

2024

**SUPPLEMENTARY
REGULATIONS**
CARS/TRUCKS/SSV

www.silkwayrally.com





ORGANIZED IN ACCORDANCE WITH THE RAF SPORTS CODE



**RUSSIAN MINISTRY OF SPORT
MINISTRY OF OLYMPIC MOVEMENT, PHYSICAL EDUCATION AND SPORT OF MONGOLIA
RUSSIAN AUTOMOBILE FEDERATION
MONGOLIAN FEDERATION OF AUTOMOBILE AND MOTORCYCLE SPORT
ASSOCIATION FOR SUPPORT AND DEVELOPMENT OF AUTO-MOTO-SPORT “SILKWAY RALLY”**

SUPPLEMENTARY REGULATIONS

July 02 – 16, 2024

UPC No. 2155000016023127

Reference number:
Committee approval:
COLS approval:
CST approval:
RAF visa:

Russia, Mongolia.

CONTENTS.

1. Description of the Competition
2. Organizer, officials
3. Program of the Competition
4. Participation in the Competition
5. Administrative checks
6. Scrutineering. Incoming scrutineering.
7. Insurance
8. Identity and advertising
9. Competition start/finish ceremony
10. Briefings
11. Bivouacs, service parks
12. Technical aid
13. Fueling, spare wheels
14. Procedure of the Competition
15. SS, check point control areas
16. Marathon Leg
17. Joker Leg
18. Road books
19. Official route, navigation aids and safety devices
20. Withdrawal, evacuation
21. Incidents along the route
22. Parc fermé
23. Protests and appeals
24. Final scorings
25. Appendix 1. Penalization table
26. Appendix 2. Photos and contacts of officials
27. Appendix 3. Identity, advertising, sticking scheme
28. Appendix 4. Navigation aid use guide
29. Appendix 5. Navigation aid installation guide
30. Appendix 6. Sentinel communication system use guide
31. Appendix 7. Sentinel system installation guide
32. Appendix 8. SMM (safety device) installation and operation guide
33. Appendix 9. Standard signs

1. DESCRIPTION OF THE COMPETITION.

1.1. Introduction.

The international rally raid “Silk Way Rally” is held by the Association for Support and Development of Auto-Moto-Sport “Silkway Rally” from July 2 to 16, 2024, under the auspices of the Russian Automobile Federation (RAF) and the Mongolian Automobile and Motorcycle Sports Federation (MAMSF), and will pass across Russia (Tomsk region, Novosibirsk region, Kemerovo region, Altai Territory, Altai Republic) and Mongolia (Bayan-Ulgii Aimak, Khovd Aimak, Gov-Altai Aimak, Bayankhongor Aimak, Dundgov Aimak, Ulaanbaatar).

The competition is held in accordance with:

- RAF Sport Code (RAF SC);
- classification and technical requirements for cars participating in competitions (CTT), and Appendix “J” to the International Sport Code of the International Automobile Federation (ISC FIA);
- traffic rules in force on the territory of the countries to be crossed;
- these Competition Regulations, which consist of the Additional Regulations and appendices hereto.

The text of these Regulations published in Russian shall be deemed the official version. The text of the Regulations is also published in English.

Scores fixing is prohibited. Gambling in bookmakers' offices and via betting machines by placing bets on official sports competitions is prohibited, pursuant to the requirements established by Article 26.2-part 4 paragraph 3 of the Federal Law dated December 4, 2007 No. 329-FZ “On Physical Culture and Sports in the Russian Federation”.

1.2. No familiarization with the route.

Once the Additional Regulations are published, the presence or any acts that could provide even the least advantage, shall be prohibited along the entire route to all competitors who have applied or are going to apply for participation, or to persons related to any applied competitor.

Failure to comply with these rules will result in start denial or exclusion from the competition.

Participation in official tests shall not be deemed reconnaissance.

1.3. Status of the competition.

The “Silk Way” rally raid has the status of an international competition included in the UPC on the basis of Order No. 267 of the Ministry of Sports of the Russian Federation dated March 29, 2022.

The international competition will also include:

- MFR’s international cross-country rally competition;
- leg of the RAF’s rally-raid championship of Russia (within the Russian Federation);
- leg of the MFR’s cross-country rally championship of Russia (within the Russian Federation);
- MFR’s Adventure Trophy for production motorcycles;
- grand tour “Secrets of Altai”.

1.4. Official time of the competition.

Official time is GPS time.

Crews shall be responsible for the exact marking time; the official competition clock can be checked at the time control point.

Official competition time:

- from July 2 to 24:00 July 12 – competition time: UTC+7 (Moscow + 4 hours);
- from 0:00 July 13 to July 15 – competition time: UTC+8 (Moscow + 5 hours).

1.5. Total length of SS and of the route.

Number of legs – 11

Number of selective sections – 12

Total approximate length of the route: 5253 km

Total approximate length of selective sections: 3064 km

1.6. Estimated length of all SS:

Leg 1 – 25 km

Leg 2 – 95 km, 143 km

Leg 3 – 133 km

Leg 4 – 165 km

Leg 5 – 296 km

Leg 6 – 440 km

Leg 7 – 385 km

Leg 8 – 314 km

Leg 9 – 421 km

Leg 10 – 311 km

Leg 11 – 335 km

1.7. Description of selective sections.

To be published.

1.8. Altitude above sea level: 160-2450 m;

1.9. Start and finish locations.

Start of the competition – SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)

Finish of the competition – Mongolia, Ulaanbaatar (Ulaanbaatar, SC “Buyant-Uhaa”, 47.854304, 106.784226)

1.10. Official information board.

All information related to competitors, scorings, bulletins, change of the opening group, official documents will be published on the official information board in the following locations:

July 04-06, 2024 – SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6) in front of and/or in the Administrative Check hall and in the Briefing Room Hall;

July 06-14, 2024 – in the competition HQ and in the Bivouac dining area;

July 15, 2024 – in the competition HQ (Ulaanbaatar, SC “Buyant-Uhaa”, 47.854304, 106.784226)

July 01 – 15, 2024 – official electronic information board – Sportity application.

All information will be published on the Organizer’s website: <https://docs.silkwayrally.com/>

2. ORGANIZER, OFFICIALS.

2.1. Organizer of the Competition: Association for support and development of auto-moto-sport “Silkway Rally”, license A, No. 2445(300), shall be responsible for compliance with the RAF SC, for timely conduct of the competition according to the calendar, for ensuring the safety of competitors, judges and spectators during the event.

2.2. Organizer’s contacts.

Moscow, 2nd Brestskaya str., 30

tel.: +7(495) 780-01-43

e-mail: info@npswr.ru

2.3. Competitors support team

Prior to the start of the competition (Jul 02, 2024):

Marina Sergeeva (Russian language)

Alina Demidova (English language)

During the competition (from Jul 03, 2024 to Jul 16, 2024):

Nikita Ilyasov (Russian language)

Elizaveta Gerasimova (English language)

Lucia Syraeva (English language)

E-mail: info@silkwayrally.ru

2.4. Organizer’s website.

All information related to the competition (in particular, registration terms, application forms for participation in the competition, grouping of cars, etc.) is available on the website: www.silkwayrally.com

2.5. Organizing committee.

Silk Way International Rally director:

First deputy director of the Silk Way International Rally:

Development director:

Deputy rally director for general security:

Aviation director:

Logistics director:

2.6. Sporting Stewards Board (SSB).

Vladimir CHAGIN

Viktor SOKOLOV

Sergey TUKMANOV

Andrey RYAZANTSEV

Alexey BUBNOV

Alexey GUSEV

Chairman of SSB	Sergey USHAKOV (Moscow), superior judge
Sporting steward	Andrey KLESHEV (Moscow), superior judge
Sporting steward	Robert SANAKOEV (Moscow), superior judge

2.7. Officials of the competition.

Rally director	Vladimir CHAGIN (Naberezhnye Chelny, Republic of Tatarstan)
Race director (chief judge)	Marina SERGEEVA (Korolev, Moscow region), superior category judge
Chief secretary	Maria SOLONINA (Mytishi, Moscow region), superior judge
Deputy race director	Olga SERGEEVA (Korolev, Moscow region), superior category judge
Technical steward	Alexey ZHUKOV (Moscow), superior judge
Chief timekeeper	Alexey KARASEV (Snezhinsk, Chelyabinsk region), 1 st category judge
Safety steward	Viktor SOKOLOV (Saint Petersburg), 1 st category judge
Route steward	Sergey TALANTSEV (Saint Petersburg), 1 st category judge
Competitor relations officer (Russian-speaking)	Nikita ILYASOV (Frolovo, Volgograd region), superior judge
Competitor relations officer (English-speaking)	Elizaveta GERASIMOVA (Saint Petersburg), 1 st category judge
Secretary of SSB	Valentina NIKOLAEVA (Saint Petersburg), 1 st category judge
Service Park (bivouac) supervisor	Igor ORLOV (Saint Petersburg)
Chief medical officer of the Competition	To be published
Media office director	Olga EREMEEVA (Ekaterinburg)

2.8. Identification of officials, judges and road marshals.

Contact details of the race director, competitor relations officers and the Service Park (Bivouac) supervisor are provided in Appendix No. 2 to these Regulations.

All officials will wear red T-shirts with the inscription OFFICIAL, an Organizer badge and a red Organizer bracelet.

Competitor relations officers - Red vest with the inscription CRO

Technical steward and scrutineers - Black vest with the inscription SCRUTINEER

Senior judge of the leg start/finish - Purple vest with the inscription POST CHIEF

Senior judge of the SS judge point - Red vest with the inscription STAGE COMMANDER

Route judge - Yellow vest with the inscription MARSHALS

Timekeepers - Orange vest with the inscription TIMEKEEPING

3. PROGRAM OF THE COMPETITION.

<u>Thursday, Feb 15, 2024</u>		
	Start of acceptance of Applications and registration for participation.	https://silkwayrally.com competitors@silkwayrally.com
<u>Tuesday, Apr 30, 2024</u>		
	End of acceptance of Applications and registration for participation at a discounted rate	https://silkwayrally.com
	Start of work of the press center and media accreditation for the entire route	accreditation@silkwayrally.ru https://media.silkwayrally.com
<u>Saturday, Jun 01, 2024</u>		
	End of acceptance of Applications and registration for participation at the regular rate	https://silkwayrally.com
<u>Monday, Jun 24, 2024</u>		

18:00	Publication of the list of Applicants and the schedule of Administrative checks and Incoming scrutineering	https://silkwayrally.com;
<u>Tuesday, Jul 02, 2024</u>		
from 15:00	Opening of the Service Park for competitors	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
<u>Wednesday, Jul 03, 2024</u>		
from 10:00 to 18:00	Official tests	Info to be published
<u>Thursday, Jul 04, 2024</u>		
from 08:45	Opening of the press center, media accreditation from teams along the entire route	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
from 09:00	Administrative checks (as scheduled), medical examination	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
from 09:00	Release and installation of safety equipment	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
from 09:30	Incoming scrutineering (as scheduled)	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
from 9:30	Start of work of the parc fermé	Tomsk, Tom’ river embankment
20:00	First SSB session	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
21:00	Publication of Leg 1 start list	SC “Harmony”, official electronic information board
<u>Friday, Jul 05, 2024</u>		
09:00	Start of Leg 1 (estimated time for the 1 st competitor)	Parc fermé, Tomsk, Tom’ river embankment
11:00-15:00	Shuttles for competitors	Tomsk, Lenin Square – SC “Harmony”
14:00	Pre-start press conference	To be announced
15:00	Publication of Leg 2 start list	SC “Harmony”, official electronic information board
15:00	Publication of the start Podium passing order sheet.	SC “Harmony”, official electronic information board
till 16:00	Pre-start parking in the Parc fermé	Tomsk, Lenin Square
14:00 - 16:00	Shuttles for competitors	Tomsk, SC “Harmony” - Lenin Square
17:00	Big Briefing	Tomsk, Philharmonic Hall, Lenin Square
from 19:00	Beginning of the Start Ceremony, return of vehicles to the Service Park	Tomsk, Lenin Square
	Night service park	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
<u>Saturday, Jul 06, 2024 (Tomsk – Barnaul)</u>		
07:00	Start of Leg 2 (estimated time for the 1 st competitor)	SC “Harmony” (Tomsk, Vladimir Vysotsky str., 7, bldg. 6)
~ 17:15	Finish of Leg 2 (estimated time for the 1 st competitor)	Bivouac at rowing canal (Novosibirsk tract, 236 Barnaul, Altai Territory)
~ 22:15	Finish of Leg 2 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
~ 20:00	Publication of Leg 3 start list	Bivouac, official electronic information board: Sportity application
<u>Sunday, Jul 07, 2024 (Barnaul – Gorno-Altai)</u>		

