



2025-2026 SPORTING REGULATIONS – V1

Subject to modifications

1. GENERAL PROVISIONS

1.1 Foreword

The Asian Le Mans Series (hereinafter "the Series"), reserved for prototype (LMP2, LMP3) and GT (FIA GT3) cars is the result of cooperation between the Automobile Club de l'Ouest (ACO) and Asian Le Mans Endurance Management (ALMEM).

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 Motorsport Association of Malaysia, 1st floor paddock office, Sepang International Circuit, Jalan Pekeliling, 64000 KLIA, Sepang, Selangor.

1.2 Regulations

1.2.1 Interpretative clause

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 1st June 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.

1.2.5 Appendices

Certain specific aspects of these Regulations are detailed in dedicated appendices. These are an integral part of these Regulations and may be sanctioned by the sporting authorities.

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; as well as in all activities related to the Series organised by or on behalf of the promotor. This includes and is not limited to any testing, press conference(s), presentation(s), activities of interest of the promotion of the Series.
- 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. 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 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 Status of suppliers, brand and manufacturers

For the purposes of these Sporting Regulations, the entities listed below may be 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.

- Single suppliers and suppliers of common parts and systems recognized as such by ACO
- Chassis constructors
- Fuel suppliers
- Tyres suppliers
- Lubricant suppliers
- Powertrain suppliers
- Car manufacturers

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 bronze test session, the warm-up if there is one and the race(s) 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 can be either:

- 2 timed free practice sessions of 90 minutes, or 3 timed free practice sessions of 60 minutes each;
- 1 qualifying session determining the starting grid, organised as follows:
 - One session of at least 15 minutes reserved for cars of the LMP2 and LMP3 categories
 - One session of at least 15 minutes reserved for cars of the GT category
 - The first fastest lap of each competitor will determine its starting position on the grid of the first race;
 - The second fastest lap of each competitor will determine its starting position on the grid of the second race.
- 2 races, which must not last less than 4 hours ;

Or

- 2 timed free practice sessions of 90 minutes, or 3 timed free practice sessions of 60 minutes each;
- 1 qualifying session determining the starting grid, organised as follows:
 - One session of at least 15 minutes reserved for cars of the LMP2 and LMP3 categories
 - One session of at least 15 minutes reserved for cars of the GT category
- 1 race, which must not last less than 4 hours.

No warm-up session will be scheduled in 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 session, the list of cars and drivers allowed to take part in the warm-up will be posted after the qualifying practice.

In the present regulations, any reference to “the race” will be applicable to each of the two races of the Competition when the Competition is composed with 2 races.

1.4.2 Calendar aspects

Provisionnal Calendar :

- December 12th to 14th 2025: Event 1 (Race 1 and Race 2): Sepang International Circuit, Malaysia
- January 29th to 1st February 2026: Event 2 (Race 3 and Race 4): Dubai Autodrome, Dubai
- February 6th to 8th 2026: Event 3 (Race 5 and Race 6): 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 the FIA, 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.

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.

3.1.2 Transfer of entries and withdrawal

The transfer of any 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 €10 000.

Any competitor withdrawal for any reason other than:

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

may be penalised by fined €10 000 for each Competition Event missed, except in special circumstances left to the discretion of the Panel of Stewards.

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.

3.1.4 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.

After the end of the entries period for the Serie or the concerned Competition, no further modification will be accepted.

3.1.5 Driver's licence

Minimum FIA ITC Driver's Licence for LMP3 and GT and ITB for LMP2.

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
- Frédéric Lequien
- Colin Ong
- Thierry Bouvet

The date at which the Selection Committee, called upon to rule on applications, will meet is available in Appendix 2 to the present regulations.

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.

The Selection Committee, at its entire discretion, will be able to establish a reserved list if it deems necessary.

No change of category, chassis model, car model, power unit type or tyre manufacturer is permitted during the season.

3.2.2 General case: entry form, dossier, deadline

The entry form is available in Appendix 2 to the present Regulations together with the official opening date for entries in the Series and the application submission deadline.

Each application dossier must be accompanied by all the documents and information required by the online form (in particular and without limitation: payment certificate, copies of the applicable licenses, etc...).

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 Championship is validated by the Selection Committee (see Article 3.2.1 of the present Regulations).

3.2.3 Specific conditions of entry in the LMP2 category

Parts produced by manufacturers having cars homologated must imperatively be offered for sale, and be able to be delivered, to all the competitors entered in the Serie using this same model of car.

The Asian 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 **Asian Le Mans Series Committee FIA**.

3.2.4 Entry of “event by event” 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 « race by race » cars, subject to their conformity with the applicable Technical and Homologation regulations.

The « event by event » cars will appear in the classification of the Competition but will be invisible for the different classifications for this Series.

Any competitors entering « race by race » 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.

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

3.3 Entry fees and financial conditions

Participation ~~and entry~~ fees are available in Appendix 2 of these regulations.

Participation fees for the Series are composed of entry fees and advances on technical costs and supplies.

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 €1000 which will be kept as handling costs.

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 Code and its appendixes.

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 **is nominative and** may be used only by the person **to whom it has been delivered** and for the purpose for which it was issued.

4.1.3 Medical control

The Race Director and the Chief Medical Officer may require a Driver or an official to undergo a medical examination at any time during the Competition.

4.1.4 Competitors' promotional obligations

Competitors and all their team members, if requested, must be present and take part to all promotional and commercial events organised by the Promoter.

This is, without limitations:

- Autograph session
- Podium
- Mixed zone - interview
- Press conference after qualifying
- Press conference after the race

In case of non-compliance or late arrival, penalty at the Stewards' discretion.

4.1.5 Signage affixed to the cars

Before the start of scrutineering, Competitors must put the advertising imposed by the Organiser, as well as the race numbers and the identification stickers on their car (see sizes and positions in Appendix 6).

Additionally, Competitors must leave available the spaces which are exclusively reserved for the Competition Organiser (see diagram in Appendix 6 of these regulations).

4.2 Competitors' equipment

4.2.1 Mandatory equipment for drivers

During practice, the warm-up and the race, the drivers must always wear equipment 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 full-face helmets homologated to the FIA standard 8860 – Advanced helmet test specification (technical list 33 and 69) is mandatory.

4.2.2 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

- 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

Except for refuelling operations: in exceptional circumstances a mechanic may remove the FIA homologated fireproof gloves if absolutely necessary.

4.2.3 Competitors' cameras

Images collected may only be used by the competitor for private use.

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 filmed by the competitor may, subject to the prior and discretionary approval of the Stewards', be used by teams as evidence in their defence in case of an inquiry provided that the competitor owning / using the camera that filmed them.

A camera may only be used to film the competitor 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 competitor 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 competitor or a third party.

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

Those cameras are forbidden for qualifying and race sessions.

Competitors' cameras whose sole purpose is to film the competitor's own pit stops are permitted throughout the event.

4.2.4 On-board cameras

If the competitor wishes and at the promotor discretion, only one On Board camera in accordance with the applicable Technical Regulation or camera homologated by the car manufacturer can be set- up. The camera must be set up by the Competitor before scrutineering and they must be dismantled at the end of the free practice sessions.

On board camera is authorized during free practice sessions and bronze test sessions.

Those cameras could be forbidden for qualifying and race sessions, at the promotor discretion.

4.2.5 Armbands associated to the personnel

The promotor will distribute to each competitor 3 types of armbands:

- PIT LANE: the armband must be worn by any person accessing the pit lane in presence of the car that needs to intervene on its and on the grid in a case of a race suspension from the 10 minutes signal.
- TYRE & BRAKE: the armband must be worn by any person accessing the pit lane in presence of the car that needs to control brakes / tires.
- RED: the armband must be worn by the person authorised on the grid in case of a race suspension.

4.3 Means of communication

4.3.1 Competitor radio communications

For each entered car, the Competitor must provide the person designated by ALMEM 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 record, and transcript, car and pit crew channels the conversations at any time and for any purpose by any electronic means available. on all the frequencies that have been given a licence for the Competition.

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

4.3.2 Race control radio

Race Control Radio is also referred 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 12.2.1.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.

4.3.3 Electronic means of communication

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

The principal electronic mean of communication will be Discord. A user policy is set out below and must be abided by. Clerical mistakes from officials cannot be opposed to them in any way or form.

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.

Discord will be used in accordance with the following guidelines (which are not limitative):

- A maximum of two connections are allowed per car number: one dedicated for technical purposes and one for the declared Team Manager
- Competitors' ID's must be labelled as follows: 'aa_bbbb_cccc', with aa= the car number, bbbb= the team name and cccc= TECH or TM
- Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to interrupt the conversation at discretion.
- No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion. Competitors can only report an incident once, using template published by Race Control at the beginning of the Competition.

Any failure to comply with the above, or any other behavior deemed inappropriate will result in removal from the Discord Server.

4.4 Promotional-Operational obligations

4.4.1 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.

4.4.2 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, Will have to follow the promoters instructions with regards to organisation and to vacate the pits.

5. CHECKS AND CONTROLS

5.1 Administrative checks

5.1.1 General provisions

Each Competitor and each driver must present valid Competitor and driver's licences, as defined in Article 3.

