase such sample tyres.

A manufacturer is entitled to purchase a maximum of 3 sample tyres of different brands/manufacturers; the manufacturer cannot purchase tyres of his own brand.

Example: Manufacturer **A** applies for the purchase of one sample tyre each from **manufacturer X, Y and Z**.

In addition, a tyre manufacturer may exercise its purchase options at a *maximum of 3* events per season (max. 3 tyres each time). Any further purchases require the written consent of the DMSB.

The fixed price per sample tyre is set at **500,- € plus 19% VAT**.

1. The DMSB-approved tyre manufacturers must submit their purchase request (including the relevant tyre designation) to the Stewards in writing (DMSB template) no later than 30 minutes after the publication of the provisional results. After expiry of this 30-minute period, the purchase option will expire.

Only competitors of the respective event class (SPX, SP Pro and GT3 cars) are entitled to purchase tyres, whereby a maximum of one (1) tyre per competitor and a total of 3 tyres of different brands may be purchased per event. Each manufacturer has this option for a *maximum of 3* events.



The DMSB has the primary right to retain sample tyres stored by the tyre manufacturers and tyres kept at the event free of charge for inspection purposes. The retaining of tyres ex officio by the Stewards has priority over requests by the manufacturers to purchase tyres.

2. After expiry of the aforementioned period, the Stewards will inform the buyer and seller about the further procedure. In case that more than one entity is interested in the same tyre, the selection shall be made by lottery. The lottery will be conducted by the Stewards; there is no right of appeal against the result.

Before the tyres are handed over, the buyer and seller are given the opportunity to check the requested tyre specification. This is done by inspecting the corresponding column of the team documentation list / documentation in the "Tyre App", *or the NES form sheet* in order to compare the exact identification/specification used by the team and assigned to the purchase option by the Stewards.

After depositing the purchase price in cash or submitting the written declaration of a "purchase on account" option with the Stewards, an accompanying form ("Appendix 2") will be issued, which must be signed by the buyer and the seller and be presented by the buyer to the Technical Delegate or the Chief Scrutineer upon collection of the purchased sample tyre(s). The collection must take place within 60 minutes after the publication of the results. After the expiry of the 60-minute period, there is no longer any entitlement to a refund or the handing over of the tyres. If the "purchase on account" option is used, the buyer and seller are independently responsible for ensuring that the purchase on account process is handled correctly following the handover of the sample tyres.

3. The seller will receive the deposited purchase price from the Stewards within the 60-minute period, upon presentation of the completely signed accompanying form (Appendix 2).