08:00	Start of Leg 3 (estimated time for the 1 st competitor)	Bivouac at rowing canal (Novosibirsk tract, 236 Barnaul, Altai Territory)
~ 13:30	Finish of Leg 3 (estimated time for the 1 st competitor)	Bivouac, Pearl of Altai investment site (Mayma area, Republic of Altai)
~ 17:20	Finish of Leg 3 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
~ 20:00	Publication of Leg 4 start list	Bivouac, official electronic information board: Sportity application
Monday, Jul 08, 2024 (Gorno-Altaiisk – Kosh-Agach)		
06:00	Start of Leg 4 (estimated time for the 1 st competitor)	Bivouac, Pearl of Altai investment site (Mayma area, Republic of Altai)
~ 16:00	Finish of Leg 4 (estimated time for the 1 st competitor)	Bivouac at Kosh-Agach airport (Republic of Altai)
~ 20:00	Finish of Leg 4 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
~ 21:00	Publication of Leg 5 start list	Bivouac, official electronic information board: Sportity application
Tuesday, Jul 09, 2024 (Kosh-Agach – Khovd)		
05:30	Start of Leg 5 (estimated time for the 1 st competitor)	Bivouac at Kosh-Agach airport (Republic of Altai)
~ 14:20	Finish of Leg 5 (estimated time for the 1 st competitor)	Bivouac at Khovd airport (Mongolia)
~ 19:50	Finish of Leg 5 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
before 22:00	Publication of Leg 6 start list	Bivouac, official electronic information board: Sportity application
Wednesday, Jul 10, 2024 (Khovd – Khovd)		
06:00	Start of Leg 6 (estimated time for the 1 st competitor)	Bivouac at Khovd airport (Mongolia)
~ 11:40	Finish of Leg 6 (estimated time for the 1 st competitor)	
~ 20:20	Finish of Leg 6 (estimated time for the n th competitor)	
20:00	Briefing for competitors	Bivouac, official electronic information board: Sportity application
before 22:00	Publication of Leg 7 start list	
Thursday, Jul 11, 2024 (Khovd – Altai)		
07:00	Start of Leg 7 (estimated time for the 1 st competitor)	Bivouac at Khovd airport (Mongolia)
~ 14:00	Finish of Leg 7 (estimated time for the 1 st competitor)	Bivouac at the western entry to Altai city (Mongolia)
~ 21:45	Finish of Leg 7 (estimated time for the n th competitor)	
20:00	Briefing for competitors	

before 22:00	Publication of Leg 8 start list	Bivouac, official electronic information board: Sportity application
Friday, Jul 12, 2024 (Altai – Altai)		
06:00	Start of Leg 8 (estimated time for the 1 st competitor)	Bivouac at the western entry to Altai city (Mongolia)
~ 15:20	Finish of Leg 8 (estimated time for the 1 st competitor)	
~ 20:35	Finish of Leg 8 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
before 22:00	Publication of Leg 9 start list	Bivouac, official electronic information board: Sportity application
Saturday, Jul 13, 2024 (Altai – Bayankhongor) at 0:00 switching to UTC+8		
05:30	Start of Leg 9 (estimated time for the 1 st competitor)	Bivouac at the western entry to Altai city (Mongolia)
~ 12:50	Finish of Leg 9 (estimated time for the 1 st competitor)	Bivouac in military base (Bayankhongor, Mongolia)
~ 20:50	Finish of Leg 9 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
before 22:00	Publication of Leg 10 start list	Bivouac, official electronic information board: Sportity application
Sunday, Jul 14, 2024 (Bayankhongor – Mandalgobi) MARATHON		
07:00	Start of Leg 10 (estimated time for the 1 st competitor)	Bivouac in military base (Bayankhongor, Mongolia)
~ 14:10	Finish of Leg 10 (estimated time for the 1 st competitor)	Bivouac, city stadium parking (Mandalgobi, Mongolia)
~ 20:35	Finish of Leg 10 (estimated time for the n th competitor)	
20:00	Briefing for competitors	
before 22:00	Publication of Leg 11 start list	Official electronic information board: Sportity application
Monday, Jul 15, 2024 (Mandalgobi – Ulaanbaatar) MARATHON		
06:00	Start of Leg 11 (estimated time for the 1 st competitor)	Bivouac, city stadium parking (Mandalgobi, Mongolia)
~ 10:40	Finish of Leg 11 (estimated time for the 1 st competitor)	Parc fermé, Buyant Ukhaa Arena (Ulaanbaatar, Mongolia)
~ 17:00	Finish of Leg 11 (estimated time for the n th competitor)	Parc fermé, Buyant Ukhaa Arena (Ulaanbaatar, Mongolia)
from 12:00	Final scrutineering	
18:00	Publication of preliminary final scoring	Official electronic information board: Sportity application
18:30	Publication of final scoring	Official electronic information board: Sportity application
19:00	Beginning of the Finish Ceremony. Awarding.	Parc fermé, Buyant Ukhaa Arena (Ulaanbaatar, Mongolia)
	Loading and waiting park for assistance cars	Loading and waiting park – AIC Steppe Arena (Ulaanbaatar, Mongolia)

Tuesday, Jul 16, 2024

Departure of competitors, judges and organizers.

The competition program is based on the common channel of international rally raid competitors and international cross-country rally competitors.

4. PARTICIPATION IN THE COMPETITION.

4.1. Application procedure.

Holders of a Permit (license) valid in 2024, issued by RAF or other NAFs, shall properly fill out the application form posted on the Organizer's website <https://silkwayrally.com> and e-mail the completed application to: competitors@silkwayrally.com before the end date of applications acceptance. In addition, all the required online registration data shall be completed on the website <https://silkwayrally.com>. Registration details are published on the Organizer's website in the "For Competitors" - "Registration" section.

The following are admitted to the participation in the competition:

- pilots holding a valid RAF Pilot License of "D" category or above;
- pilots who have a valid international license of at "ITD-R" category or above issued by any National Automobile Federation (NAF) - a member of the FIA, provided that the holder of the License is a Russian citizen;
- foreign applicants and pilots who are citizens of other countries and holders of a valid international or national License.

Each competitor shall have a passport valid until Jan 15, 2025, with at least 4 blank visa pages.

Each competitor is obliged to obtain information about visa requirements and is solely responsible for obtaining a visa. Information required to obtain visas is published for competitors on the race website.

4.2. Required set of documents.

Along with the online registration, a complete set of the following documents shall be attached for all team members (racing category and assistance category):

- 1 personal color photo;
- a copy of a valid driver's license, both sides;
- a copy of the vehicle registration document, both sides;
- copies of international passports of all competitors;
- copies of Russian passports (only for Russian nationals);
- copy of the Applicant's license for 2024 (racing category);
- copies of pilots' licenses for 2024 (racing category);
- sporting log book of the vehicle (for sport cars);
- authorization to drive a vehicle abroad (if the driver is not the owner of the vehicle);
- 4 photographs of the applicant's vehicle (racing, assistance, press car); if there is a trailer, a photo of the vehicle together with the trailer is allowed.
- photo of the vehicle from the front left at an angle of 45°;
- photo of the vehicle from the front right at an angle of 45°;
- photo of the vehicle from the rear right at an angle of 45°;
- photo of the vehicle from the rear left at an angle of 45°;
- photo of the location of the VIN plate of the vehicle (the vehicle's VIN plate to be indicated with an arrow)
- if there is a trailer, photo of the location of the VIN plate of the trailer (the trailer's VIN plate to be indicated with an arrow)
- photo of the location of the vehicle engine number plate (the vehicle's engine number plate to be indicated with an arrow)
- permit from their national federation (NAF) for holders of licenses issued by a NAF other than RAF;
- any other documents necessary for the Organizer to register the competitor, subject to the specifics of the route passing across the territory of several countries.

4.3. Online registration shall be fully completed on or before June 1, 2024, i.e. before the end date for accepting applications.

An application for participation shall only be deemed accepted if the fees are paid in full.

By signing the application form, the competitors and their team members agree with the sport and technical regulations of the "Silk Way" competition and undertake to unconditionally comply with the provisions of the RAF SC, Additional Regulations, its appendices, and with the decisions of the race director and the sporting stewards.

The competitor shall be responsible both for his own acts and for the acts of all members of the technical support team (mechanics, drivers, press, etc.). In case of breach of the Regulations or the requirements of the competition Organizer and officials by members of the technical support team, either a monetary penalty will be imposed on the team, or, in case of repeated breaches, the vehicle with the technical support team related to this technical support vehicle may be excluded from the competition by decision of the Organizer. In this case, the personnel of the excluded vehicle will be required to return their bracelets and remove the competition affiliation stickers from the vehicle.

The Organizer shall not be responsible for any damage or injury caused to competitors and their property. All crews take part in the competition at their own risk. By signing the Application Form, the Applicant and the crew waive any right to compensation of expenses that may arise as a result of any incident during the competition. This waiver (of any rights to compensation of expenses) shall apply to the RAF, the Organizer, officials and other competitors.

According to administrative undertakings, changes in the crew or replacement of vehicles (sport, assistance, press vehicles) are not allowed after June 1, 2024.

4.4. Crews.

4.4.1. Individuals who have a valid Pilot's License of the corresponding category, and a driver's license valid for the corresponding category of vehicles, are allowed to participate in the competition as part of crews. The crew can consist of 2 or a maximum (in the "Trucks" group) of 3 pilots. All crew members have the right to drive the car during the competition.

4.4.2. While driving on a SS/Road section, the entire crew shall be on board the vehicle. If a crew member withdraws from the competition and/or if a third person is taken on board the vehicle (except where a wounded or injured person is being transported), the crew will be excluded from the competition.

4.5 Admission of vehicles and distribution of competitors into scoring groups:

Classification	Preparation group	TT article	Additional requirements	Air restrictor
T1	T1	art. 285 of Appendix J to ISC FIA, as amended	Information letter of the RAF Rally Raid Committee No. 1/24 dated Jan 12, 2024 for vehicles without restrictors https://www.raf.su/commitees/rally-raids	p. 5.1.3. Specific regulations for Prototype Cross-Country Cars (Group T1) 2024
	T1	art. 285 of Appendix J to ISC FIA, version 2009		P 7.9 section 2. Table of restrictors of the Russian Rally Raid Championship and Cup Regulations
T2	T2	art. 284 of Appendix J to ISC FIA (2021)	- vehicles having a valid or expired FIA homologation; - vehicles listed in Appendix 2 to the Regulations of the Russian Rally Raid Championship and Cup, or having a national homologation (Appendix 1 to CTT)	P 7.9 section 2. Table of restrictors of the Russian Rally Raid Championship and Cup Regulations
	"National"	Appendix 21 to RAF CTT		without restrictor
T3	T3	art. 286 and 286A of Appendix J to ISC FIA, as amended	- vehicles subject to extensions specified in Appendix 3 to the Russian Championship Regulations.	27 mm
	T4	art. 286A (T4) of Appendix J to ISC FIA, as amended	For T4 cars, a valid (issued) FIA passport is mandatory	
Open	Vehicles not included in the above T1-T3 classifications, and those admitted on an individual basis (R-, N2-prepared vehicles, according to Appendix 21 to the RAF CTT, vehicles using alternative fuels, etc.)			
Absolute	Vehicles included in the above classifications			
T5	T5 (FIA)	art. 287 of Appendix J to FIA ISC, ASO	- vehicles having a FIA homologation, valid or expired on or after Dec 31, 2004;	74 mm Appendix J to FIA ISC, art. 287.-5.7.2

	T5 (Russia)	Specification – Appendix 21 to CTT	- vehicles having an ASO homologation, valid or expired on or after Dec 31, 2008; - vehicles having a RAF homologation	74 mm Chapter 5 of Appendix 21 to CTT p. 5.4.15.2
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4.6. Application fees.

FEE PER COMPETITOR IN THE T1, T2, T3, Open CATEGORY (pilot+navigator+vehicle)			
DESCRIPTION	RATE*	ADVANCE*	BALANCE OUTSTANDING*
DISCOUNTED RATE	8 000 €	2 400 €	5 600 €
REGULAR RATE	10 000 €	3 000 €	7 000 €
100% LADIES CREW	FREE		
CREW BELOW 30 y. o. **	FREE		

FEE PER COMPETITOR IN THE T5 "TRUCKS" CATEGORY (pilot+navigator+mechanic+vehicle)			
DESCRIPTION	RATE*	ADVANCE*	BALANCE OUTSTANDING*
DISCOUNTED RATE	12 000 €	3 600 €	8 400 €
REGULAR RATE	15 000 €	4 500 €	10 500 €
100% LADIES CREW	FREE		
CREW BELOW 30 y. o. **	FREE		

* To be paid in rubles at the rate established by the Central Bank of Russia as of the payment date.

** To qualify for free participation in the rally, the age of the pilot and the navigator shall be below 30 years as of the rally start date, i.e. as of July 5, 2024.

SPECIAL OFFER "SWR 2023 COMPETITOR" - 15%

*** SPECIAL OFFER "REGULAR SWR COMPETITOR" - 20%**

***(participation in at least 2 editions of the Silk Way Rally)**

SPECIAL OFFER "ALTERNATIVE FUELS" - 50%

DISCOUNTED RATE: FROM FEBRUARY 15 TO APRIL 30, 2024

In order to take advantage of the discounted rate, competitors shall make an advance payment upon registration, on or before April 30, and the balance shall be paid by June 1. Failure to comply with this payment schedule will result in the application of the regular rate.

REGULAR RATE: FROM MAY 1 TO JUNE 1, 2024

Competitors who submit their applications after April 30 will be able to make use of the regular participation rate. Competitors shall make an advance payment upon registration, and the balance shall be paid by June 1.

