

DRIVING STANDARDS GUIDELINES

The objectives of the FIA truck racing commission – Sporting working group are:

- Safe racing
- Competitive racing
- Fair racing
- Sporting justice
- Consistency across the championships
- Standardisation of driving standards and race direction operation across the championships

Preamble

- Overtaking should be incentivised and defending a position unfairly or dangerously is not acceptable.
- It is imperative to reiterate at any team and drivers briefing that the guidelines will be applied during the entirety of the event. The Race Director and Stewards will be available to clarify any questions that drivers and teams may have with regards to the guidelines.
- The Stewards will, if possible, always attend the drivers briefing.
- Application of the guidelines should be enforced throughout the event, with particular attention to respect of yellow flags and track limits.
- Regarding track limits, the Race Director and Stewards will always satisfy themselves that the infractions are clear. Drivers will be given the benefit of the doubt when the infraction is not clear.

DRIVING STANDARDS

Racing is a dynamic process. Although these guidelines indicate specific relative positions of the trucks at various points, the Race Director and Stewards will always look at how each incident evolved for example:

- I. How did the trucks get to the incident? (e.g. late braking, diving in, moving under braking, change of track condition, wheel lock-up)
- II. Was the manoeuvre late or “overly optimistic”?
- III. What could the drivers reasonably see, know, or anticipate?
- IV. Could the manoeuvre have been completed on the track?
- V. Was understeer / oversteer / brake locking exhibited by either truck?
- VI. Did a driver position / manoeuvre their truck in a way that contributed to the incident?
- VII. Did the type of corner contribute to the incident? (e.g. camber, kerbs, curve, apexes)
- VIII. Consideration of the relative grip that the drivers have, the condition of the tyres and circuit conditions, whilst acknowledging that the drivers must drive to the level of grip, they have available and cannot use it as an excuse for an incident.
- IX. At which stage of the race incident occurred (first corners after the start, first lap, middle of the race...)?
- X. How were the speed, driven line and relative position of the trucks to each other at the entry, apex or exit of a turn?
- XI. Was there any advantage gained?

A. Overtaking on the **INSIDE** of a corner:

To be entitled to be given room when overtaking on the **INSIDE**, the overtaking truck must:

1. Have its front axle ALONGSIDE OR AHEAD of the rear axle of the truck being overtaken at the entry of the corner.
2. Be driven in a controlled manner throughout the manoeuvre (entry, apex, and exit).
3. Not force the other truck off the track at the exit. This includes leaving a fair and acceptable width for the truck being overtaken (on the outside) from the apex to the exit of the corner. *
4. Be able to make the corner within the track limits.

* If the overtaking truck on the inside has its front axle at least alongside the rear axle of the truck on the outside that is being overtaken, the truck on the inside must not then force the other truck wide such that the truck on the outside is required to exceed track limits to avoid contact.

B. Overtaking on the OUTSIDE of a corner:

Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish.

Therefore, to be entitled to be given “room” *, including at the exit, when overtaking on the OUTSIDE, the overtaking truck must:

1. Be FULLY ALONGSIDE OR AHEAD of the other truck, at the apex of the corner and to the exit,
2. Be driven in a controlled manner throughout the manoeuvre (entry, apex, and exit),
3. Be able to make the corner within the track limits.

* If the overtaking truck on the outside is at least fully alongside of the truck on the inside that is being overtaken, the truck on the inside must not then force the other truck wide such that the truck on the outside is required to exceed track limits to avoid contact.

C. Chicanes and S-Bends:

1. The above guidelines for INSIDE and OUTSIDE may be applied independently for each element of the combination at the discretion of the Race Director and Stewards taking into account the entire sequence.
2. For clarity, priority will be given to the first corner element. *

* When overtaking, a driver must consider the shape of the corners, the width of the track at entry and exit, possible steering angle of the truck, the actual speed of all trucks involved, and the track's ability to accommodate all trucks involved within its limits.

D. STRAIGHT:

1. In accordance with Appendix L, more than one change of direction to defend a position is not permitted.
2. Any driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one truck width between their truck and the track edge line on the approach to the corner.
3. If there is ANY part of the truck alongside the other, racing room must be given. A driver trying to overtake must not have to “back off” because they are forced off the track by the defending driver.
4. When defending, a driver must not make a late change of direction, with the intention of blocking, as a reaction to an attacking move from the truck behind even if that is its first move.

E. RE-ENTRY ON TRACK:

1. Track re-entry must be done with caution. Maintaining racing speed outside white lines is not permitted.
2. Trucks re-entering the circuit must give way to any truck on track. Trucks on track must not be forced to change speed or line to avoid a re-entering truck.

F. TRACK LIMITS:

1. Respecting track limits is very important for both, racing fairness and safety.
2. Driving at the limit and being able to stay on track at all times, is considered an important skill that must be rewarded.
3. In the case of an infringement in Qualifying, the lap time will be disallowed, and also the time of the subsequent lap if it is deemed that there could be a benefit.