The drivers must also be in possession of a current medical certificate of aptitude which accompanies the international licence.

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 deputy(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;
- Any driver must be at least 16 years old (sixteenth year completed at the beginning of the Competition) to take part in any Competition of the Series
- Substitute drivers are not accepted;
- Modification of a crew: (see Article 13.2 of these Regulations).

A Competitor may be penalised by the Stewards if he 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 Technical Delegate, that could not be repaired within the given time.

5.1.2 Starting driver's declaration

For the Competitors in all the categories, the name of the Driver(s) who will take the start of each of the race, when the competition is composed by two races, must be declared at the time of the **administrative** checks by filling in the appropriate form.

Unless a notification of a change of Driver is made in writing to the Panel of the Stewards, at the latest 1h after the end of the qualifying session, the Driver who takes the start must be the one declared during the **administrative** checks.

5.2 Scrutineering

5.2.1 General provisions

A maximum of four people of a team is authorised per car during scrutineering. Pre-race scrutineering involves 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.

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 in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated.

5.2.2 Random checks

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

5.2.3 Change of chassis or changes on the car

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.

5.2.4 Equipment declaration

Competitors must declare all required information on the Series' technical platform in an accurate and timely manner and keep it updated throughout a Competition. They must also make any changes requested by the Technical Delegates and their deputies as soon as possible.

Equipment declarations must be done on ACO-TECH:

<https://aco-tech.online>

6. TECHNICAL PROVISIONS

6.1 Eligible cars

6.1.1 Eligible homologations

The Competitions are reserved exclusively for "Le Mans Prototype" cars (LMP2 and LMP3) and Grand Touring cars (hereinafter GT3) as defined in the applicable Technical Regulations and homologated by the FIA and/or the ACO, in accordance with the applicable Technical Regulations.

- LMP2: homologated from 2017
- LMP3: homologated from 2025
- GT : homologated FIA GT3 cars

6.1.2 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.

6.1.3 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.

6.2 Equivalence systems

6.2.1 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. It will make the various adjustments through specific decisions.

Cars in the GT category are subject to an equivalence system called “Balance of Performance” (BoP). The BoP aims to allow cars of different engineering designs to compete within the same category.

The Balance of Performance is established and adjusted using data and information supplied by the Competitors, Manufacturers to ACO, to the Committee; the declaration of these data and information constitutes a commitment and is binding.

The Committee is entitled to ask (including through technical components or sensors) competitors and manufacturers for any data or information that it would deem useful for devising equivalence systems. These information or data may be shared with third parties for performance analysis purposes. The data and information provided must be accurate.

Manufacturers, Competitors, Drivers and any persons or entities associated with their entries must not seek to influence the establishment of the BoP or comment on the process and/or the results, in particular through public statements, the media and social networks.

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

6.2.2 For cars in the LMP2 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.

6.2.3 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.

In application of Article 19 of the 2020 Technical Regulations for LMP3 Prototypes, The Asian Le Mans Series Committee may impose any performance adjustments.

6.2.4 For cars in the GT category

An equivalence system named "Balance of Performance" (BoP) applies to cars entered in the GT category. 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 category.

6.3 Systems and equipment imposed

6.3.1 Data recorder

All cars (except LMP3 cars) must be equipped with the data recorder homologated by the ACO and the FIA. 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.
- That a computer specially dedicated to transferring the data to the Organiser is permanently connected to the network provided by ALMEM throughout the Competition. The connection to the network will be the Competitor's responsibility.
- To recover the data and transfer them immediately from his pit to the Organiser via the Internet network:
 - During practice, at the start of each session during the first pit stop, then during the session at least once an hour and at the end of each session;
 - During the race, on each refuelling stop, except in the final hour or during an emergency pit stop.

For each mandatory download indicated above, the data must be transmitted to the Technical Delegate at the latest 10 minutes after the car entered the pit lane.

- 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 correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions. **Any transponder change must be declared to the Timekeeping at least 15 minutes before the start of a session.**

It is the competitor'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 timing monitors is not that of the driver who is inside the car, the team manager must inform Timekeeping and Race Control immediately.

6.3.2 Accident data recorder (ADR)

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.

6.3.3 Mandatory systems and equipment

Mandatory systems and equipment provided for in the regulations applicable to the Series (List either appended to these regulations **in Appendix 3** or published by the Asian Le Mans Series Committee):

- 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.

6.4 Lights

6.4.1 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.

6.4.2 Rain lights

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).

6.4.3 Medical light

If, after an incident/accident, the Medical Warning Light signals that threshold forces have been exceeded, the driver must be examined by the Competition medical service without delay; the Competition Chief Medical Officer will determine the most appropriate place for this examination.

The Race Director or the Clerk of the Course may allow the driver to drive the car directly back to his allocated working area or garage. The Competition Chief Medical Officer or the Medical Delegate from ALMEM must give their consent in advance.

6.4.4 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.

6.5 Tyres

6.5.1 Definition and general conditions

Each tyre must be identified by RFID and barcode (Technical list n°54). All references must be declared by the tyres manufacturer to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tyres will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix 10.

Removing markings, logos and labels from the tyres is prohibited.

All tyres must be identifiable at any time (including when tyres are fitted on the car). When tyres are fitted on the car, RFID and barcodes must be on the outer side of the tyre.

During and directly after the practice and race, after a tyre 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.

Only in case of malfunction of the RFID system, manual measurement will be carried out via barcode identification.

The use of undeclared tyres is prohibited in all Competitions of the Series.

6.5.2 Designated suppliers

MICHELIN has been appointed as the single tyre supplier of the series.

Some aspects of these Sporting Regulations, and their control, may be directly entrusted to the tyre manufactures.

6.5.3 Specifications

The tyre manufacturers are contractually committed with the Promoter to provide a limited number of tyre specifications for dry and wet weather among the declared specifications for the ongoing season of Asian Le Mans Series.

All the specifications for the season must be declared to the Technical Delegate before the start of the season.

The maximum number of specifications that can be used by the whole competitors on each event is defined as follows:

	Dry-weather	Wet-weather
LMP2	1	1
LMP3	1	1
GT	1	1

The tyre manufacturers will decide of the specifications that must be used on each Competition. The specifications must be identical for all the car models.

For the LMP2, and GT categories:

The tyre manufacturer must establish identical technical requirements (pressure and camber) for all the Competitors. The non-respect of these requirements by the Competitors could be penalised by the Panel of the Stewards.

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- To go from the pit lane to the starting grid before the start of the race, the tyres used can be either dry-weather tyres or wet-weather tyres and will not be counted in the allocation.
- For the race, from the start of the race.
- From the start of a Competition, any dry weather tyres used must be new.

For the 1-Race event, tires will be counted for each session and must not exceed the following quantities:

	FP	Q + Race
LMP2	8	12
LMP3	8	14
GT	8	22

For the 2-Race event, tires will be counted for each session and must not exceed the following quantities:

	FP	Q	Race 1	Race 2
LMP2	8	4	12	12
LMP3	8	4	10	10
GT	8	4	18	18

Wet-weather tyres:

The number of wet-weather tires usable during a Competition 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.

Tyres for wet weather may have been already used and must be of the specification declared by the tyre manufacturer.

6.5.5 Tyre storage

All Competitors must identify two tyre storage areas in each cars' garage and its surrounding.

Competitors will submit schematic solutions for approval to the Technical Delegate two weeks before the start of the competition including cumulatively:

- An area inside the garage (front part) where maximum 3 sets per car are allowed to stay into the garage and must remain all visible from the pit lane ;
- A second area for storing and preparing all the other tyres sets (immediately out of the rear of the garage) including wheel washing area.

Once in possession of the tyres, it is the responsibility of the Competitor to ensure that there are stored in the approved location. Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Tyres and wheels must remain entirely and easily visible, without any form of obstruction and in locations approved by the Technical Delegate, throughout the competition at all times, except the following cases:

- When tyres are being fitted on a car;
- When mounting and dismounting the tyre to the rim at the Tyre Suppliers garages;
- During transport between storage locations;
- During a pitstop when tyres are near the working area;
- When tyres are in racks being taken to/returning from or sitting on the grid;
- When tyres taken to tyre manufacturers structure for damage/puncture examination.

At its absolute discretion, the Technical Delegate may at any time enforce Parc Fermé conditions on tyres located outside the approved storage areas, as well as to tyres making unnecessary or unreasonable stops, transits between the storage areas or between these and the Tyre suppliers' structure.

Where this is deemed necessary, details may be specified in a Stewards' bulletin.

6.5.6 Applicable penalties

Minimum penalty for breaching the tyre rule:

- Declaration infringement (list not declared, list declared late): 1000 € per infringement.
- Eligibility infringement (tire used but not declared): € 1000 per tyre.
- Infringement of the tire allowance: Stop and Go of 2 minutes per tyre.
- Infringement to tire heating or storage: Stop and Go of 3 minutes

Any other violation at the discretion of the Stewards.

6.6 Cranking operations

For the purpose of these regulations, any cranking operation is considered as starting the engine.