THE RATES INCLUDE:

- Sporting fees
- Medical assistance
- Civil liability insurance
- Accident insurance
- Sanitary repatriation insurance

- Road books and sports documentation
- Access to the bivouac designated for each team, hot showers
- Meals at bivouacs (breakfast, lunch or lunch boxes, dinner)

THE RATES DO NOT INCLUDE:

- Sport licenses
- Mandatory civil liability insurance for motor vehicles entering the territory of Mongolia. This policy can be issued at administrative checks in Tomsk.
- Visa procurement (if necessary)
- Fuel
- Rental of safety and navigation equipment
- Purchase of installation kits for mandatory safety and navigation equipment
- Travel expenses for competitors to the start and after the finish back to their base
- Costs of transporting competitors' vehicles to the start city and after the finish back to their base
- Hotel accommodation at the start, finish and along the entire rally route
- Meals at the start and finish of the rally
- Test runs

ASSISTANCE CATEGORY:

Each candidate wishing to register in the ASSISTANCE category for participation in the Silk Way Rally 2024 shall pay INDIVIDUAL application fees, plus a fee for each technical support vehicle (assistance vehicle sticker).

DESCRIPTION	RATE*	ADVANCE*	BALANCE*
CAR STICKER, each discounted rate	850 €		850 €
CAR STICKER, each regular rate	1 050 €		1 050 €
DISCOUNTED RATE, per person	2 500 €	750 €	1 750 €
REGULAR RATE, per person	3 200 €	960 €	2 240 €
TEAM MANAGER'S FEE	FREE <i>in case of a team application of 3 racing vehicles</i>		

** To be paid in rubles at the rate established by the Central Bank of Russia as of the payment date.*

DISCOUNTED RATE: FROM FEBRUARY 15 TO APRIL 30, 2024

In order to take advantage of the discounted rate, competitors shall make an advance payment upon registration, on or before April 30, and the balance shall be paid by June 1. Failure to comply with this payment schedule will result in the application of the regular rate.

REGULAR RATE: FROM MAY 1 TO JUNE 1, 2024

Competitors who submit their applications after April 30 will be able to make use of the regular participation rate. Competitors shall make an advance payment upon registration, and the balance shall be paid by June 1.

THE RATES INCLUDE:

- Sporting fees
- Medical assistance
- Civil liability insurance
- Accident insurance
- Sanitary repatriation insurance

- Road books and sports documentation
- Access to the bivouac designated for each team, hot showers
- Meals at bivouacs (breakfast, lunch or lunch boxes, dinner)

THE RATES DO NOT INCLUDE:

- Mandatory civil liability insurance for motor vehicles entering the territory of Mongolia. This policy can be issued at administrative checks in Tomsk.
- Visa procurement (if necessary)
- Fuel
- Travel expenses for competitors to the start and after the finish back to their base
- Costs of transporting competitors' vehicles to the start city and after the finish back to their base
- Hotel accommodation at the start, finish and along the entire rally route
- Meals at the start and finish of the rally

4.7. Payment

Payment to be made by bank transfer.

BANK DETAILS

BENEFICIARY	Silk Way Rally Directorate LLC
SEAT	Russia, 125047, Moscow, 2nd Brestskaya str., 30, floor 9, office 8
TAX ID (INN) / REG. CODE (KPP)	9721036338 / 771001001
SETTLEMENT ACC. (RUB)	40702 810 0 0110 0 014194
BANK NAME	ALFA-BANK JSC, MOSCOW
BANK'S ADDRESS	Russia, 107078, Moscow, Kalanchevskaya str., 27
BANK'S BIC	044525593
CORR. ACC.	30101 810 2 0000 0 000593
PAYMENT PURPOSE	REGISTRATION FOR SWR24 (PLEASE SPECIFY YOUR FILE NUMBER)

On the payment order, please specify your team name and file number, and also specify “registration for SWR 2024” in the payment purpose.

Only one invoice will be issued for each team in the name and to the address of the payer, specifying the amount of all services paid to the Silk Way Rally organizer.

Crews taking part simultaneously in the international “Silk Way” competition and in the leg of the Russian Championship shall pay only the participation in the international competition.

4.8. Navigation aids and safety equipment.

4.8.1. All sport vehicles should be equipped with MANDATORY navigation and safety devices leased from the rally organizer. Equipment rental is not included in the application fee and shall be paid separately via bank transfer to the following account:

BENEFICIARY	INTELTRIP LLC
SEAT	Russia, 125047, Moscow, 2nd Brestskaya str., 30, room 22
TAX ID (INN) / REG. CODE (KPP)	9704075440/ 771001001
SETTLEMENT ACC. (RUB)	40702810601100027248
BANK NAME	ALFA-BANK JSC, MOSCOW
BANK'S ADDRESS	Russia, 107078, Moscow, Kalanchevskaya str., 27
BANK'S BIC	044525593
CORR. ACC.	30101 810 2 0000 0 000593

PAYMENT PURPOSE	RENTAL OF SAFETY AND ROUTE CONTROL DEVICES (PLEASE SPECIFY YOUR FILE NUMBER)
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4.8.2. It is mandatory to use the following navigation and safety systems provided by the Organizer on a rental basis:

- GPS ERTF (UNIK I): rental 30 000 RUB
- SENTINEL: rental 15 000 RUB
- Safety device SMM-GPS-IRIDIUM: rental 15 000 RUB
- Additional device GPS ERTF (UNIK I): rental 50 000 RUB

If the number of applications for a second ERTF device (or its analogue) exceeds the number of spare devices, they will be drawn between competitors by lot.

An application for a second ERTF device (or its analogue) shall be submitted before the end date for accepting applications for the competition.

If the number of applications for a second ERTF device (or its analogue) exceeds the number of spare devices, they will be drawn between competitors by lot.

An application for a second ERTF device (or its analogue) shall be submitted before the end date for accepting applications for the competition.

4.8.3. Upon receipt of navigation and safety devices, competitors shall sign an Agreement on Indemnity for Damage When Using the Devices.

Repayable cost of the device in case of loss:

- GPS ERTF (UNIK I): 120 000 RUB
- SENTINEL: 120 000 RUB
- Safety device SMM-GPS-IRIDIUM: 120 000 RUB
- Antenna SMM IRIDIUM 20 000 RUB

4.8.4. The equipment will be issued just before and during administrative checks. The devices shall be returned at the end of the competition in the Parc fermé or, upon definitive withdrawal during the competition, immediately after arrival at the Bivouac.

4.8.5. Competitors also need to purchase installation kits (brackets, wires, antennas) for installing the devices in their cars.

The price list for accessories for GPS ERTF (Unik I), Sentinel, SMM-GPS-IRIDIUM devices is published on the Organizer's website <https://silkwayrally.com/uchastnikam/zakaz-oborudovanija/>

For questions regarding the purchase of installation kits and accessories for GPS ERTF (UNIK I), SENTINEL and SMM-GPS-IRIDIUM devices, please submit a request to the Organizer.

Performance data sheet of the devices can be requested from the Organizer.

Contacts:

novikov@silkwayrally.ru ; tel. +7 (937) 575-73-57 Novikov Alexey.

Use and installation guide of GPS ERTF (Unik I) and Sentinel – see Appendices 4, 5, 6, 7 to the Additional Regulations.

Use and installation guide of SMM – see Appendix 8 to the Additional Regulations.

4.8.6. No navigation devices will be installed on technical support vehicles.

4.9. Refundable environmental deposit (RED).

For environmental reasons, the Organizer will charge each crew a refundable environmental deposit (RED) of the Service Park in the amount of 20 000 RUB.

RED shall be paid by competitors at the time of the administrative check.

After the competitors leave the bivouac, the bivouac supervisor's service will inspect the accommodation sites of all competitors.

If any breach is detected (littering of territory, contamination of soil and asphalt surface with fuels and lubricants, car washing, camp fires, etc.) committed by any member of the competitor's team, the environmental deposit will be withheld.

Upon completion of the competition, the deposit will be refunded after the finish ceremony (the exact time and place to be specified).

4.10. Refund of fees.

4.10.1. In case of refusal to participate in the competition before June 1, 2024, the Organizer will withhold the amount of the advance payment.

After June 1, 2024, 100% of the fee amount will be withheld.

4.10.2. Application fees will be refunded in full:

- to applicants whose application for participation in the competition was not accepted;
- in case the competition does not take place.

4.10.3. The Organizer shall partially (but not more than 50%) refund the Application fee to those competitors who were unable to participate in the competition due to officially confirmed force majeure.

Application fees shall be refunded within 1 month from the end date of the competition. No interest shall accrue on the amount of fees subject to refund.

4.10.4. A competitor who was denied the start due to the inconsistency of his vehicle and/or his documents, identified during administrative checks and/or incoming scrutineering, may not claim refund of the application fee.

5. ADMINISTRATIVE CHECKS.

5.1. All crews shall arrive in full for Administrative Checks according to the time specified in the schedule. The technical support team shall come to the Administrative Checks together with their crew in accordance with the time specified in the schedule for the Administrative Checks and Incoming Scrutineering, and in the Invitation sent to the competitors. Late arrival for Administrative Checks will be penalized at a rate of 20 000 rubles. The penalty shall be paid within the period specified in the penalization decision.

Crews and other team members who fail to pass Administrative Checks and Incoming Scrutineering within their working hours will not be allowed to start. An exception is a “force majeure event” recognized as such by the SSB.

5.2. Originals of the following documents shall be presented at Administrative Checks:

Sport crew’s personal documents:

- a valid Pilot’s license (for each sportsman);
- the Applicant’s license, if not included in the Pilot’s license;
- a valid national driver's license of the appropriate category (for each sportsman);
- a power of attorney for the Applicant’s representative, if the Applicant is a body corporate;
- a permission for foreign competitors issued by national federations – NAFs, other than RAF, and unless such permission is specified on the international license;
- international passports valid until January 15, 2025 for all crew members;
- national passport for citizens of the Russian Federation.
- visas: depending on the nationality of the competitor, visas may be required for Russia and Mongolia.

Each competitor is obliged to find out information whether or not a visa is required for each of the countries to be crossed, and shall bear full responsibility for obtaining a visa. The information required to obtain visas is published for competitors on the Organizer's website.

For the sport vehicle:

- registration documents;
- RAF or FIA sporting logbook;
- authorization to drive the vehicle abroad (if the driver is not the owner of the vehicle);
- CMTPL insurance policy for the vehicle. Crews shall be personally responsible for maintaining valid CMTPL policies in the territories of the countries to be crossed for the entire period of the rally.

For the Assistance category:

- international passports valid till January 15, 2025;
- national passport for citizens of the Russian Federation.
- visas: depending on the nationality of the competitor, visas may be required for Russia and Mongolia.
- valid national driver's licenses of the appropriate category;
- vehicle registration documents;
- authorization to drive the vehicle abroad (if the driver is not the owner of the vehicle);
- CMTPL insurance policy for the vehicle. Crews shall be personally responsible for maintaining valid CMTPL policies in the territories of the countries to be crossed for the entire period of the rally.

5.3. The applicant shall provide only original documents that meet the above requirements, otherwise the competitor will not be allowed to start.

Photocopies or reports of loss or theft of any document will not be accepted.

On Jul 04, 2024 (from 13:00 to 14:00; from 17:00 to 18:00 and from 20:00 to 21:00), as competitors pass Administrative Checks, mandatory drill will be provided on the use of GPS ERTF Unik1, Sentinel and SMM-GPS-IRIDIUM devices, as well as on the operation of start and finish timing devices.

The presence of at least one crew member at the drill is mandatory. Absence will entail a penalty at a rate of RUB 30 000, which shall be paid within the time period specified in the penalization decision.

6. SCRUTINEERING. INCOMING SCRUTINEERING.

6.1. One or more Scrutineerings shall take place at the competition, including:

- incoming scrutineering (mandatory);
- routine scrutineering (before SS start, or by decision of the SSB or Race Director at any time during the Competition);
- final scrutineering (may be provided for by the Regulations, or may take place by decision of the SSB after the finish in the parc fermé upon or without a protest).

6.2. Incoming scrutineering is of a general nature and includes identification of the vehicle model and manufacturer, vehicle's conformity to the group applied for, inspection of safety equipment and sportsmen's outfit.

At the Incoming Scrutineering, the sport vehicle shall be presented completely ready for the start. The vehicle's Sport Logbook, completed Vehicle Scrutineering Certificate and the sportsmen's outfit shall also be presented. The Scrutineering Certificate will be published on the Organizer's website. The vehicle shall have a registration plate on it.

6.3. Routine scrutineering may take place at any time during the Competition. In particular, before the start of a SS, compliance of the sportsmen's outfit and vehicles with the safety requirements can be checked. If it is discovered that the outfit or vehicle does not comply with RAF or FIA safety requirements, the crew may be denied to start on the SS, or provided time to eliminate the non-conformities.

If the Technical Steward decides that the condition of a vehicle located in an area with a "Parc fermé regime" poses a threat to road traffic safety, then such a vehicle shall be repaired in the presence of technical controllers.

In this case, the time spent on repairs is considered as delay in the Road section. To prevent the crew from making up the time missed, a new start time may be assigned to them.

6.4. Final Scrutineering shall take place at the end of the competition and may include the dismantling and disassembly of individual vehicle components.

6.5. All crews who have passed the Administrative Checks shall present their vehicle to the Incoming Scrutineering as scheduled. Late arrival to the Incoming Scrutineering will be penalized at a rate of 20,000 rubles.

The penalty shall be paid within the period specified in the penalization decision.

6.6. Incoming Scrutineering requirements.

Competitors shall fulfill the following requirements when presenting a vehicle for scrutineering:

- the vehicle shall be stickered (start numbers and advertising);
- the following safety and navigation equipment shall be installed on the vehicle:
 - GPS ERTF (Unik 1);
 - SENTINEL;
 - SMM-GPS-IRIDIUM.

GPS systems shall be connected directly to the battery in order to function even when the engine is not running.

The crew are required to have a green "OK" symbol and a red "SOS" symbol in the car, made on thick white waterproof material in A3 format. The presence of signs is checked during the Incoming Scrutineering.

6.7. It is allowed to use a personal GPS tracker to be produced to the board of judges for control of passing the competition route in case of failure of the GPS device provided by the organizer. Such a GPS tracker shall be approved by the navigation/safety equipment officer during the Incoming Scrutineering, and can be sealed. Such a GPS tracker should not have inputs for wireless data input. Data from a personal GPS tracker shall, if necessary, be provided to the organizer in GPX or KML formats.

6.8. The organizer has the right to install video cameras inside the sport vehicle. Video camera fixtures will be installed at the Incoming Scrutineering.

6.9. Upon completion of the Incoming Scrutineering, the vehicles will be placed in the Parc Fermé (Tomsk, Tom' River Embankment). Competitors must park their vehicles in the Parc Fermé immediately after passing the scrutineering.

The organizer may specify the maximum allowed parking time in the Parc Fermé for each competitor.

Any delay in placing a vehicle in the Parc Fermé will be penalized at a rate of RUB 20 000.

6.10. Replacing an engine in all categories entails a 20-hour penalty. Before proceeding with engine replacement, the competitor shall notify the Race Director and/or Technical Steward so that new markings can be applied.

Engine replacement is allowed once. Repeated replacement will result in exclusion from the competition.

6.11. If identifying marking becomes necessary, the crew is responsible for maintaining the marking until the end of the competition. If the marking is missing, the crew will be excluded from the competition.

6.12. If it is discovered that a crew has committed fraud, in particular by providing false marking, then the crew will be excluded from the competition.

7. INSURANCE.

7.1. Competitors' insurance.

For sportsmen and members of technical support groups, the Organizer will provide:

- civil liability insurance for damage caused to third parties, with the exception of road accidents (competitors/parties shall settle damages resulting from road accidents on their own);
- accident insurance, including motorsports, in the amount of RUB 2,000,000, from July 3 to July 15, 2024 inclusive;
- medical insurance, including repatriation, in accordance with the Insurance Agreement for individuals traveling outside their permanent place of residence, in the amount of RUB 2,000,000, from July 3 to July 15, 2024 inclusive.

The organizer entrusts the provision of assistance/repatriation services described above to the Soglasie insurance company. (**Report any insured event to 8 800 755 00 01 (8 495 739 01 01 - for calls from Moscow). You can also write to uu_ns@soglasie.ru within 35 days from the day you became aware of the occurrence of the insured event.**)

All issues related to the settlement of an insured event shall be dealt directly by the sportsman/competitor directly with the insurance company on their own.

7.2. The organizer is not responsible for any damage or injury caused to sport vehicles, assistance vehicles and personnel of the competitor.

7.3. It is recommended to maintain additional individual insurance policies valid for the period of the competition. The scope and types of sportsmen's personal insurance shall be determined by the competitors on their own.

7.4. Incident reporting.

In the event of an incident on the route, the competitor or a team member shall notify thereof the Race Director or the Field Judge in writing as soon as possible.

8. IDENTITY AND ADVERTISING.

Sticking scheme and additional advertising – Appendix 3 to the Additional Regulations.

8.1. The Organizer shall provide each crew with competition emblems and start numbers to be applied to their vehicle. **The order for assigning start numbers shall be determined by the Organizer.**

8.2. It is prohibited to place emblems of any other competitions on the surface of the applicant vehicle. Violation of this requirement will entail a penalty at a rate of 20 000 rubles and the removal of emblems of other competitions.

8.3. Family names and given names of the 1st, 2nd and 3rd Pilots (for T5) and their national flags (nationality according to the license) with a height of at least 30 mm shall be placed on both sides of the vehicle on the front wings or doors. Absence of any of the above elements during the competition will entail a monetary penalization of 20 000 rubles.

8.4. Crew members will be identified through an identification bracelet, which will bear the emergency number.

Emergency number: +7 937 586-68-19.

Lack of a bracelet, recorded by an official, entails a monetary penalization of 20 000 rubles. If the bracelet is damaged, it should be replaced with a new one by the Competitors' Desk.

8.5. Vehicles participating in the competition may carry any type of advertising, provided that the advertising:

- is not contrary to the Russian legislation and the RAF regulations, and the legislation of Mongolia;
- is not political or religious in essence;
- is not contrary to the norms of morality and ethics;
- is not offensive;
- does not obstruct the view;
- does not occupy the space reserved for competition stickers and start numbers.

8.6. The spaces reserved by the Organizer for mandatory advertising are located:

- on competition emblems along the lower edge of the emblem;
- on the panel with Start numbers - above or below the numbers (can be divided and placed both above and below);
- **strip on the top of the windshield.**

Such advertising is mandatory and Applicants cannot refuse it.

Space for optional Organizer's advertising – two panels measuring 50 cm x 52 cm - is reserved on the rear doors and/or wings of the car, or on the body of trucks.

Refusal of optional advertising increases the application fee by 50%.

8.7. Crews shall be responsible for the proper placement of the competition emblem, start numbers and advertising during the competition. Lack of the competition emblem, start numbers, mandatory or optional advertising and/or its incorrect placement will entail a monetary penalization of 10 000 rubles (1st breach), and a monetary penalization of 30 000 rubles (repeated breach).

8.8. Deployment of any advertising and promotional trade, or the organization of promos in competition venues (route, PF zones, service zones, bivouac zone, etc.) shall take place upon a written permission of the Competition Organizer.

9. COMPETITION START/FINISH PODIUM CEREMONY.

After the finish of the SSS, competitors shall place their vehicles in the Waiting Area (Parc Fermé Area) prior to the Start Ceremony – at Tom' River Embankment.

In accordance with the list of the competition start/finish Ceremony, at the command of a representative of the Organizer, crews

shall pass through the start/finish arch. The order of passage through the arch is determined by the Organizer and will be published additionally. There will be a stop in the start/finish arch for introduction and photography. After passing through the starting arch, crews proceed to the night Service Park.

Driving scheme during the start/finish ceremony procedure will be published additionally.

At the start/finish ceremonial podium, competitors should wear racing overalls.

10. BRIEFINGS.

The first briefing for all competitors will take place on July 5, 2024 at 17:00 (Tomsk, Lenin Square, Philharmonic Hall). The participation of at least one member of each sporting crew and crews of service vehicles is mandatory. Attendance will be controlled by officials.

Absence from the briefing will be penalized at a rate of 20 000 rubles.

From July 6 to July 14, 2024, the briefing will be held every evening at 20:00 at the Bivouac in the dining area. **Attendance by at least one member of each crew is recommended.**

At the end of the briefing, important information and the GPS code of the next day's leg will be published on the official information boards: in the Competition Headquarters, in the dining area, on the official electronic information board.

Competitors shall be responsible for obtaining the information that will be announced at the briefing and on the information board.

11. BIVOUACS, SERVICE PARKS.

11.1. Bivouac is an area located between the finish and start time control points of a leg, specified in the Road Book, where competitors are regrouped. An area for free provision of assistance to competitors who continue to participate in the competition and for the accommodation of vehicles and/or persons applied for in the racing and technical assistance categories. The bivouac is a closed, controlled and guarded area used as part of the Silk Way Rally, to which access is only permitted to persons accredited by the Organizer, as well as to local authorities.

11.2. The bivouac will begin working on July 6 in Barnaul. The end of the Bivouac's work is July 14 in Mandolgobi for the sports channel, and in Bayankhongor for service vehicles. From July 2 to July 6, only the Service Park will operate in Tomsk. On July 15, a Service Park for technical assistance vehicles and a Parc Fermé for sport vehicles will operate in Ulaanbaatar.

11.3. The placement of big teams at the bivouac will be arranged by representatives of the Organizer. Teams must comply with the rules and recommendations of persons authorized by the organizer.

11.4. Having checked in at the time control point (TC) of a leg finish, competitors or any team member can leave the bivouac territory in the sport vehicle in order to have it refueled, washed, to travel to the hotel or to test it within a range of no more than 30 km from the bivouac.

During these tests, the SMM devices must be switched on, otherwise the person in breach will be subject to SSB penalties. All such tests shall take place outside the route of any selective section.

11.5. It is prohibited to drive at the Bivouac/Service Park at excess speed. The speed of any vehicles in Bivouacs and Service Zones is limited to 20 km/h. Penalization for breaching this requirement is 10 seconds for 1 km/h of excess for sport vehicles, and a monetary penalization upon decision of the Jury for technical assistance vehicles. In any case, within residential areas, vehicle drivers are required to give way to pedestrians moving along the roadway, including outside pedestrian crossings.

11.6. It is not permitted to conduct any repair work on the Bivouac in an indoor, not viewed areas/premises. Penalization:

1st breach – 25 000 rubles,

2nd breach – fixed penalty of 1 hour,

3rd breach – to be decided by the SSB.

A tent shall not be deemed an indoor space.

12. TECHNICAL AID.

12.1. Technical support vehicles shall fully respect the route specified in the Assistance Road Book (track), otherwise penalization will be imposed, including a ban on providing technical assistance at the leg and exclusion.

12.2. Only vehicles/individuals officially applied for and admitted to the competition, or vehicles/individuals applied for and admitted in the technical assistance category are permitted to carry technical assistance equipment.

12.3. Assistance is permitted on the liaison/road section route, to be provided by vehicles of the technical support category when they follow the common race route. Refueling with gasoline or diesel from a service vehicle is prohibited.

12.4. During the competition, assistance and towing is only permitted between competitors who have not yet finished. Any outside aid is prohibited at the SS under threat of penalty up to exclusion from the competition by decision of the SSB.

12.5. Technical assistance at the intersections of the rally route and the service vehicle route is prohibited.

12.6. At some legs, the presence of service vehicles may be allowed at the start and finish of special sections. In no case should they interfere with the passage of competitors. Information on such legs will be communicated to competitors during administrative checks and/or on the day before such leg during a briefing.

12.7. Service is allowed between the finish of one leg and the start of the next leg (within the bivouac area):

- by a car or truck crew officially applied for and continuing to participate in the race;
- by vehicles of the technical support category.

12.8. Vehicles applied for in the technical support category are allowed to leave the bivouac without checking out in order to be refueled or washed.

12.9. Once a crew starts a leg or a special section, technical assistance is allowed at the bivouac, unless the crew returns to the bivouac in the direction opposite to the rally route.

If returning to the bivouac is possible along the only track available, moving on it in the opposite direction is prohibited under threat of exclusion.

When driving off-road, for safety reasons, in order to avoid being caught in oncoming traffic, the crew shall drive off the track in order to return to the bivouac and to avoid being subjected to penalization.

12.10. Any breach regarding the service recorded by officials will lead to penalization by the SSB decision, up to exclusion.

12.11. Presence of any moving vehicle (car, motorcycle, truck, plane, helicopter, UAV, etc.) moving along the rally route on the same day or several days earlier, or the flight of an aircraft transporting a person associated with any competitor continuing the race entails immediate exclusion of all competitors having any connection with that vehicle.

12.12. While on the SS, it is prohibited to have equipment containing a GPS chip (smartphones, tablets, navigators, etc.) on sport vehicles, except for:

- devices delivered by the organizer;
- backup GPS tracker (registered during Scrutineering);
- navigational equipment that uses GPS only to control the distance traveled, speed and course (such as Tvertrip, TerraTrip, ICO, etc.);
- video recording systems, engine control systems (ECU).

While being on a special section, it is allowed to have a satellite phone and/or a GSM phone without a navigation function (without a GPS/GLONASS chip).

12.13. Any breach can be penalized by decision of the SSB.

13. FUELING. SPARE WHEELS.

13.1. Fueling of vehicles during the competition is only permitted at regular gas stations and in equipped Fueling Zones in the Service Parks at Bivouac.

13.2. Vehicles (other than T3 category and N2 preparation vehicles) shall have a driving range of 800 km without refueling. T3 category and N2 preparation vehicles shall have a driving range of 250 km + 10%.

On SS exceeding 250 km, Refueling Zones will be provided for T3 category and N2 preparation vehicles only. Refueling Zones will be indicated in the Road Book.

Fuel for refueling at special sections or in refueling zones provided by the Organizer (before start or after finish of the SS) for T3 category competitors and N2 preparation vehicles is included in the application fee.