7. Committee, Officials and penalties

7.1 Asian Le Mans Series (ALMS) Committee

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
 Colin Ong

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, clearly specifying the points on which they are requesting an interpretation.

7.2 Stewards

7.2.1 General competence of the stewards

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

7.2.2 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.

7.2.3 Instigation of an investigation

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

7.2.4 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.

7.2.5 Notification of decisions

All fines must be paid to ALMEM.

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)
Swift Code: HSBCHKHCHKH

Decisions from the Stewards are given to the Competitors in writing.

- Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.
- Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board.

7.2.6 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.

Right of appeal

The competent sporting tribunal for an appeal is the one from the ASN, save the right to appeal the decision directly before the International Court of appeal in accordance with the FIA juridical and Disciplinary Rules. The appeal fees are defined by the ASN 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 as well as the penalties listed under Articles 7.4.

Right of review

This is as provided for in the Code.

The right of review will have to respect the conditions defined in Article 14 and following of the FIA International Sporting Code and be supported by a deposit fixed in Appendix 1 of each Competition.

7.2.2 Revision at the organiser's request

The Organiser will be able to lodge a request to the Panel of Stewards to review the classifications should an error of a purely technical nature be subsequently revealed when drawing them up.

The Organiser will be able to exercise this right of review within the month following the publication of the classifications.

The Stewards will have to give their decision within fifteen (15) days from the moment the request was lodged. Should they be unable to meet physically, they will be able to communicate with each other and to deliberate using all available means of communication.

Their decision may be appealed in compliance with the forms, delays and conditions stipulated by the Code.

7.3 Officials and delegates

7.3.1 Permanent officials

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

- The Chairperson and the International Steward of the Panel of Stewards,
- The Race Director
- The Technical Delegate,
- The Chief pit lane Marshal
- The official timekeeper.

7.3.2 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 and ACO

ALMEM and ACO may also appoint for each Competition:

- o A driver adviser to the panel of the Stewards whose status and role are defined in Article 7.3.3 of the present Regulations,
- o A non-permanent Medical Delegate,
- o A deputy Race Director
- o A Sporting Delegate,
- o A Media Delegate
- o 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 Series are respected, to make any comments they deem necessary, and to draw up any necessary reports concerning the Competition.

7.3.3 Driver adviser to the panel of 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.

7.3.4 The technical delegate and scrutineers

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

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.

7.3.5 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 Virtual Safety Car,
- The use of the Full Course Yellow,
- The suspending and resuming of the race,
- The definitive stopping of the race.

7.3.6 General obligations of the officials

The Race Director, the Clerk of the Course and the Technical Delegates 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 Chairperson 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.

7.4 Type of penalties in force

7.4.1 General principles

The penalties applicable are those provided for under Article 12 of the Code, together with the provisions of these Regulations and their appendices.

The Stewards will be able to adapt at their discretion the penalties provided for by these Regulations and their appendices.

7.4.2 Drive through

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

The driver must enter the pit lane and re-join the track without stopping.

Drive-Through penalties are not subject to appeal.

7.4.3 Stop & go

Once the Stop & Go penalty has been notified on the timing monitors, the car cannot cross the Line more than four times on track, 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.

7.4.4 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 timing 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.

In the case of the Competitor will not perform any pit stop any more once the penalty is announced, the time will be added at the end of the race.

When the pit stop is done with a reference time:

If a competitor of a category where pit stops are defined in Article 12.4.1, receives a “time added to the pit stop” penalty, then the penalty time will be added to the reference time of the pit stop.

7.4.5 Stop and 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 started. 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.

7.4.6 Time, lap penalties and removal of lap(s) penalties

In addition to those penalties specified as not be subject to appeal under the Code, penalties of Time Added to the Pit Stop, time added to the end of the race, 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.

7.4.7 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.

7.4.8 Points system

Each driver will have a reserve of 8 points.

As soon as the reserve of 8 points has been expended, the driver concerned will be automatically suspended for the next Competition of the Serie Championship and will regain the reserve of points at the end of the suspension period.

The withdrawal of points is a secondary penalty.

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.

Decisions regarding withdrawal of points remain in effect until the end of the Series 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.

7.5 Special cases for application of penalties

7.5.1 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 timing monitors.

Furthermore, **they may pit lane penalties cannot** be served **in the following situations:**

- if the Safety Car is deployed.
- If the Virtual Safety car is deployed.
- if the track is under FCY.
- If a Red Flag 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.

For the avoidance of doubt, a pit lane penalty may only be served from the lap following the end of the neutralisation, unless the track is neutralised again.

7.5.2 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.

The time added for a Drive Through penalty or a Stop and Go penalty will be specify in the first Bulletin of the Stewards for each Competition.

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

The fee per car and per session will be communicated by the promotor.

8.2 Private testing

8.2.1 Applicable restrictions

Private testing is not regulated in Asian Le Mans Series, except for those provisions listed under this Article 8. The Asian Le Mans Committee will reserve the right to adapt the testing regulations prior to the first race of the season.

8.2.2 Ban on testing on the Championship circuits

No private testing will be authorized during the week of an Asian Le Mans Series Competition at the circuit 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 Asian Le Mans Series Committee 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

For LMP2 and LMP3 competitors, it is forbidden to perform any wind tunnel testing.

9. RUNNING OF THE COMPETITIONS

9.1 General discipline and safety

9.1.1 Driving direction

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

At any time, the driver must drive the car alone and unaided.

9.1.2 Track limits

The drivers must imperatively respect at all times the requirements detailed in 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, **officials** 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, the Stewards and the Technical Delegate accordingly at the earliest opportunity.

The **entry registration** fee will not be refunded.

9.1.11 Applicable penalties

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 false 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, not subject to appeal, left to the Panel of Stewards' discretion.

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. He may also, if he deems it necessary, propose to the panel of the Stewards to have the car brought back to the pits during the stint. 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, **unless contradictory instructions are given by the Race**, 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 Briefings and track walks

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

9.2.2 Team managers' briefing

A Team Managers' briefing held by the Race Director will take place at every Competition. All Team Managers must be present throughout the Briefing.

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

9.2.3 Top-4 starting drivers' meeting

A starting drivers' meeting let by the Race Director may take place after the qualifying session and before the start of the race.

The top-4 starting drivers of each category as well as the respective team managers or team representatives must be present throughout the meeting.

Penalty: at the Stewards' discretion.

9.2.4 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 must on pain of not being permitted to take part in the race:

- Take part in free practice or qualifying practice unless prior and express dispensation has been granted by the Stewards in a case of force majeure ;
- Cover at least three laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- 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.
- For all categories, the drivers must set, during one of the official practice sessions, a time at least equal to 110% of the best time set by the fastest car in their category. The panels of the stewards, with the agreement of the Race Director, may derogate this rule if they deem necessary.
- only a Bronze driver can qualify the car in the qualifying.

10.2 Qualifying practice

10.2.1 Specific cases

Any car that does not participate in the session or does not set times during qualifying will be placed at the back of the starting grid (full grid, in terms of general classification):

The fastest driver of the crew must then take the start.

If a car does not participate in the qualifying practice session, its position on the starting grid will be determined by the Stewards.

If a car does not set a time or has its times cancelled during the qualifying practice session, it will be placed on the grid behind the cars in its category.

In the event that several cars are placed on the grid behind the cars in their category, the Stewards will determine the appropriate order at its discretion.

As soon as a car is placed at the rear of the cars in its category, the fastest driver in the crew must start.

10.2.2 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).
- To refuel.

In addition:

- 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.
- Competitors will be allowed to take the cars out of the garages and place them on the pit lane only once authorised by Race Control.
- Competitors will be allowed to join the fast lane only once authorised by Race Control.
- Tyres must only be fitted when the car is in the working lane.

10.2.3 Car causing a red flag-Lap time cancellations

Any car causing a red flag in a qualifying session will have all or part of his lap times deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion.

Furthermore, any car causing a red flag may not be allowed to re-join the qualifying session.

10.2.4 End of session and parc fermé

Cars will be placed under Parc Fermé. The cars must go inside their garage, or in the place indicated by the officials, except those which must proceed to scrutineering.

Only for the cars which are in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the driver may exit the car. No other checks may be completed.

it is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area, unless instructed otherwise by officials.

Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders 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 Race Director, 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 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.~~

A provisional starting grid is created after the publication of the final classification of the qualifying practices and a final starting grid will be established before the start of the race.

It is set out in a two-by-two formation in the order of the best times set by the fastest drivers during qualifying practice.

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

Cars will be placed on the grid per category in the following order:

- 1) LMP2
- 2) LMP3
- 3) GT

11.1.2 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 track homologation.

The Competitor of each category that realised the best time of its category during the qualifying session will be positioned on the starting grid on the side of the homologated pole position on this circuit.

11.1.3 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 and the Race Director 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.

In all cases, cars starting from the pit lane will follow the instructions of the Officials.

The driver and the car must leave their pit and proceed to the pit lane exit under their own power.

11.1.4 Starting the engine on the grid

It is strictly prohibited to start the engine of a car or having the engine running 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.