13.3. Fueling in the refueling areas designated in the Road Book on the liaisons (before start and after finish of the SS) and on the SS shall be undertaken exclusively by the Organizer's staff.

13.4. In the refueling area, any acts not directly related to vehicle refueling are prohibited, and the following requirements apply:

- smoking and using open fire is forbidden;
- driving speed is limited to 30 km/h;
- refueling shall be the competitor's exclusive responsibility;
- refueling personnel are recommended to wear fire-retardant clothing;
- during the refueling procedure, the engine shall be shut off;
- the crew shall stay outside the vehicle during refueling;
- in case of a breakdown, the vehicle can be evacuated from the area by the crew or by officials without being penalized;

Penalization for overspeeding in the refueling zone is 10 seconds for each km/h of excess.

Any first breach of the refueling zone requirements (other than overspeeding) is penalized with 1 hour, the subsequent ones – by decision of the SSB, up to exclusion.

13.5. Refueling zones at SS for T3 vehicles.

13.5.1. At the SS where a refueling zone for T3 category and N2 preparation vehicles will be organized, the Organizer will provide 15-minute decontamination zones for vehicles of all scoring groups.

13.5.2. Service and repairs are prohibited in the decontamination zone, however, before or after refueling, competitors are allowed to inspect the vehicle (without opening the hood), monitor and reduce tire pressure, and operate navigation/safety devices. In this case, competitors shall drive away from the Refueling Zone, but remain within the Decontamination Zone.

13.5.3. The decontamination time will be equal for all crews and will be deducted from the SS score. Information about SS decontamination zones will be provided in the Route Sheet.

13.5.4. Time keeping in the Decontamination/Refueling Zone will be conducted by fact judges between the TC signs on a red background at the entry of the Decontamination Zone, and the TC signs on a red background at the exit of the Decontamination Zone.

Competitors shall pass through the judge's Time Control point at the entry of the Decontamination/Refueling Zone **without stopping**. For stopping directly at the judge's Time Control point at the entry of the Decontamination/Refueling Zone, the competitor will be penalized for 1 minute.

13.5.5. Competitors can receive a card with their entry time at this judge point after entering the Decontamination/Refueling Zone. Competitors shall by themselves calculate the time of departure and leave the Decontamination/Refueling Zone through the judge's Departure Time Control point, relying upon the time shown on the timing clock at that judge's point.

Competitors shall pass through the judge's Departure Time Control point at the exit of the Decontamination/Refueling Zone without stopping. The crew shall be responsible for the departure time.

13.5.6. Early departure from the Decontamination/Refueling Zone will be penalized. If the crew leaves the Zone 1–30 seconds earlier than the estimated time, the penalty will be 1 minute; in other cases, the penalty will be equal to double the time that the crew did not stay in the Decontamination Zone before the decontamination time expired.

Competitors who do not enter the Decontamination/Refueling Zone will be given a penalty in the amount of decontamination time, and their decontamination time will not be deducted from the SS score.

13.5.7. The organizer will publish layouts of the Decontamination/Refueling Zones to be used.

13.5.8. The refueling time after finish or before start of a SS in the refueling zones provided by the Organizer is included in the rated time for the liaison; decontamination will not be provided in these zones.

13.6. Refueling of vehicles at the Bivouac is permitted.

If there is no fueling station near the bivouac, or the fuel quality is not guaranteed at fueling stations near the bivouac, the Organizer will provide a refueling point at the bivouac.

Conditions for applying for fuel will be communicated to competitors prior to the start of the race.

Available fuel types: AI-98, Diesel.

13.7. For safety reasons, refueling is only permitted in places specifically designated for this purpose and indicated in the bivouac plan.

During refueling, a fire extinguisher should be kept within arm's reach.

Refueling at the bivouac can be undertaken by the crew's mechanics. The crew shall alone bear all responsibility during refueling. When refueling, the vehicle shall always be on wheels and shall meet the requirements for acts in the refueling area in accordance with paragraph 13.4 of these Regulations.

13.8. The vehicle shall arrive at the start of the first SS of the leg with at least two spare wheels (for T3/N2 cars - at least one). Penalization for violating this clause is 10 minutes.

Losing a spare wheel during a SS on the section between two service parks, which entails failure to comply with the above minimum, will be penalized by 5 minutes for each breach.

14. PROCEDURE OF THE COMPETITION

14.1. Starting order, interval between starts.

14.1.1. At the first leg (SSS), competitors shall start in accordance with the starting list of the 1st leg of the international competition and of the Russian Championship in ascending order of starting numbers in categories: T1, T3, R (RC classification), T2, T5, Open, subject to the priority list of FIA and RAF listed pilots in the corresponding category. Competitors in the T5 category shall start at least 5 minutes after the last T2 crew.

14.1.2. At each subsequent leg, the start is given in accordance with the overall SS ranking of the previous leg among international competitors and Russian Championship competitors.

When determining the starting order, the Race Director shall take into account eventual sporting penalizations for breaches of any kind (missed CPs, missed waypoints, overspeeding, unsportsmanlike behavior, etc.) committed on a special section, which are added to the time of the special section in question.

Penalizations received on a liaison/road section relate only to the leg ranking, and will be included in the ranking of the current leg.

14.1.3. The interval between starts is 3 minutes for the first 10 crews of the general channel (international competitors and the Russian championship), 1 minute for the others.

14.1.4. In the event of adverse weather conditions (e.g. heavy rainfall) resulting in changes of the coating, the starting order may be changed.

14.1.5. At any stage, for safety reasons, SSB has the right to change the starting position of the crew, in which a Pilot from the FIA or RAF Rally Raid Priority List is declared as the First Pilot, to a higher one. The same principle can be applied to a crew participating in the T5 discipline who has submitted a reasoned written request for upgrade of their starting position.

Competitors eligible for the upgrade of their starting positions can submit an application until 21:00 of the current day.

14.1.6. Competitors who do not finish the leg before 21:00 will start one after another in the starting order of the previous leg. The starting list will be published on or before 22:00.

14.1.7. Preliminary leg ranking is published on or before 19:00 of the day next following the leg in question. It will become definitive 24 hours after the publication of the Preliminary Leg Ranking, unless otherwise provided in paragraphs 23.5 and 23.6. Once a leg ranking becomes definitive, no protest will be accepted against the ranking or any elements of the ranking.

14.2. Super Special Section (SSS).

At the beginning of the competition there will be a "Super" Special Section (SSS), which is held to determine the starting order for the next leg.

The SSS track will not be made available for familiarization.

The SSS is held in the format of a selective section. Time on the SSS will be measured with an accuracy to hours, minutes, seconds and tenths of seconds. If an equal time is established, priority will be given to the crew who first showed this time. Tenths of a second in the SSS scoring will be taken into account only to prepare the start list for the 2nd leg; they will be disregarded subsequently.

After the SSS finish, competitors shall place their vehicles in the Waiting Area (where the "parc fermé" mode will be in place) till the Start Ceremony.

14.3. Time limits, rated time and fixed penalizations (FP).

14.3.1. Crews who arrive late for TC of a leg or SS start will be penalized for each minute or partial minute of being late, and will be able to start at this leg or SS if they receive a mark before the closing of that judge's point. A new time and new starting order will be provided to the crew at the discretion of the senior judge of the judge's point.

14.3.2. In case of late arrival for a leg start TC above the permitted time (closing of that judge's point), the crew will be considered not to have started at the leg, but will have the right to start at the next leg, declaring the missed leg as Joker.

14.3.3. If a crew started on a leg, but was late at the start TC of any SS of the leg and did not receive a mark before end of work of that judge's point, such crew will be considered not to have started on the SS and will be penalized of 5 times the rated time of that SS.

14.3.4. A crew who has not started on a SS cannot stay on that SS route and move along it to the finish of the leg or to the start of the next leg.

14.3.5. If there are two SSs at a leg, the crew who started on the leg, but was late at the start TC of the first SS of that leg and did not receive a mark before end of work of that judge's point, can start on the second SS of that leg, subject to paragraph 14.3.4., if he receives a mark at the start TC of the second SS of the leg before end of work of that judge's point.

14.3.6. A crew who did not finish on a SS or did not finish within the rated time of the corresponding SS will be subject to the SS FP, which will be added to the rated time. The rate of the SS FP will be published additionally.

Thus, such crew will have the following score: rated time + SS FP + penalization for missed points.

14.3.7. The time limit for the liaison after a SS when the rated time is exceeded in the event of closure of the Stop SS judge's point shall be counted from the end of the rated time.

14.3.8. Crews who exceeded the rated time at the 2nd leg after SS2A can start at SS2B if they receive a mark on the SS2B TC before end of work of that judge's point.

A crew who arrives at the SS2B TC after end of its work will be deemed not to have started at the corresponding SS, will be penalized in accordance with paragraph 14.3.3, and shall move to the finish of the leg in accordance with clause 14.3.4.

14.3.9. A crew who got off the SS and/or used outside aid on the SS or on liaisons between SSs (other than towing by non-finished competitors) receive a FP (5 times the rated time of the SS on which outside aid was used, and of the subsequent SS if there are two SSs at the leg).

If outside aid was used only on the liaison from the SS finish to the leg finish (with the exception of the 11th leg), provided that the crew completed the SS of the leg by themselves, then the crew are penalized by 3 hours for using outside aid on the liaison.

14.3.10. If a crew got off at the last leg and/or outside assistance is used (other than towing by non-finished competitors), then the FP of the final leg shall be applied to the crew – the exclusion.

14.3.11. Crews who exceed the time limit for the road section to the night Service Park after the SS finish will be penalized of 1 minute for every minute or partial minute of delay, provided that they receive a mark at the Bivouac Entrance TC before end of work of that judge's point.

14.3.12. Crews who arrive at the Service Park after end of work of the Bivouac Entrance judge's point will receive a 3-hour FP, added to the penalization charged under paragraph 14.3.11. for exceeding the time limit for the road section, and can start at the next leg under the following conditions:

- unless a notice of definitive withdrawal is received from the crews;
- if the crews receive a mark at the start of the next leg before the closing of the Bivouac Exit TC.

14.3.13. Crews who have exceeded the time limit for the road section to the Parc Fermé (PF) after the finish of SS-12 will be penalized of 1 minute for every minute or partial minute of delay, provided they receive a mark on the PF Entrance TC before end of work of that judge's point.

Crews who arrive at the PF after end of work of the judge's point, but before end of the finish podium procedure, will not be scored upon the results of the competition, but can pass through the finish podium.

14.3.14. The end-of-work time of the judges' points will be published in the Route Sheet.

14.4. Towing.

14.4.1. Towing refers to the movement of one vehicle by another and/or any other means of causing a vehicle to move (**including pushing the vehicle by hands**) other than the normal propulsion by operating its engine.

14.4.2. During the competition, assistance and towing of one vehicle by another is permitted only between competitors who have not yet finished. Towing in an area where the "Parc Fermé" mode is established will be penalized.

14.4.3. Moving through and/or within the Control zone of the judge's point (TC, PC, Start, Finish) by way of being towed by non-finished competitors will be penalized by 30 minutes for each judge's point.

14.4.4. If a competitor's vehicle cannot by itself leave the TC zone at the start of a leg or the Start zone of a SS, it shall be removed from there by any means, including towing, and is considered to have started at the leg/SS. In case of towing, penalizations are imposed in accordance with paragraph 14.4.3.

14.4.5. Any towing by unauthorized persons (including service vehicles, spectators, competitors who have already finished, etc.) is prohibited assistance and is subject to a fixed penalization of 5 times the rated SS time of that leg (**other than the final leg**).

The return of a wrecked (overturned, run off the road, etc.) vehicle to the track or the clearing of the SS track from a vehicle unable to move by itself for the passage of other competitors is not deemed to be towing and is not penalized.

14.5. Control Cards.

14.5.1. During the competition, crews are given Control Cards, which indicate the time limits and rated time for each SS. The Control Card shall be presented upon arrival at each judge's point and can be replaced with a new one at the start of a leg or at any other judge's point. Each crew is responsible for the safe keeping of the Control Card.

14.5.2. Any correction or modification of data in the Control Card will be penalized up to exclusion from the competition, unless this correction is made at the judge's point and attested by the judge's signature.

14.5.3. Only the crew is responsible for:

- receiving a Control Card before the leg start;
- presenting the same at the judge's points, and the correctness of the data entered.

Only judges at judge points are allowed to enter data into Control Cards.

14.5.4. Control Cards shall be marked at each judge's point as specified on the Control Card, under threat of penalization. Lack of records (although in the correct sequence of judges' points) or failure to present the Control Card at any judge's point will entail penalization of the crew by SSB's decision, up to exclusion. In case of loss of the Control Card, the crew will be penalized by 10 minutes, which does not preclude eventual additional penalizations for the lack of marks on the Control Card.

14.5.5. A crew who do not finish at a leg, but continues the competition, is obliged to hand over the Control Card of that leg either at the finish leg TC judge's point within its working hours, or to the Competition Headquarters.

14.5.6. Control Cards will be issued to competitors at the start of legs in front of the yellow TC "Bivouac Exit" sign.

14. SS, CONTROL ZONES.

15.1. All judge points, i.e. Time Control points, start and finish of Speed Sections, Checkpoints are designated by standard signs (**Appendix 9 to the Additional Regulations**), the meaning of which is specified below.

15.2. The entire Control Zone, i.e. the space between the first yellow and the last white/beige signs is considered a "Parc Fermé" zone, where movement of a vehicle is only permitted to the competitors themselves and officials (except as described in 14.4.4 above). The time of staying in the Control Zone should not exceed the time necessary to complete the procedure provided for at the respective judge point (marking the Control Card, start, etc.).

15.3. It is strictly prohibited to enter or leave the Control Zone in directions not indicated in the Road Book, and it is also prohibited to re-enter the Control Zone. Breaches are penalized as follows:

- 1st breach: 10 min;

- 2nd and subsequent breaches: upon SSB's decision.

15.4. Calculating the time of arrival in the Control Zone is the responsibility of the crews only, who can rely upon the official clock of the judge's point.

15.5. Crews should obey the instructions of the judges. In case of disobedience, the crew will be penalized by decision of the SSB, up to exclusion from the competition. The competitor has the right to demand that the judge make a mark (time and place) in the Control Card of fulfilling the judges' instructions which otherwise may lead to penalization of that crew.

15.6. Time control (TC).

15.6.1. At the Time Control (TC) judge's point the exact time of arrival is marked, i.e. the time when a crew member handed over his Control Card to the judge. Data is entered into the Control Card only if the vehicle and all crew members are within the Control Zone in close proximity to the judge's point.

If a vehicle cannot enter the control zone due to the fact that vehicles that arrived earlier have not left it, it is allowed to put a mark on the control card submitted to the judges by one member of the crew of such vehicle.

15.6.2. The correct mark time at the TC point is obtained by adding the Rated Time for passing the given section, and the start time for that section. This time is determined with an accuracy of up to a whole minute and is called "estimated time". The time is recorded as follows: from 00.01 to 24.00.

15.6.3. The procedure for receiving a mark by the crew at the judge's point begins once the vehicle passes the yellow signs designating the beginning of the Control Zone. The crew is prohibited from stopping between the zone entry sign and the judge's point.

15.6.4. The mark receiving procedure is completed correctly if the vehicle enters the Control Zone at the estimated minute or at the minute preceding the estimated minute, and the Control Card is submitted to the judge within the estimated minute.

Any difference between the estimated time and the actual marked time is penalized in the amount of 1 minute for 1 minute or partial minute of deviation (late/early) from the estimated mark time.

If the crew enters the Control Zone earlier than the minute preceding the estimated minute, but submits the Control Card at the estimated minute, they will be penalized by the difference between the actual minute of entry and the minute preceding the estimated minute.

15.6.5. At the TC judge points located at the leg finish, crews are allowed to receive a mark earlier than the estimated time without penalization.

15.7. SS start.

15.7.1. At the SS start, an automatic (electronic) starting system will be used.

The start on all SSs is as follows:

- at the invitation of the judge, the crew take a position at the SS start and give the control card to the judge;
- the judge gestures that the crew have correctly occupied the starting position on the conventional start line;
- after positioning on the start line, the vehicle should remain motionless until the start;
- the current astronomical time with an accuracy of up to a second is displayed on the starting board. The judge warns the crew about the start 1 minute in advance;
- no later than 30 seconds before the start, the judge returns their control card to the crew;
- after the number of seconds of the current astronomical minute exceeds 30, the countdown of seconds to start begins;
- 5 seconds before the start, the red signal on the board starts flashing (every second);
- at "0" seconds, the green signal lights up at the traffic light and stays on for 20 seconds. This is a starting command, and the crew shall immediately take the start;

In case of failure of the electronic start system, the SS will be started manually.

15.7.2. If a crew does not start within 20 seconds of the start signal, a 2-minute penalization will be imposed.

15.7.3. The start of a leg can be delayed relative to the scheduled start time by a judge only in the event of "force majeure". The crew who causes a delay in the start will be penalized by the SSB for at least 1 minute, subject to the judge's report.

15.7.4. For a false start (starting to move forward before the judge gives the starting command), the crew will be penalized for at least 1 minute or more, subject to the judge's report. If there are repeated false starts, the Sports Stewards may impose more severe penalties on the crew.

15.7.5. The crew has the right, while being in the combined TC-Start Control Zone, to replace or repair a flat tire. For these purposes, the crew is given additional 10 minutes and a new start time is assigned. Exceeding extra time is penalized by 1 minute of penalty time per minute or part minute of excess.

15.7.6. A routine Scrutineering can take place in the combined TC-Start zone.

15.8. Selective Section.

15.8.1. When driving on the SS track, all crew members shall have their seat belts tightened, helmets fastened, wear protective overalls and homologated underwear, and the vehicle shall move with low beam headlights on.

15.8.2. Crews are prohibited from driving a vehicle in the direction opposite to the SS track direction. Such a breach recorded by officials will be considered by the SSB. Protests of Applicants against each other under this paragraph will not be accepted. By decision of the SSB, the crew may be penalized. In any case, the crew in breach shall be fully liable for the consequences of breaching this clause.

15.8.3. Contact battle is prohibited under threat of penalization up to exclusion from the competition.

15.9. SS finish.

15.9.1. The SS ends with a “running” finish. Stopping in the Finish Control Zone between the yellow “SS Finish” and the “STOP” signs is prohibited. This breach entails a 15-minute penalization.

15.9.2. The finish is timed at the finish line, marked with red “SS Finish” signs. The SS finish line will be equipped with an automatic timing system.

The minimum timing accuracy is 1 second.

15.9.3. At a distance of 150 – 300 m after the finish line, the crew shall check in at the judge’s point, marked with red “TC” signs and red “STOP” signs. The judge enters the finish time in the Control Card (hour, minute, second) and the start time for the next Road Section. The starting time for the next Road Section is the hour and minute of the finish time. If several crews finish within one minute, then the judge will assign the crews a start time for the next Road Section, taking into account the order in which they arrive at the judge's point, with a difference of at least 1 minute. If a competitor is unable to leave the zone by himself, he may be pushed or towed out of the zone with the assistance of officials and/or competitors still participating in the competition, without penalization.

15.9.4. If a crew does not stop at the STOP sign and does not receive a mark, he will be penalized of 1 hour.

If a vehicle does not stop at the “STOP” judge’s point after the finish and rolled out of the control zone, then one of the crew members can return to the judge’s point on foot to receive the appropriate marks on their Control Card. In this case, the crew will be penalized of 1 minute.

15.9.5. The organizer may provide an interview area after the SS finish and/or at the leg finish. Competitors warned about the interview should stop in this area for the time specified by the organizer.

The time for the road section after the SS finish to the leg finish (TC “Bivouac Entrance”) shall be set taking into account the time that the competitor can spend in the interview area after the SS finish.

15.9. Passage control.

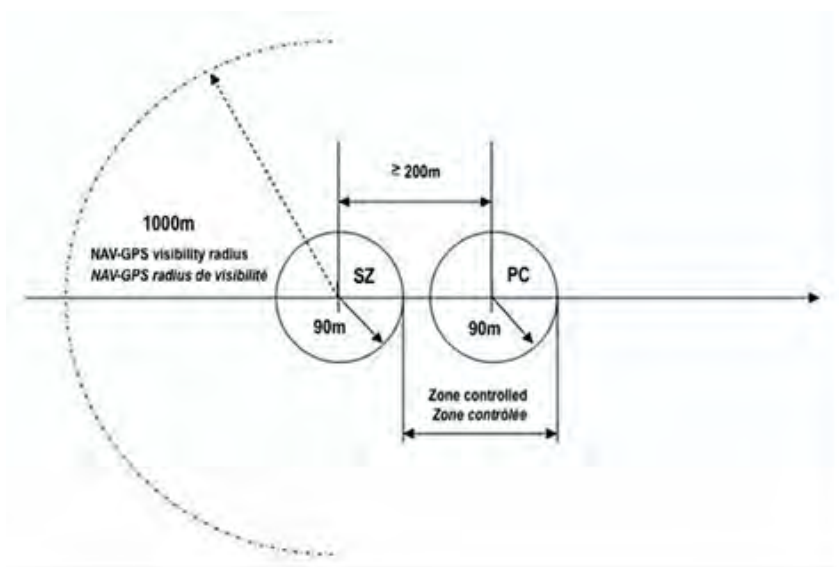
To monitor the respect of the route by competitors, Checkpoints (CPs) and Waypoints (WPs) may be in place along the route.

15.10.1. The crew shall stop near the red “CP” sign and present the Control Card to the judge for marking.

15.10.2. In order to ensure safety in the Checkpoint (CP) zones, a “Security Zone” is organized at each CP.

The speed in this zone is limited to 30 km/h and is controlled by the Organizer’s devices.

15.10.3. Speed control shall take place according to the following figure:



15.10.4. Once the passage control points are closed, GPS data will be taken into account to confirm that the competitor is following

the official route. In this case, no penalty will be imposed for missing a judge's PC point.

15.11. SS interruption.

15.11.1. If the race is definitively stopped before the last competitor has passed the SS, regardless of the reasons, it is nevertheless possible to obtain a score for that SS, by assigning the crews affected by the circumstances of the interruption the worst time actually recorded before the race was stopped. The results of the SS can also be determined by one of the closest positions in the Road Book to the stopping place of the SS.

15.11.2. If the SSB considers that the worst time actually recorded is not appropriate, it may assign the most appropriate time actually recorded, taking into account the scoring group.

Any crew who are partially or wholly responsible for the interruption of the race may under no circumstances benefit from this measure, i.e. this crew is assigned the time actually spent by them, if it exceeds that assigned to other crews.

15.11.3. With the exception of cases recognized by the SSB as SS interruption, in the event of the route being blocked by any obstacle, crews are obliged to take all possible measures to clear the passage and help other crews. In case of providing aid to an injured crew or removing an obstacle that completely blocks the possibility to move along the SS, crews affected by these circumstances will be compensated for the time spent on providing aid/unblocking the passage, at the request of the competitor. To determine the time spent, the readings of instruments provided by the organizer, recordings of on-board cameras, GPS and other options facilitating the accurate determination of time losses may be taken into account.

15.11.1. Applications for time compensation are accepted until the publication of the start list for the next leg.

16. MARATHON LEG.

16.1. A marathon are two consecutive legs that take place without technical assistance between these legs. After finishing the first leg of the marathon, competitors enter a fenced Service Park and can perform repairs in the Service Park only on their own or with the help of competitors who continue to participate in the race, using spare parts available on board the sport vehicle. Any other technical assistance is prohibited. Refueling will be performed within the Service Park. Vehicles cannot leave the Service Park.

16.2. Details of the Marathon leg.

The Marathon leg will consist of two final legs. Technical support vehicles will leave the Bayankhongor bivouac at the agreed time (July 15) and proceed to Ulaanbaatar to the Service Park, without stopping at the bivouac between legs 10 and 11.

If a competitor, after the start of the Marathon leg (leg 10), returns to the Bivouac to obtain technical assistance, then he can declare this leg as Joker. After this, he can start at the second leg of the Marathon (11th leg), if he receives a mark on the TC of the final 11th leg before end of the working time of this judge's point

If a competitor misses both legs of the Marathon leg, then he can declare both legs as Joker, receiving a penalization of 100 hours for each leg, provided that the Joker leg has not been used previously.

If a competitor breaks down at one of the Marathon legs and cannot repair the vehicle on his own, then he will be evacuated by the Organizer and will receive the FP for the final leg - exclusion.

16.3. For technical support vehicles, the permitted departure time from the bivouac, which is the start of first part of the Marathon leg, will be announced additionally.

17. JOKER LEG.

If a crew decides not to start a leg or is late for the start TC of a leg beyond permitted time (closing of the judge's point), then they can declare this leg as Joker.

In this case, the crew receives a penalization of 100 hours.

Each crew who used the Joker leg and intend to start the next leg shall submit a request form for a new start to the Competition Headquarters before 21:00.

The form can be found on the last pages of the Road Book.

Failure to comply with these requirements will result in the denial of start.

Only 2 Joker legs are allowed throughout the race.

18. ROAD BOOKS.

18.1. The road book is a description of the route.

18.2. Each crew receives a Road Book and/or maps indicating the route and/or mandatory checkpoints.

18.3. At the end of the Road Book there will be the following documents:

1) Withdrawal application form.

To report a withdrawal, this form shall be submitted at the last SS control point or to the Competition Headquarters upon arrival at the bivouac.

Upon withdrawal, navigation devices and safety equipment shall be returned to the Organizer.

2) Request form for a new start after the Joker leg.

This form shall be submitted to the Competition Headquarters.

18.4. The following is allowed in the vehicle:

- the official Road Book of the current leg;
- changes to the opening group (they can be entered into the road book);
- maps (except for satellite maps and images).

Failure to comply with these rules will result in penalization up to exclusion.

18.5. Based on the passage results of the Organizer's opening group, possible changes will be delivered to competitors along with the Road Book in A5 format at the time control point (TC) of the corresponding leg start.

18.5. Issuance of road books (RB).

The issuance of road books for all legs will take place at the judge's point on the Bivouac Exit (start of the leg) in front of the yellow sign, 20 minutes before checking at this judge's point.