11.1.5 General safety on the grid

Any operation carried out by the competitor on the starting grid ; either technical starting operations or heating of car elements ; must be conducted with a total safety for the driver, for the competitor and for the whole persons presents on the starting grid.

11.1.6 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 **5 minutes after the pit lane closes, as defined in the official program and detailed starting timetable**, may no longer go there and must take the start from the pits.

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

** specified in official programme and the detailed starting timetable 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.

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 on track crosses Safety Car Line 2.

A car starting from the pit lane may be allowed by the Race Director to join any of the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s).

In this case, the car must stay at the back of the queue for the formation lap(s), and, at the latest at the end of the last formation lap, this car must enter the pit lane, drive directly to the end of the pit lane without stopping in the working area and will be allowed to rejoin the track when pit exit will open.

Penalty for cars taking the start from the pit lane: 1 minute added to the next pit stop, respecting Article 7.5.1.

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.

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 its position on the grid or the pit lane under its own will not be permitted to start the race from the grid.

11.2.3 Countdown

The approach of the start will be announced by signal given to the competitors:

These signals mean:

- "5 minutes" signal: 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" signal: everyone except the drivers in their cars, one team member per car and officials must leave the grid.
- "1 minute" signal: the doors of cars must be closed, and the team personnel must leave the grid. The engines are started by the drivers without external assistance.
- "30 seconds" signal: 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 Assisted start

A driver who is unable to start the formation lap must signal it 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 respecting Article 11.2.1.

11.2.5 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.

11.2.6 Car delayed on the formation lap

If a car is delayed during the formation lap(s) the car may regain its position before crossing the Intermediate Line 2, in the course of the second formation lap, if the car is unable to regain its position, the car must start the race from the back of the grid.

The car must drop back to the rear of the grid immediately by allowing all cars behind to pass.

Any car that is unable to be ahead of the Intervention Car before reaching 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 when pit exit opens.

In this case, the car will have to respect Article 11.2.1.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.

11.2.7 Formation lap

Before the start of the race, there will be two formation laps.

If conditions so require, the Clerk of the Course or the Race Director 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 second formation lap.

Furthermore, the Race Director may decide, at his sole discretion, to carry out only one formation lap. In this case, he will specify this to the competitors in his briefing, as well as the applicable terms and conditions.

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.

The Race Director will order that the race be resumed following the principles in Article 14.4.

11.2.8 Start delayed by the Race Director

If for an unforeseen reason it unsafe to start, the Race Director will delay the start by presenting a "Start Delayed" signal.

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 when starting behind the Safety Car

If a car is delayed during the first lap behind the Safety Car, the car can return to its position before crossing "Intermediate" Line 2, during the first lap.

If the car is unable to return to its position, it must remain at the back of the line.

In any case, if a car is delayed during the first lap behind the Safety Car, the Competitor must follow the instructions of the Race Director.

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 when starting behind the Safety Car

Soon after the last car in line behind the Safety Car passes the end of the pit lane, 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: in this case, the car will have to follow Article 11.2.1.

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

12.1 General prescriptions concerning safety

12.1.1 General safety in the pit lane

Access to the working lane and the fast lane shall be authorized by the Race Director via official communication channels. From that moment, all the provisions of Article 12 will apply.

The Competitor must ensure that the installations and the work 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.

It is allowed to use skates.

Cars may be released only if it is safe to do so. 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.

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.

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 cars in the acceleration lane or working area.

12.1.3 Pushing the car in the pit lane

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

- A maximum of four (4) persons may push the car;
- The car can only be pushed to return it to its designated pit box, and only from the locations expressly indicated by the Race Director in the official Briefing

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

The use of the reverse gear is prohibited in the pit lane at all times.

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 (kph)	Practice & warm up	Race 1st Infringement	Race 2 nd infringement	Race 3rd infringement
$60 < S < 70$	Fine of €100 per kph over the limit and cancellation of the times set by the driver in question during the practice session up to the time of the infringement	Drive through penalty	Drive through penalty	Penalty at the stewards' discretion. Disqualification possible.
$70 \leq S$		Stop and go of 5 seconds per kph in excess of 70.	Stop and go of 5 seconds per kph in excess of 70.	

12.2 Pit stops

12.2.1 General obligations regarding pit stop

For safety reason, at any moment during a session or during the race, the Race Director will have the power to close the pit entry. From this moment, any cars entering the pit lane will have to inform Race Control and will be allowed to enter the pit lane only in one of the two following cases:

1) Emergency pit stop

- The Competitor will be allowed to refuel for 8 seconds and/or replace (a) damaged tyre(s), and to repair the associated damage or bodywork damage presenting an obvious safety risk.
- In this case, the Competitor must again enter the pit lane as soon as the pit entry opens.

2) Intervention on the car

- If the Competitor must conduct an intervention that requires more work than the emergency pit stop defined above, it will only be allowed to enter the pit lane under the condition that, following that pit stop, the car loses at least one lap.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

During a pit stop, the only places where work can be carried on the cars are either in its allocated stopping area or in 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 the working area is only authorised when the car is stopped, and its engine is off.

Before the car is totally immobilized and the engine is stopped, drivers are prohibited:

- to release or unbuckle their harness,
- to remove the headrest
- and when applicable, to start remove the racing net.

Before leaving the working area, only after the car is resting on its wheels, the car must be restarted, by the driver, without external assistance.

12.2.2 Pit stop procedure

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and of the general safety during the length of the pit stop.

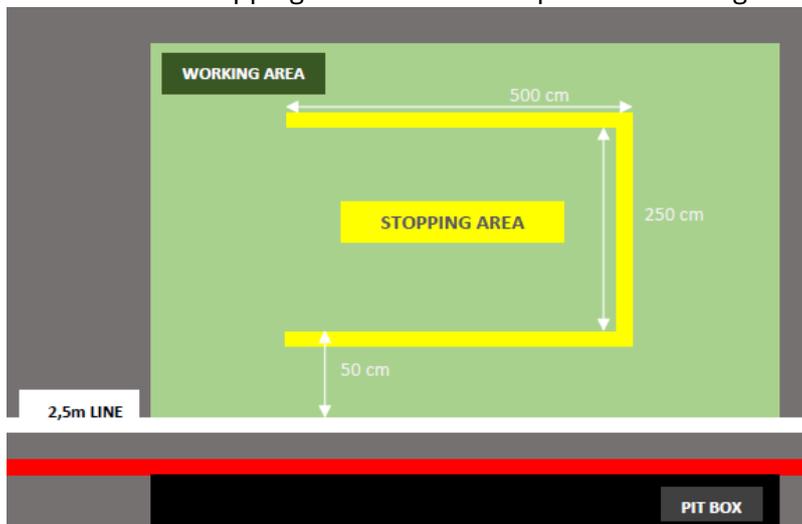
This person must be in the working area before the car stops.

This person must remain in the pit lane throughout the stop and supervise but may perform no other function.

Positioning of the car

For operating a pit stop, the car must stop in its dedicated stopping area. Competitors must use a single and dedicated stopping area for each car in the pitlane: allocating one stopping area to several cars is forbidden.

The dedicated stopping area is defined as per the following drawing:



When the car is stopped, in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

b) Driver change

A driver change may be completed at any time during a pit stop, under the condition the car is properly stopped, engine off, in its dedicated stopping area.

Drivers may not take part in any other intervention than directly related to the drivers' change.

The driver help must be operated

- by a driver of the concerned crew (who will then take the exclusive function of driver help)

- and/or by a dedicated person (who will then take the exclusive function of driver help)
- and/or by one or several person(s), wearing the appropriated armband, authorized in the working area.

Using tools is not allowed.

c) Refuelling

During all the sessions and the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping 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 stopping area.

A refueller can intervene only to put fuel into the car only when:

- The car is resting on its wheels
- The engine is off
- 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.

A maximum of three persons, wearing the appropriate armband, may do the following operations:

- Ground the car
- Manual cleaning of the car
- Visual checks on tires / brakes

Under the condition that no bodywork panel or no part of any sort is removed from the car or brought in the working area.

Tools are not allowed during the refuelling phase.

A maximum of two industry representatives and/or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes.

The measure of tyre temperatures and pressures is allowed in free practices (with manual tools only).

During the race by night, it will be allowed to bring a flashlight to check the tyres/brakes as long as its use does not jeopardize the other competitors.

Only the person(s) mentioned above are authorised in the working area.

d) Intervention

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

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

Tyre changing must be done with the help of at most two pneumatic wheel guns.

At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried or laid flat on the ground.

e) Departure of the car from the working area

The car controller is responsible for allowing the car to leave the working area safely once the area will be free of materials or personnel.

12.3 Other 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 stopping 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.

Penalty: disqualification

12.4 Pit stops peculiarities of the Asian Le Mans Series

12.4.1 Obligations linked with the pit stop reference time – for the LMP3 category only

The Reference Pit Stop Time will be applied only during the race, unless instructed otherwise.

Competitors have to perform 2 mandatory pit stops, when pit entry is opened, respecting a time greater or equal to the Reference Pit Stop Time, interventions during those pit stops are free, in compliance of Article 12.