19. OFFICIAL ROUTE. NAVIGATION AND SAFETY EQUIPMENT.

19.1. The official route is the route that is indicated in the competition Road Book and confirmed by the crew of the opening car. The route is stored in the memory of the GPS provided to competitors.

Respecting the route is mandatory, under threat of penalization, up to exclusion from the competition.

Chronological confirmation of each checkpoint indicated in the Road Book will ensure that the competitor adheres to this route. Each point will be indicated in the Road Book and entered into the GPS.

19.2. Respect of the route will be monitored using special devices.

Safety, speed, positioning, route control devices are provided by the Organizer and are mandatory for use.

19.3. To monitor the compliance with the route and with the track corridor by crews, Passage Control Points (CP) and Route Control Points (WPM, WPS, WPV, PC, DZ, FZ) will be in place. The location of CPs will be indicated in the RB. If a crew take a control point located at a CP, but do not stop and do not receive a mark on the Control Card, then the absence of the mark on the Control Card confirming the passage of the CP that required a stop will entail the crew's penalization by 5 minutes.

19.4. Operation of GPS ERTF (UNIK1).

19.4.1. Operation and installation guide of navigation aids.

Appendices 4, 5 to the Additional Regulations.

19.4.2. Point opening and taking radiuses:

	WPT point type	Opening radius	Taking radius
	WPE	*1000 m	90 m
	WPM	800 m	90 m
	WPS	1000 m	90 m
	PC	*1000 m	90 m
Start/Finish points, SL zones	WPV	opened	200 m
	DSS	*1000 m	200 m
	ASS	800 m	90 m
	DZ	1000 m	90 m
	FZ	*1000 m	90 m

* After the preceding point, or 1 000 m if the preceding point is not taken.

The crew should follow the chronological order of passing the checkpoints of the leg in question. Otherwise, the GPS will only display compass heading and speed.

However, the crew can make the GPS move to another WPT by pressing “W+” or “W-”.

Penalization for failure to confirm passing a waypoint and a checkpoint will be published additionally.

When checkpoints coincide with waypoints, no additional penalties will be charged for failure to pass a checkpoint.

19.4.3. If a crew has 2 working GPS devices and only one of them confirms passing a waypoint, no penalty will be imposed. If both GPSs do not record passage through a waypoint, the competitor has the right to present a personal GPS tracker to confirm the passage of the route, but only if it has been checked and approved by a technical officer as part of the Incoming Scrutineering.

19.4.4. In case of deviation from the official route, the crews who thereby gained a sporting advantage over the competitors who moved strictly along the route, will be penalized by SSB’s decision.

19.4.5. Hidden point activation code.

The code provided by the Competition Headquarters upon request allows the normal GPS functions to be activated and all waypoints to become visible. All points opened using the hidden point activation code are considered not taken. In addition, the crew may be penalized by SSB’s decision.

19.4.6. Control procedure.

Any incident that occurs due to competitor’s fault (loss, destruction, disconnection, etc.) and makes it impossible to read the GPS and/or any attempted fraud or manipulation recorded by a technical officer, entails the application of penalties up to exclusion from the competition, upon SSB’s decision.

Control takes place at the finish of a leg or at the finish of the SS. The crew shall set the CHECK page on their GPS at the finish line. All waypoints will appear on the screen, the information will be highlighted in white or gray: unconfirmed or confirmed points.

When stopping to mark the finish of a leg or the finish of a SS at the time control point (TC), the information contained in the GPS is automatically transmitted to the controller (missed points, speed, etc.). If a violation is detected, the technical officer ascertains this fact and makes the crew aware thereof against signature.

The competitor is required to sign the card acknowledging the breaches.

Refusal to sign will result in penalizations at the Jury’s discretion.

19.5. Speed limit.

19.5.1. On the SS, speed limit zones will be established, mandatory for all competitors. All Speed Limit Zones and Speed Limits are indicated in the Road Book and will be controlled by officials.

19.5.2. The pulse signal is recorded by GPS maximum every 150 m of the SS. The speed is shown on the GPS display and recorded in the memory. All overspeedings (“pulses”) are listed on the check page (CHK → SPD). Upon arrival at the finish of the leg (or SS), the judge notes all overspeedings and reports them to the crew.

19.5.3. The beginning of the speed control zone shall be marked in the Road Book by a position containing a DZ sign and a GPS point. 90 meters before this point, the competitor will see on his GPS that he is approaching the control zone. The next 90 meters after this point are considered a braking zone, within which there is no penalization.

The end of the speed control zone shall be marked in the Road Book by a position containing a FZ sign and a GPS point. 90 meters before this point, a “free” zone begins, within which there is no penalization.

GPS points associated with a DZ or FZ can only be “taken” when the competitor is within a 90-meter radius from them.

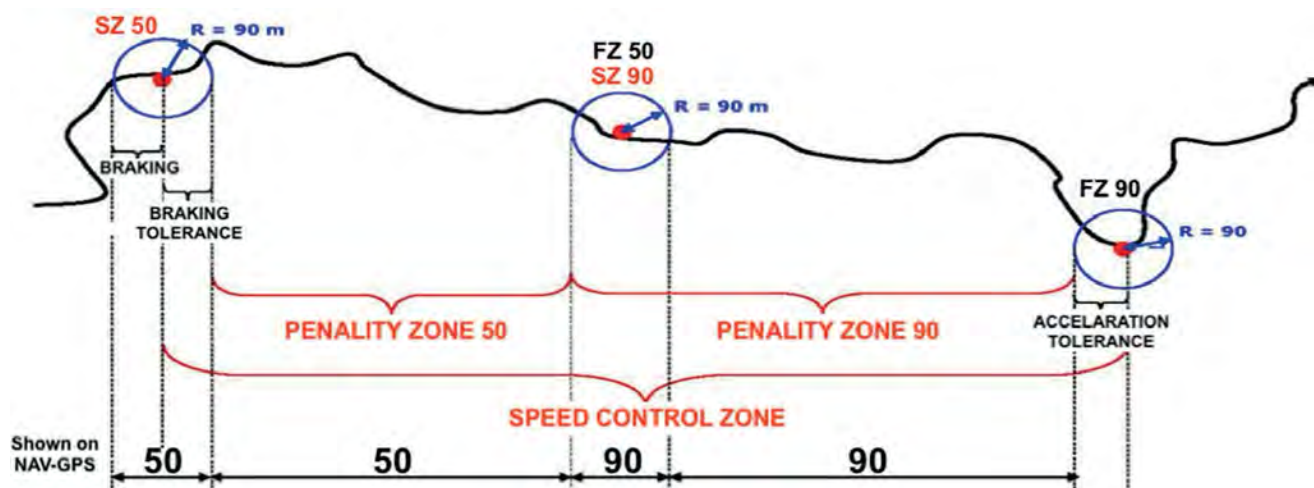
Within the limit zone, speed may be limited to 30, 40, 50, 70 or 90 km/h. The speed limit is constantly shown on the GPS.

19.5.4. If the speed indicated in the Road Book differs from the speed on the navigation device, then the speed indicated in the Road Book shall prevail.

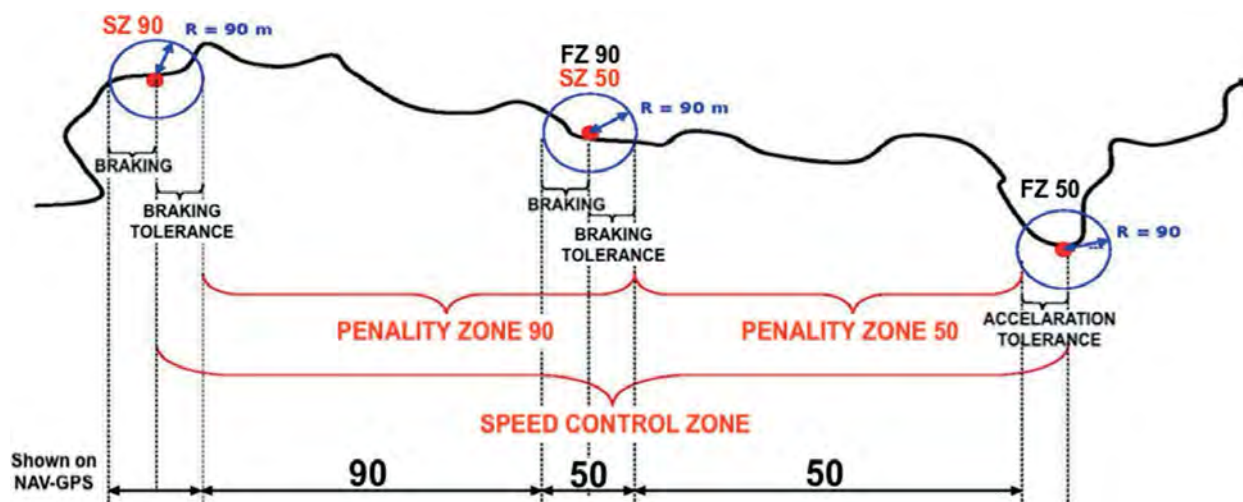
In case of overspeeding, if there are 2 working GPSs installed on the vehicle, and if the 2 recorded speeds differ from each other, the crew will be penalized at the lower (of the two) recorded speed. If overspeeding is recorded in only one GPS device, no penalization will be imposed.

19.5.5. Organizers may set up no more than two consecutive limit zones with different speeds. In case of increasing speed, the higher speed will be controlled from 90 meters to the intermediate FZ/DZ point zone.

See the diagram below:



In case of decreasing speed, the lower speed will be controlled from 90 meters after the intermediate FZ/DZ zone. See the diagram below:



19.5.6. Overspeeding in a Speed Limit Zone recorded by GPS will result in the following penalizations:

- from 1 to 5 km/h: 10 sec. x by the number of pulse signals when the permitted speed is exceeded;
- from 6 to 15 km/h: 1 min. x by the number of pulse signals when the permitted speed is exceeded;
- from 16 to 40 km/h: 2 min. x number of pulse signals when the permitted speed is exceeded;
- over 40 km/h:

First pulse signal: 5 min.

Second pulse signal: 10 min.

Third pulse signal: 15 min.

Any subsequent pulse signal in excess of 40 km/h will result in a penalization at the SSB's discretion.

19.5.7. Maximum speed limit for T3, T5 categories throughout the entire SS route is 140 km/h. For all other vehicles throughout the entire SS route – 170 km/h.

If the maximum permissible speed is exceeded, penalization will be charged in accordance with paragraph 19.5.6.

19.6. Speed limit on liaisons (road sections).

19.6.1. During the competition, maximum speed will be controlled on liaisons, including liaisons between two SSs of the same leg.

Maximum permitted liaison speed is the speed permitted by the Road Traffic Rules in the countries being crossed.

19.6.2. In Russia, the following speed limits apply on liaisons:

- 90 km/h for off-roaders and category B trucks,
- 70 km/h for category C trucks.

In Mongolia, the following speed limits apply on liaisons:

- 80 km/h for all vehicles.

If lower speed limits are set on roads, they shall apply to the respective section of the road.

19.6.3. On liaisons/road sections, overspeeding will be controlled by the Organizer's instruments. Instruments will be checked after the finish of each leg.

19.6.4. Penalization for exceeding the maximum permissible liaison speed will be charged in accordance with paragraph 19.5.6 and will be included in the leg penalization.

19.6.5. When determining the amount of penalization for overspeeding on a SS, only the readings of official speed control devices (ERTF or its analogues) issued to the competitor by the organizer shall be taken into account.

19.7. Operation of Sentinel system.

19.7.1. Operation and installation guide of Sentinel system.

Appendices 6, 7 to the Additional Regulations.

19.7.2. To make overtaking between competitors safer, each crew is required to install the Sentinel system on their vehicle. The Sentinel system should be operational throughout each leg.

The competitor is responsible for the operability of the equipment: any non-operability of the device determined to be due to the crew's fault entails a penalty of 1 hour. Information will be forwarded to the SSB for possible additional punishment.

The device shall be installed on the vehicle such that to allow at least 2 crew members to use it while having their seat belts tightened.

19.7.3. It is prohibited to intentionally block the passage of vehicles following the competitor, or prevent overtaking.

Any competitor who is being overtaken by another competitor must do whatever is necessary to allow to be overtaken.

A competitor who received a signal and did not allow to overtake himself will be penalized.

19.7.4. In the event that the SSB ascertains the fact of deliberate failure by one competitor to give way to another (in particular, in case of using the Sentinel system), the competitor who, within 60 seconds after receiving the third of a series of signals, did not give way and did not allow the other competitor to overtake him, will be penalized as follows:

- 1st breach: 3 minutes;
- 2nd breach: 7 minutes;
- 3rd breach: 10 minutes;
- over 3 breaches: up to exclusion, by SSB's decision.

Statements about possible intentional obstruction of one competitor by another are accepted until the publication of the next leg's start order and time.

All disputable cases will be considered by the SSB after having heard both sides.

20. WITHDRAWAL, EVACUATION.

20.1. A crew withdrawing from a leg can use outside help to have the vehicle moved to the Service Park.

The team intending to pick up the withdrawn vehicle from the track using outside assistance may proceed to the track with the permission of the Race Director or the Safety Steward **only**.

20.2. A crew who are unable to continue the competition may declare their withdrawal from the leg or from the competition as a whole.