After any pit stop, it is not allowed to driver abnormally slow and/or to obstruct or to be judged for obstructing other drivers.

At the latest, for the last mandatory pit stop, the car must cross the pit entry loop before 3 hours 44 minutes and 59.999 seconds of the elapsed time of the race.

12.4.2 Definition of the pit stop reference time – for the LMP3 category only

At each race, **for each category**, a Reference Pit Stop Time will be established and will be published in the briefing notes of the Competition.

The pit stop reference time will be established as follows:

(distance from pit entry loop to pit exit loop at 60 kph) + (fixed refuelling time) + (fixed tyre changed time)

12.4.3 Penalties

If a competitor is missing a mandatory pit stop: minimum of a stop and go of the reference pit stop time.

If a competitor is performing a mandatory pit stop shorter than the reference pit stop time: minimum stop and go of the missing time from the reference pit stop time.

Any other breach of this regulations: at the discretion of the panel of the Stewards.

13. CATEGORISATION, CREWS AND DRIVING TIMES

13.1 Categorisation of drivers

13.1.1 General provisions

Unless specified in these Sporting Regulations, the Serie is organised in compliance with the drivers' categorisation regulations published on the FIA website.

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

For avoidance of doubt, the categorisation that will be used for the Asian Le Mans Series season will be the categorisation published in 2025.

For the drivers not categorised in 2025, 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.

13.1.2 Regulations relatives to the drivers' categorization

In accordance with Article 1.12 of the categorisation regulations, the Asian Le Mans Series Committee reserves the right to give derogations at its entire discretion (only upgrade) to drivers – or to take any sporting measure in that spirit, such as time penalty added in the pit lane.

13.2 Race driving times

13.2.1 Lap count

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

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

First stint for the cars starting from the pit lane: loop from pit lane exit – 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 – elapsed time of the race per car (individual passing on the control line once chequered flag is presented)

13.2.1 Definition

Actual time spent by each driver during the race of a Competition. This actual time spent excludes the pit stops and the periods of race suspensions related to red flag.

13.2.2 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.

13.2.2 Measure of the driving times

The driving time of a driver is measured by the addition of each of its stint that will be driven during a race.

A stint is driven each time a car is going into the pit lane, with a driver change or not.

The driving time for each stint is measured as follows:

- **First stint:** from the Start signal to pit lane entry loop
- **First stint for cars starting from the pit lane:** from pit loop to pit entry loop
- **Following stints:** Loop from the pit lane exit line to pit lane entry loop.
- **Last stint:** from the pit lane exit loop until the elapsed time of the race by car (individual passing on the control line once the chequered flag is presented).

13.2.3 Driving times required by driver

The required driving times are detailed in the Appendix 5 of the present Regulations.

For all the categories, any driver having driven less than 40 minutes in total will not score points in the Series, in addition to the penalties applicable under these Regulations.

The driving times are defined in accordance of the number of drivers that composed a car crew, as per Appendix 5 of the present Regulations.

13.2.4 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.

The Asian Committee could make adjustments to the minimum driving times for the LMP2 and LMP3 categories following the evolution of the autonomy of the cars.

13.2.5 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.

13.2.4 Driving times

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

13.2.5 Driving time in relation to the length of the race

For all the categories, any driver having driven less than 40 minutes in total will not score points in the Series, in addition to the penalties applicable under these Regulations.

The Asian Committee could make adjustments to the minimum driving times for the LMP2 and LMP3 categories following the evolution of the autonomy of the cars.

13.2.6 For 2 drivers crews

See Appendix 5 to these Sporting Regulations

13.2.7 For 3 drivers crews

See Appendix 5 to these Sporting Regulations

13.3 Composition of the crews

13.3.1 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 (opening of the administrative checks), on pain of paying a fine of €1000 to the 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.

13.3.2 Composition of the crews by category

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).

Timekeeping will not be suspended during a free practice session but will be suspended during a qualifying session.

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.

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, **on the left hand side of the track.**

The classification that will be considered will be the classification at the moment the red flag is deployed.

The order of cars that will be taken into account will be the order in which they stopped behind the red flag line.

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, **unless in the case specified below.**
- 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. **The driving time will re-start to count, at the resuming of the race, once the Safety Car will leave the grid at the resuming of the race, as defined in Article 14.4.5.**
- If the circumstances so require **or permit it,** the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the ~~Competition~~ race provided for in Appendix 1 of the Competition.
- Only officials and one person per car wearing a red armband 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 officials' instructions at all times.
- As Parc Fermé rules apply to all the cars, no repairs are authorized on the track or 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
- covering the car.

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

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 fifteen** minutes' audible warning will be given prior to resumption.

Before the resume of the race, signals will be given to the competitors.

14.4.2 Procedure concerning cars present on the grid

At the "**10-15** minutes" signal

- The Race Director, for safety reason, may authorise a tyre change.
- A maximum of 3 team personnel per car, wearing the appropriate armbands, and equipped as per article 4.1.5, 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 and brakes,
 - Changing the tyres if allowed by the Race Director,
 - Removing the cover from the car,
 - Demisting the windscreen,
 - **For cars eligible for Pass Around, the use of skates will be permitted to shift cars to the right side of the track to facilitate the procedure.**
- **The same operations will be allowed for cars in the pit lane.**

At the “5 minutes” signal

- ~~The cars must be resting on their wheels.~~
- The cars must be uncovered.
- The Driver must be in the car

5 minutes before the resuming of the race

- ~~Once the cars are on their wheels,~~ All cars located on the grid between the best 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 “3 minutes” signal

- 3 minutes before the resuming of the race.
- ~~The driver needs to be in the car.~~
 - The cars must be resting on their wheels, without any cooling device.
 - Cars eligible for Pass Around must be correctly positioned on the right side of the track.
 - If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
 - If the leader of the category entered the pit lane after the red flag procedure has been deployed or is in the pit lane at the 3 minutes signal, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.

At the “1 minute” signal

- All cars eligible for Pass Around (car whose category leader is behind, in the order of cars on the track) correctly positioned on the right side of the track, will be instructed to complete a lap without overtake and join the back of the line of cars behind the Safety Car.
- For the other cars, 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" signal, 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

Any car that is already in the pit entry road at the moment the Red Flag is deployed, for the purpose of this article, will be deemed to have entered the pit lane before the Red Flag signal.

At the “~~10-15~~ minutes” signal

- Work on the cars may resume, respecting the conditions set out in Article 12.

At the “3.5 minutes” signal

- Once the last car eligible for Wave by will pass Safety Car Line 2, the pit exit will open. for one minute
- 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.

2.4 minutes before the resuming of the race

- The pit exit will be closed.
- Any car that entered the pit lane before the Red Flag signal which has not left the pit must stay at the pit exit until it opens again after the race has been resumed, after the last car on track has crossed Safety Car Line 2.

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

Each car that enters the pit lane after the red flag signal must inform Race Control.

Once the cars have entered the pit lane, they must stay in their working area, outside their garage under Parc Fermé conditions.

2 minutes before resuming the race

Work on the cars will be allowed, and the competitor may operate with one of the two following interventions:

1) Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- The competitor will only be allowed to re-join the track when pit exit will open, after the race has been resumed, after the last car on track has crossed Safety Car Line 2.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.

This Competitor will not be eligible for the Pass Around.

2) Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then the work on the car will be allowed only under the condition that following that pit stop, the car will lose at least a lap.
- In this case, the Competitor may only exit the pit lane when the next passing of the Safety Car, and once all the cars in the line behind the Safety Car have passed Safety Car Line 2.
- If the Safety Car is withdrawn before the competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.
- Those cars will be allowed to leave their working area only, after the resuming of the race, once the cars that did an emergency pit stop already exit.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

Any car which has not left the pit will stay at the pit exit until it opens again.

14.4.5 Concerning all cars, at the resumption of the race

The race will be resumed behind the Safety Car.

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.

At the resuming of the race, after the last car on track has crossed Safety Car Line 2, the pit exit will open ; after that, the procedure defined in Article 14.6 of these regulations will apply.

In this case, under exceptional circumstances, and at the sole discretion of the Race Director, pit entry may be opened.

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 and practices : 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 is a tool intended for short neutralisations mainly for interventions lasting equal to or less than one lap travelled at 80kph.

The FCY message will be displayed on the timing 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

During the race, pit lane entry will be closed when FCY will be announced, as soon as the message “PREPARE FOR FCY AT XXhXXminXXsec” will be posted on the timing monitors.

Pit lane exit will remain open.

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.

Any car entering the pits once FCY is announced must inform Race Control beforehand, and will be allowed to enter the pits only in one of the following cases:

1) Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.
- Once the FCY procedures announced, only one emergency pit stop will be allowed per competitor.

2) Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car will lose at least a lap.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

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 timing 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.

In this case, the duration of the initial pit lane entry closure during the Safety Car procedure will be reduced of one lap (Article 14.6.5) if the period of FCY is equal of greater than one lap.

14.6 Neutralising the race: Safety Car procedure

14.6.1 General provisions and conduct to adopt

The general provisions concerning the Safety Car procedure, defined in this Article 14.6 may be specified, clarified or supplemented by the Asian Le Mans Series Committee before the first Competition of the season.

Article 2.10 of Appendix H to the Code applies, except for the provisions listed below.

On the decision of the **Race Director** ~~Clerk of the Course~~, the safety car may be brought into operation to:

- Neutralise a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
- Start a race in a exceptional conditions;
- Pace a rolling start;
- Resume a suspended race.

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 timing 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 Safety Car line 1;
- any car leaving the pits may be overtaken by another car on the track before it crosses the Safety Car line 2;
- 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 1;
- any car stopping in its designated garage area whilst the Safety Car is using the pit lane 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.

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, will pass 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, immediately 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 must inform Race Control and will be allowed only in the two following cases:

1) Emergency pit stop

- The competitor will be allowed to refuel for 8 seconds and/or replace the damage tyre(s), and to repair the associated damages or bodywork damage presenting an obvious safety risk.
- In this case, the competitor must enter again in the pit lane as soon as the pit entry will open.
- Once the Safety Car procedures deployed, only one emergency pit stop will be allowed by competitor.

2) Intervention on the car

- If the competitor must operate an intervention that requires more than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car will lose at least a lap.
- In this case, the Competitor may only exit the pit lane when the next passing Safety Car, once all the cars in the line behind the Safety Car have passed Safety Car Line 2.
- If the Safety Car is withdrawn before the competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.

Failure to comply with the above will entail a three-minute Stop & Go penalty.

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 for repairs or refuelling, without restrictions, once the pit entry is open.

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.

At the beginning of the procedure, when the Safety Car will enter the track, the pit exit will be closed and will open on Race Direction instruction.

Then, pit exit will be open 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 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.

If a competitor needs to operate an emergency pit stop as defined above); then the competitor can rejoin the tail behind the Safety Car only when the last car of the tail will pass in front of its working area.

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.

14.7 Neutralising the race: Virtual Safety Car (VSC)

14.7.1 Placing the race under VSC

The Race Director may declare a Virtual Safety Car (VSC) period if he deems it necessary for safety reasons. Each VSC period will be systematically followed by a Safety Car procedure.

The Virtual Safety Car is a tool intended to secure interventions around the track in the event of an accident. It can be used for an approximate duration of 2 laps before deployment of the Safety Car (SC). It will be deployed immediately by the Race Director.

At the discretion of the Race Director, if the nature of the incident on track is incompatible with its deployment or when the cars are grouped together, the Safety Car may be deployed directly without prior deployment of the VSC.

Once “VIRTUAL SAFETY CAR” is displayed on the monitors, the cars must slow down to 80.00kph, in a single line, and maintain the distance that separates them from the car in front and the one behind.

Overtaking under VSC is strictly prohibited unless a car slows down due to an obvious problem.

When the VSC procedure is deployed, all marshal positions will display waving yellow flags and VSC signs for the duration of the procedure.

The marshal positions preceding the incident(s) will have double yellow flags waved. Drivers must therefore comply with the instructions of the Race Director or, where applicable, the track marshals in the area(s) concerned.

Any car driven in an unnecessarily slow, erratic manner or deemed potentially dangerous to other Drivers at any time when VSC is used, will be reported to the Stewards. This will apply whether the car is driven on the track, into the pit entrance or into the pit exit lane.

14.7.2 Access to the pit lane under VSC

Access to the pit lane will remain open for the duration of the VSC.

The pit lane exit will remain open.

Any car entering the pits may pass another car after it has crossed the first safety car line.

Any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line.

In the pit entry and exit roads, the maximum speed is also limited to 80.00kph.

14.7.3 End of the VSC

When the Race Director deems it appropriate, he will terminate the VSC procedure by deploying the SC procedure, described in article 14.6.

At this stage, all marshal posts replace the VSC panels with SC panels. The Safety Car will be deployed in front of the leading car of the race and the limit of 80.00kph will be lifted.

15. FINISH, CLASSIFICATIONS, TITLES AND POINTS

15.1 Finish of a competition race

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.

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), under its own power. 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.

If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

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 Series classifications per Competition

The following classifications will be drawn up after each Competition:

- General classification of the Competition,
- Classification of the Asian Le Mans Series for LMP2 Drivers,
- Classification of the Asian Le Mans Series for LMP2 Teams,
- Classification of the Asian Le Mans Series for LMP3 Drivers,
- Classification of the Asian Le Mans Series for LMP3 Teams.
- Classification of the Asian Le Mans Series for GT Drivers,
- Classification of the Asian Le Mans Series for GT Teams.

For the purpose of classifications, a team is defined by a car number entering the Serie.

15.2.2 Titles of the Series

At the end of the Series, the following titles will be conferred:

- LMP2 Asian Le Mans Series Trophy awarded to the Competitor winning the LMP2 category
- LMP3 Asian Le Mans Series Trophy awarded to the Competitor winning the LMP3 category
- GT Asian Le Mans Series Trophy awarded to the Competitor winning the GT category
- LMP2 Asian Le Mans Series Trophy awarded to the winning driver(s) of the LMP2 category
- LMP3 Asian Le Mans Series Trophy awarded to the winning driver(s) of the LMP3 category
- GT Asian Le Mans Series Trophy awarded to the winning driver(s) of the GT category

Drivers who, as two, have formed 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 below.

15.2.3 In-kind prizes

Invitation to the 24 Hours of Le Mans 2026

LMP2
the 1st of the LMP2 competitor is invited to the 2026 24 Hours of Le Mans if a minimum of 6 LMP2 cars are entering the Serie.
GT
the 1st of the GT competitor is invited to the 2026 24 Hours of Le Mans if a minimum of 6 GT cars are entering the Serie.

Invitation to Road To Le Mans 2026 with 50% of the entry fees of the Competition offered by the Promoter.

LMP3
the 1st of the LMP3 competitor is invited to the 2026 Road To Le Mans if a minimum of 3 LMP3 cars are entering the Serie.

Each invitation will only be granted only in the conditions detailed in the Appendix treating the invitations of the Supplementary Regulations of the 24 Hours of Le Mans.

15.3 Scale of points

15.3.1 Scale of points

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

1st:	25 points
2nd:	18 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point

15.3.2 Point for Pole position

For all the above classifications, an additional point will be awarded, at each race of 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 season entries are entitled to score points for the Series titles.

"Team" classifications will be established taking into account each car number entered for the season.

"Additional cars", as defined by Article 3.2.6 of these regulations, will not be allowed to score points for the Series titles, but will retain their place in the classification at the end of each Serie Competition, while being "invisible" for the various classifications.

In general, any car which is taking part in a Serie Competition but is not officially registered for it will keep its classification at the end of each Competition in which it takes part but will not score points for the various titles in the Series and will be "invisible" in these various classifications.

15.3.4 If the race is suspended and cannot resume

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.

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.

Full points will be awarded if the leader has completed more than 75% of the original race time.

15.3.5 Presence at the Asian Le Mans Series annual prize-giving ceremony

All Series Title, Trophy and prize winners of the Asian Le Mans Series (Drivers and Team) will be invited to the prize-giving ceremony by ALMEM and must attend the ceremony. Their attendance is mandatory.

In case of non-attendance, except case of force majeure, a 1000€ participation fee to be paid to the promotor can be requested to each person non-attending the prize ceremony.

15.4 Tied competitors

15.4.1 Awarding of prizes

Prizes awarded in accordance with the classification to Competitors who tie will be added together and shared equally.

15.4.2 Allocation of the higher place in the Series

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:

- The holder of the greatest number of first places.
- If the number of first places is the same, the holder of the greatest number of second places.
- 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.
- 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.

- 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.
- 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.
- 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 Series 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.

APPENDIX 1 – INFORMATION REQUIRED BY THE SPORTING REGULATIONS

Part A

1. Name and address of the National Sporting Authority (ASN)

2. Name and address of the organiser

3. Date and place of the Event

4. Start of the administrative checks and scrutineering

5. Start time of the race

6. Address and telephone, fax number and e-mail to which enquiries can be addressed

7. Details of the circuit

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

8. Precise location at the circuit

- Stewards office
- Race director's office
- Administrative checks
- Scrutineering, flat area and weighing
- Parc fermé
- Official notice board (all classifications will be displayed 20 minutes after the end of the sessions or the race)
- Winner press conference
- Press center
- Media accreditation center

Drivers & competitors' briefing

- Drivers briefing
- Team managers briefings

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

10. Names of the following officials of the event appointed by the ASN:

- Steward of the meeting
- Clerk of the course
- Assistant clerk of the course
- Secretary of the meeting
- Chief national scrutineer
- Chief national medical officer

11. Any other specific item

Cf. Art 4.1

Cf. Art 1.4.1

2 timed practice sessions will be organized as follows:

- 2 practices of 60 or 90 minutes

1 qualifying session determining the starting grid will be on date 2020 and will be organized as follows:

- One session of 15 minutes reserved for cars of category GT – hh:mm – hh:mm
- One session of 15 minutes reserved for cars of category LMP2 and LMP3 – hh:mm – hh:mm

Cf. Art 1.4.: there is no warm-up.

Cf. Art 11.1.3

The “Pole Position” is on the (right/left-hand side to be confirmed) of the front row according to circuit homologation by the FIA.

Cf. Art 11.2.2

Formation lap(s) will start(s) at hh:mm.

12. The protest fee set by the ASN is XXX€

13. The national appeal fee set by the ASN is XXX€

Part B

Steward of the meeting chairman
International steward
Race director
Technical delegate
Press delegate
Chief timekeeper
Pit lane marshals

Part C

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

Part E – Insurance

APPENDIX 2 – ENTRY FORM

1. Entry form and deadlines

The entry form will be available under the following link:
<http://entry-form.asianlemansseries.com> from June 11th 2025.
The application dossiers must be finalised and validated on September 1st 2025 at the latest.
It is also requested to send a copy of the entry bulletin by email to c.ong@lemans.org.
All the amounts are excluding VAT. VAT may be added according to applicable tax rules in force.

2. Participation and entry fees

The fees for taking part in the Series are €60 000 per car, and €39 100 (LMP2 and GT) or €36 800 (for LMP3) as an advance on supplies and other technical costs.

3. Participation fees for “event by event” competitors

The participation fees for “Event by Event” Competitors in a Series Competition are as follows:

- €25 000 per car and per Competition
- €14 000 for LMP2 or GT, €13 200 for LMP3 as an advance on supplies and other technical costs

The application dossiers must be finalised and validated on September 15th, 2025 at the latest for the Malaysia Competition, and November 1st 2025 for the UAE Competitions.

4. 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 the following account:

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 €1000 which will be kept as handling costs.

Provided that the Competitor makes the express request to the Promotor before the closing of entries, if the Competitor enters at least two cars of the same model, it may ask to pay 50% of the amount of the entry fee for each car on September 1st, 2025 at the latest. The remaining payment of 50% of each entry fee has to be made before September 30th, 2025.

5. Advance on technical costs and fuel

All Competitors officially selected by the Selection Committee must pay the following sums to ALMEM as an advance on fuel and other technical costs such as marshalling services and positioning:

For the LMP2 and GT categories:

- € 39 100 by Sep 15th, 2025

For the LMP3 category:

- € 36 800 by Sep 15th, 2025

ALMEM may ask an additional advance on technical costs before the last Competition of the Series.

The amounts not used as advance on technical costs and fuel will be returned after the last Competition in the season.

APPENDIX 3: LIST OF MANDATORY SYSTEMS AND EQUIPMENTS

- **SUBJECT TO MODIFICATIONS UNTIL THE CLOSING OF THE REGISTRATION**

1. Transponder

The mandatory transponders for Asian Le Mans Series are the following:

- LMP2: 2 MyLaps X2 Plus transponders
 - o Main = MyLaps X2 Plus
 - o Spare = MyLaps X2 Plus
- LMP3 & GT : 1 Main + 1 Spare
 - o Main =
 - X2 Pro Plus with MoTec IMSA Michelin Driver ID Box with ASL 106-05PN connector conversion (RG.DV.PV0176ACO)
 - Or: MyLaps Pro DPI + helmet plugs
 - Or: Transponder MyLaps TR2 + Driver ID kit
 - Or: Transponder MyLaps X2 car/bike + Driver ID kit
 - o Spare = any MyLaps transponder for car

2. Data recorder

Competitors are reminded that they must provide their data to the organizer according to Article 6 of the Sporting Regulations.

LMP2 & GT

The mandatory logger will be provided by Marelli.

The list of required sensors will be communicated at the same time as the purchase order.

LMP3

There is no mandatory additional logger.

However competitors will have to provide their logged ECU data.

3. Accident data recorder (AADR)

LMP2 & GT

The Cosworth tri-ax accelerometer connected to the Marelli data logger is mandatory.

GT

An ADR in accordance with FIA technical list No.88 is mandatory.

LMP3

In order to ensure fair and safe races, it will be mandatory to fit:

- An accident data recorder as supplied by the ACO
- A GPS antenna connected to this logger.
- the EMMotorsport µADR (Accident Data Recorder)
- a GPS antenna connected to this logger

The ADR will be released from the ACO.

4. GPS Antenna

LMP2 & GT

Only the GPS antenna included in the Marelli kit is allowed.

LMP3

The GPS antennas must be individually sourced by each competitor.

The mandatory GPS antenna (reference: GC-431M-011-2500X) can be supplied by: <http://www.g-media.fr/antenne-gps.html>

5. List of suppliers

Transponders – Technical document: user guide

AL KAMEL SYSTEMS, SL
c/ Priora Xixilona n°93
08530 La Garriga
BARCELONA – SPAIN
laia@alkamelsystems.com

Marshalling ACO – Technical document : Marelli user guide

MARELLI S.P.A.
Viale Aldo Borletti 61/63
20011 Corbetta – (MI) – ITALY
elms@marelli.com

Accident data recorder – Technical document: user manual

SSP ACO
Circuit des 24 Heures
72019 LE MANS Cedex 2 – FRANCE
adr@lemans.org

APPENDIX 4: PENALTIES FOR BREACHING THE TECHNICAL REGULATIONS

Content to be defined by a Committee Decision by 15 November 2025

APPENDIX 5: CREWS COMPOSITIONS AND DRIVING TIMES

All the driving times have to be read as XX h XX minutes 00 second.

In GT category, no single stint may last more than 65 minutes. Subject to modification

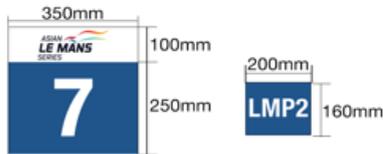
LMP2					
2 drivers	min	max		min	max
Bronze	1h		Bronze	1h	
Bronze	1h		Silver	1h	
Bronze	1h		Gold	1h	2h
Bronze	1h		Platinum	1h	2h
LMP3					
2 drivers	min	max		min	max
Bronze	00h50		Bronze	00h50	
Bronze	01h45		Silver		
GT					
2 drivers	min	max		min	max
Bronze	01h45		Bronze	01h45	
Bronze	01h45		Silver	01h45	

LMP2								
3 drivers	min	max		min	max		min	max
Bronze	1h		Bronze	1h		Bronze	1h	
Bronze	1h		Bronze	1h		Silver	1h	
Bronze	1h		Bronze	1h		Gold	1h	
Bronze	1h		Bronze	1h		Platinum	1h	
Bronze	1h		Silver	1h		Silver	1h	
Bronze	1h		Silver	1h		Gold	1h	
Bronze	1h		Silver	1h		Platinum	1h	
Bronze	1h		Gold	1h		Gold	1h	
Bronze	1h		Gold	1h		Platinum	1h	
LMP3								
3 drivers	min	max		min	max		min	max
Bronze	00h50		Bronze	00h50		Bronze	00h50	
Bronze	00h50		Bronze	00h50		Silver		
Bronze	01h45		Silver			Silver		
Bronze	00h50		Bronze	00h50		Gold		01h00
GT								
3 drivers	min	max		min	max		min	max
Bronze	00h45		Bronze	00h45		Bronze	00h45	
Bronze	00h45		Bronze	00h45		Silver	00h45	
Bronze	00h45		Bronze	00h45		Gold		01h15
Bronze	00h45		Bronze	00h45		Platinum		01h15
Bronze	01h30		Silver	00h45		Silver	00h45	
Bronze	01h30		Silver	00h45		Gold		01h15
Bronze	01h30		Silver	00h45		Platinum		01h15

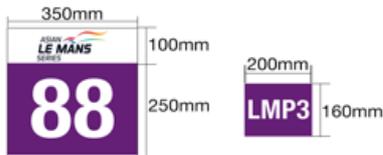
APPENDIX 6: SIGNAGE AFFIXED TO THE CARS & COMPETITORS

Race Number and Category stickers

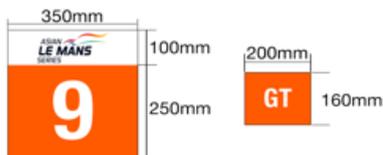
LMP2



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)



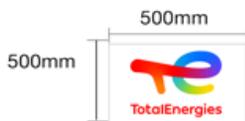
Michelin Horizontal - to be placed on the front nose and rear fenders for LMP2 and LMP3. To be placed on the front and rear bumpers of GT.



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.



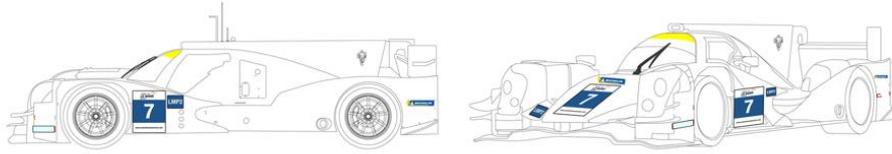
Asian Le Mans Series logo - 130x25cm for windscreen of LMP2, LMP3 and GT



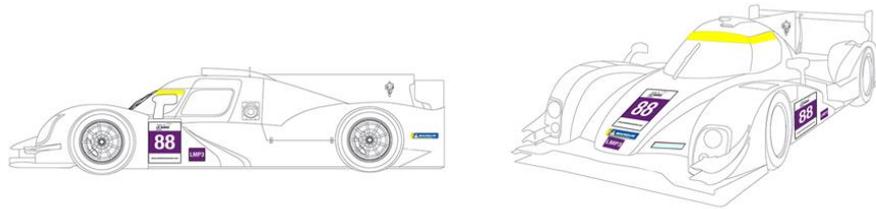
All teams are to also to affix a TotalEnergies sticker on their Fuel Rig.

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.

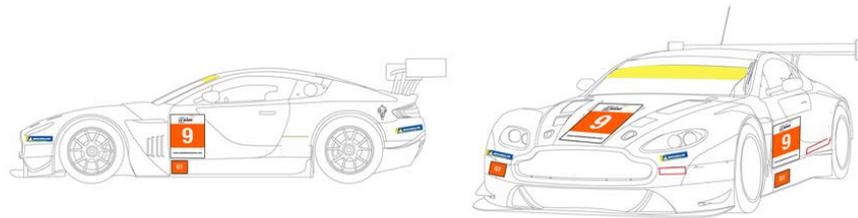
LMP2



LMP3



GT



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

Mechanics' overalls

1 Asian Le Mans Series logo as per the diagram below. Dimensions: 14cm (width) x 7cm (height)

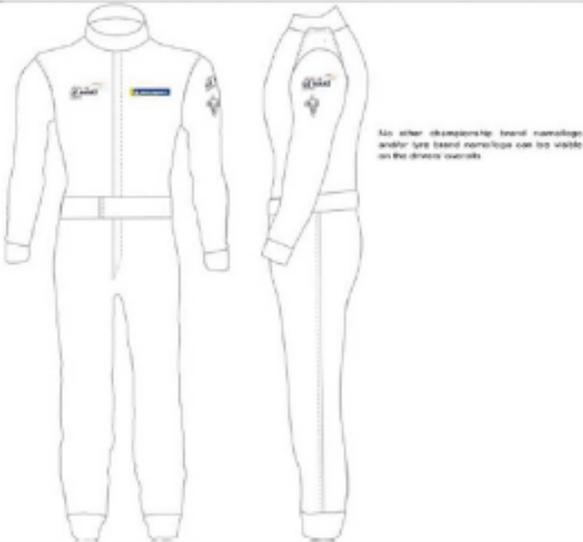


Drivers' overalls

2 Asian Le Mans Series and 2 Michelin logos as per the diagram below.

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.



APPENDIX 7: GENERAL SAFETY GUIDELINES RELATED TO THE PIT LANE

1. General safety recommendations

It is the obligation of the competitors 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.
- The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.
- 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.
- Competitor must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.
- It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.
- During any engine fire up conducted inside the garage, all exhaust fumes must be extracted and redirected outside the garage and away from personnel. Fumes may not be directed towards the public when present.

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.

3. Brackets, line supports, extinguishers

Folding brackets, supports for air or fuel lines or lighting must not:

Extend beyond the outer limit of the working area (Article 12.2.2);
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.

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. 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.

5. Signalling area

a)The "signalling area" is clearly delimited, for each car, on the pit wall.

b)The maximum dimensions of the installations are as follows:

- Height: 2.20 m above the level of the track;
- Width: 2.50 m along the signalling wall;
- Depth: 1.00 m from the pit wall on the pit side.

c)The installations and their means of attachment must remain flush with the wall (on the track side).

d)The only inscriptions authorised on these installations are the make of the car and/or the name of the team given on the Competitor's licence.

e)The boards used for informing the drivers:

- must be sliding or pivoting.
- The background cannot be coloured (must be black, grey or white).
- The colour of the lettering inside the board is at the competitor's choice but it cannot flash.
- The boards must be taken out and shown to the driver concerned only when the car is in the vicinity of the signalling area while driving past on the track.

f) Sunshades, parasols and umbrellas are prohibited.

g) Team members can only access the pit wall area that is allocated to their car.

h) 3 people maximum by car are authorised in the signalling area.

6. Sign used by the car controller

In order to ensure the safe release of their car after a pit stop, Competitors are allowed to affix a mark or sign to the rear handrail on the pit wall to allow the car controller responsible for releasing the car to do so safely.

An ACO scrutineer may, at his sole discretion, have any sign removed if it is found to be dangerous or disturbing to third parties or in violation of any of the above points.

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.

7. Restrictions concerning equipment

- Tools which are operated using an external power source (electrical, pneumatic, etc.) are prohibited, with the exception of the two-wheel guns and the air-jack coupling. In case of airjack failure, a ACO approved airbag can be used to lift the car.
- Tools with internal batteries are authorised but must be operated at any moment by a person wearing the appropriate armband and cannot be left unattended.
- It is prohibited to install any kind of sensors other than weather instrumentations in the pit lane.

8. Equipment for maintaining the temperature of the tyres

Any equipment for warming the tyres or keeping them to temperature is forbidden.

APPENDIX 8: FUEL RELATED PROCEDURES
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.
2. Installations
Concerning the installations: refer to the applicable Technical Regulations.
3. Quantity, handling and storage
<p>The maximum quantity of stock fuel authorised per car in each garage is 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.</p> <p>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.</p> <p>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.</p>
4. Safety
All fuel manipulations must be done respecting the regulations (extinguisher, overalls, balaclava, goggles, gloves, shoes, underwear, etc.).
5. Fuel sample
If a fuel sample is required, it should be taken by collecting fuel directly using the fuel line that goes out of the chassis, as per the relevant Technical Regulations.
6. Procedure
<p>All competitors will be allowed to pump out fuel using their own fuel tank in the Parc Fermé, under the supervision of a Scrutineer.</p> <p>At the end of the procedure, a transparent line must be fitted on the fuel line going from the chassis to the engine and all car fuel pumps must be activated. During this procedure, Competitors will be required to display the supply current of all fuel pumps.</p>
7. Safety and obligations during refuelling and fuel operations
7.1 General authorisations and obligations
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 and with equipotential between the refuelling equipment before and during the connection of the filling and venting couplings.

At any moment, the fuel operations must be done in a safe way, with the safety equipment defined in the Regulations..

Penalty: at the Stewards' discretion.

7.2 Use of an autonomous supply tank

During practice and the race, refuelling must be carried out using **an** ~~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.

The refuelling rig must only serve the car identified on the equipment and may not be used for other cars.

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 an** autonomous tank in conformity with the Technical Regulations in force.

7.3 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 GT), 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.

APPENDIX 9: COMMERCIAL COMMITMENTS OF THE COMPETITORS

1. Set-up in the paddock and pits

1.1 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 4.5.3).

1.2 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.

1.3 Size of track assemblies admitted

Not applicable.

1.4 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, unless there is an exceptional configuration determined by the Organiser.

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.

1.5 Dismantling of the installations

The dismantling of the installations and the evacuation of the equipment must start one hour after the last race of the last day of the Competition and must be completed by midnight on the same day, unless otherwise stated by ALMEM. Failing that, the sum of €1000 for each day exceeding that deadline will be withheld on the deposit.

1.6 General safety compliance

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

The competitor must leave a minimum of 1,5m of safety passage in between the back of the garages and their installation.

1.9 Paddock space

There is no paddock space for a team catering included in the entry fee.

The teams are free to reserve an additional paddock space, within the limit of the number of places available, through the paddock form.

The details will be available on request to the promotor.

2. Promoters' prescriptions for the arrangement of the pits

2.1 Rules of the allocation of the pits

When the number of pits is lower than the number of cars entered, they could be shared.

2.2 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.

2.3 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.

2.4 Cooking material

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.

3. Competitors' promotional obligations

3.1 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.

3.2 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.

During the pit walk period, teams are not allowed to handle fuel under any circumstances.

3.3 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.

3.4 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.

Prize-giving ceremony:

Place: on the podium, immediately after the finish.

Mandatory presence of:

- the full crews classified 1st, 2nd and 3rd in the general classification of the Competition,
- the full crews of the top three in each group.
- The Team Manager of the winning car in each category;

Penalty: at the Stewards’ discretion.

APPENDIX 10: SPECIFICATION FOR DECLARATION OF TIRE LIST

Tire list must be an Excel file (.xls).

A unique file must be provided including one sheet per category:

- LMP2
- LMP3
- GT

For each sheet, the frame must be as follow:

Tire Brand	Car Type	Teams	Tire Type	Position	Barcode	TID	UII

Tire brand: *code of the tire manufacturer*

- M = MICHELIN

Car type: *category*

- LMP2
- LMP3
- GT

Teams: *name of the car manufacturer if dedicated tires (blank cell if not dedicated)*

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" (Blank cell if all positions)*

Barcode: *barcode number*

TID: *TID reference*

UII: *UII reference*

In all cases, a blank cell must never be replaced by any character.

<u>1. GENERAL PROVISIONS</u>	1
<u>1.1 Foreword</u>	1
<u>1.2 Regulations</u>	1
<u>1.3 General conditions</u>	2
<u>1.4 Series Competitions</u>	3
<u>2. ORGANISATION</u>	4
<u>2.1 Organiser</u>	4
<u>2.2 Organisation of Competitions</u>	4
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