20.3. Each competitor is required to hand over all navigation and safety equipment to the supplier's representatives at the end of the competition or upon withdrawal.

21. INCIDENTS ALONG THE ROUTE.

21.1. Signal symbols: green "OK" and red "SOS".

The crew is required to have in the car green "OK" symbols and red "SOS" symbols, made on thick white waterproof material in A3 format. The availability of the signs is checked at the Incoming Scrutineering. In the absence of the signs, the crew will not be allowed to start.

21.1. In the event of an incident on the SS, crews shall act in accordance with the **guide for SMM control and safety device (Appendix 8 to the Additional Regulations) and the Sentinel guide (Appendix 6 to the Additional Regulations)**.

21.3. In the event of an accident on the SS track **without injuries** requiring immediate medical aid, any crew member shall clearly display the "OK" sign to all successive competitors and the helicopter (if applicable).

The OK button on the SMM device shall be pressed when stopping at the SS for more than 20 minutes for technical reasons.

If the crew leaves their vehicle, the "OK" sign should, if possible, be positioned so that it can be clearly seen by other crews passing by.

21.4. In the event of an **accident on the SS track with injuries** needing medical aid, the "SOS" sign shall be shown to all successive crews and the helicopter (if applicable). Once aid is provided, a green "OK" sign should be installed.

21.4.1. If for some reason it is not possible to show the "SOS" or "OK" sign, then crew members shall use the following gestures:



21.4.2. The crew (following the vehicle which suffered an accident) is obliged to:

If they are shown a “SOS” or there was no signal, stop and take measures to provide aid. If communication facilities are available, report the accident to competition officials. If necessary, wait for medical assistance to arrive. Mark in the Control Card the fact of transferring the victim. Continue along the route to the nearest judge's point, where report the accident.

21.4.3. All successive competitors (following the vehicle which suffered an accident) are obliged to:

If they are shown a “SOS” or there was no signal, stop. If communication facilities are available, report the accident to competition officials, if this has not been done yet. Continue along the route to the nearest judge's point, where report the accident.

21.4.4. Each vehicle participating in the competition shall have on board a red reflective triangle sign, which, if the vehicle stops on a SS in conditions of limited visibility, in order to warn successive crews, shall be placed in a conspicuous place, at least 30-50 meters before the place where the vehicle stops, even if the stopped vehicle is off the road.

On the SMM device, press and hold the button pressed for more than 5 seconds, your “SOS” message and the coordinates of your location will be sent to the race headquarters.

Only press “SOS” to urgently call for medical aid for a competitor.

21.4.5. Failure to provide aid to the injured crew and/or failure by the injured crew to comply with the above requirements will be considered by the SSB and penalized up to exclusion from the competition.

21.5. In the event of an accident involving injuries or damage, the crew shall immediately inform the Competition Headquarters by any means in order to call for the appropriate aid and rescue facility.

The crew shall also immediately inform the rally security service, who will explain what should be done in the situation:

Victor Sokolov: +7 (937) 586 68 19

Single telephone number of firefighters and rescuers: 112 in the Russian Federation, 101, 105 in Mongolia.

21.6. Additional safety requirements.

At the start of all legs, each vehicle shall have at least 5 liters of water on board per each crew member.

Compliance with this requirement will be checked before start.

When being on a special section, it is recommended to have a satellite phone and/or a GSM phone without a navigation function (without a GPS/GLONASS chip).

Telephones may only be used outside the cabin, while the vehicle stops, to transmit information regarding withdrawal from race, accident or breakdown.

In other cases, the phone cannot be turned on at special sections.

It is recommended to have extra fire extinguishers and 2 flare rockets.

22. PARC FERMÉ.

22.1. Vehicles in the Parc Fermé shall be subject to the “Parc Fermé” mode.

22.2. The “Parc Fermé” mode shall apply:

- from the moment the vehicle is placed in the Parc Fermé after the Incoming Scrutineering or in the Waiting Area before the Start Ceremony, until the moment it leaves these zones;
- from the moment of entry into the Control zone of the judge’s point, and until the vehicle leaves it;
- from the moment the vehicle arrives at the Parc Fermé at the finish of the competition, until the time limit for filing protests expires, and the Sporting Stewards’ decision to cancel the “Parc Fermé mode” is announced.

- 22.3. Any breach of the Parc Fermé rules may entail penalization from 1 hour up to exclusion from the competition.
- 22.4. Once the vehicle is placed in the Parc Fermé, all crew members shall immediately leave it. It is prohibited to re-enter the Parc Fermé. As an exception, a crew may be allowed to re-enter the PF accompanied by officials.
- 22.5. If a vehicle is not placed in the Parc Fermé after finish, or if a competitor's vehicle leaves the Parc Fermé before the Sporting Stewards' decision to cancel the "Parc Fermé" mode is announced, the crew shall be excluded from the competition.

23. PROTESTS AND APPEALS.

23.1. Each protest shall be filed in accordance with RAF SC and accompanied by a security deposit of 100 000 rubles.

23.2. Any protest shall be submitted in writing and specify the time of its filing; each of them shall include:

- reference to the relevant paragraphs of regulatory documents
- reasons (grounds) for filing the protest
- against whom/what the protest is filed, if necessary

Protests shall be addressed to the Chairman of the Sporting Stewards' Board.

Protests shall be handed to the race director, his deputy, the Chief Secretary, the competitor relations officer, or to a Sporting Steward.

23.3. A protest against technical condition shall be submitted within 30 minutes after the last finishing vehicle of this Scoring Group is placed in the Park Fermé.

23.4. If the Protest involves dismantling the vehicle systems and reassembling various parts of the vehicle, the security deposit shall cover the costs of the works to be conducted, including transportation, etc.

23.5. The costs of works implemented under the Protest, including transportation, shall be at the expense of either the Applicant filing the Protest - if the Protest is not satisfied, or of the Applicant against the technical condition of whose vehicle the Protest was filed - if the Protest is satisfied.

23.6. If the Protest is not satisfied, and the amount of the security deposit is not enough to cover the costs, then the Applicant who filed the Protest shall reimburse the amount outstanding, to be determined by the Sporting Stewards.

23.7. A protest against any alleged error or breach of the rules that occurred during a leg, and/or against the preliminary scoring established at the end of a leg (preliminary leg scoring) shall be filed within 24 hours after publication of the Preliminary scoring of the leg, unless the Sporting Stewards believe that compliance with the 24-hour deadline will not be possible.

23.8. This rule does not apply to the last 2 legs of the competition. In this case, protests shall be submitted within 30 minutes after publication of preliminary scores on the Official Information Board.

23.9. Appeal submission fee – in accordance with RAF SC.

24. FINAL SCORINGS.

24.1. Scorings.

Upon competition scorings, the following classifications will be prepared:

- rally raid "Absolute";
- rally raid "T1";
- rally raid "T2";
- rally raid "T3";
- rally raid "T5";
- rally raid "Open".

24.2. Awarding.

Prizes will be awarded to the winners at the official awards ceremony, which will take place on July 15, 2024.

Prizes will be awarded for places 1 to 3 in the final classification in the Absolute scoring for off-roaders and for places 1 to 3 in the final classification for trucks.

Prizes will also be awarded for places 1 to 3 in each discipline of the Absolute scoring.

APPENDIX 1. PENALIZATION TABLE

Breach	Paragraph of the Regulations	Denial of start	Exclusion	Penalty time	Monetary penalization	SSB' s decision
Prohibited reconnaissance	P 1.2.	X	X			X
Breach of the Regulations or requirements of the Organizer and officials by members of the technical support team	P. 4.3.		X		X	
Absence of a crew member or presence of third persons on board the vehicle	P. 4.4.2		X			
Non-correspondence of the vehicle to the scoring group applied for	P. 4.10.4	X				X
Late arrival for AC and/or IS	P 5.1.				20 000RUB	
Failure to pass an AC or IS	P 5.1.	X				X
Outfit not complying with RAF or FIA safety requirements	P.6.3.	X				
Late arrival at PF after IS	P.6.9.				20 000RUB	
Lack of identity markings	P. 6.11.		X			X
False markings	P. 6.12.		X			X
Sticking other competitions' emblems	P. 8.2.				20 000RUB	
Absence of names, surnames and national flags of crew members on the vehicle's front fenders	P. 8.3.				20 000RUB	
Breach of identity	P. 8.4.				20 000RUB	
Refusal to stick optional advertising	P.8.6.				50% of application fee	
Absence or incorrect location of the start number, competition logo, mandatory and optional advertising 1 st breach Subsequent breaches	P. 8.7.				10 000RUB 30 000RUB	
Absence from a briefing	P. 10				20 000 RUB	
Overspeeding in Service Parks: for sport vehicles for technical support vehicles	P. 11.5.			10 sec per 1 km/h	X	X
Repair works (at a Bivouac) in indoor, not visible places 1 st breach 2 nd breach 3 rd breach	P. 11.6.			1 h.	25 000RUB	X

Breach	Paragraph of the Regulations	Denial of start	Exclusion	Penalty time	Monetary penalization	SSB' s decision
Outside assistance at a SS	P. 12.4. P.14.3.9.		X	X		X
Service-related breaches	P. 12.10.		X	X	X	X
Presence of third-party equipment with a GPS chip on board the vehicle	P.12.13.			X		X
Breaches in the fueling zone: first subsequent	P. 13.4.		X	Minimum 1 h		X
Overspeeding in fueling zones	P.13.4			10 sec per 1 km/h		
Stopping at the entry of decontamination zone Early departure from decontamination zone	P.13.5.4			1 minute Minimum 1 minute		
Lack of minimum quantity of spare wheels at the start of 1 st SS of the leg Loss of spare wheel between service/tire replacement zones	P.13.8.			10 minutes 5 minutes		
Late arrival to a leg or SS start within permitted time (end of work of the judge point): For each full or partial minute of delay	P. 14.3.1.			1 minute		
Late arrival to a leg start above permitted time (end of work of the judge point)	P. 14.3.2	X		Joker (100 hours)		
Late arrival to a SS start above permitted time (end of work of the judge point)	P.14.3.3.	X		5 x SS rated time		
Exceeding the SS rated time	P. 14.3.6.			X		
Exceeding the liaison rated time to leg finish	P. 14.3.11. P.14.3.12. P. 14.3.13			X		
Being towed by non-finished competitors through and/or within Control Zone of judge points (TC, CP, Start, Finish)	P. 14.4.3.			30 min each		
Unauthorized corrections in the Control Card	P. 14.5.2.		X			X
Loss of the Control Card	P. 14.5.4.			10 min		X
Failure to produce the Control Card	P. 14.5.4.	X	X	X		X
Failure to comply with control zone passage rules	P. 15.3.					

Breach	Paragraph of the Regulations	Denial of start	Exclusion	Penalty time	Monetary penalization	SSB' s decision
1 st breach 2 nd and subsequent breaches				10 min X		X
Failure to comply with judges' requirements	P. 15.6.		X	X		X
Stopping between the yellow and red TC signs	P. 15.7.3			X		X
Late/early arrival at TC (for each minute or part minute)	P. 15.7.4.			1 min		
Remaining at the SS start for over 20 seconds after the start signal	P. 15.8.2.			2 min		
Delayed start due to crew's fault	P. 15.8.3.			Minimum 1 min		X
False start: 1 st breach repeated breaches	P. 15.8.4.			Minimum 1 min		X
Changing a flat tire for over 10 minutes in the TC-Start zone	P.15.8.5.			1 min per min		
No safety belt tightened and/or no helmet worn on a SS	P. 15.9.1.		X	X		X
Driving the vehicle in the direction opposite to SS direction	P. 15.9.2		X	X		X
Contact battle	P. 15.9.3.		X			X
Stopping between the yellow finish sign and the STOP sign on a SS	P. 15.10.1.			15 min		
Failure to stop and to receive mark at the STOP sign	P. 15.10.4.			1 hour		
Use of the Joker leg (each)	P.17			100 hours		
Deviation from the route indicated in the road book	P. 19.1. P. 19.4.4.		X X	X X		X X
Refusal to sign the breach awareness card first refusal second refusal third refusal	19.4.6.			5 minutes 30 minutes SSB decision		
Exceeding the permitted speed or breaches in speed limit zones on liaisons (for each km/h of excess) by 1 to 5 km/h by 6 to 15 km/h by 16 to 40 km/h by over 40 km/h: first pulse signal	P. 19.5.6.			10 sec per 1 pulse 1 min per 1 pulse 2 min per 1 pulse		

Breach	Paragraph of the Regulations	Denial of start	Exclusion	Penalty time	Monetary penalization	SSB' s decision
second pulse signal third pulse signal each subsequent pulse signal				5 min 10 min 15 min		X
Intentional failure to give way to one competitor by another: 1 st breach 2 nd breach 3 rd breach Over 3 breaches	P. 19.7.4.			3 min 7 min 10 min		X
Lack of OK and SOS signs	P. 21.1.	X				X
Failure to provide aid to the injured	P. 21.4.5		X	X	X	X
Failure to comply with PF rules	P. 22.3.		X	Minimum 1 hour		X
Failure to place the vehicle into the PF after finish or its absence in the PF	P. 22.6		X			X

Appendix 2. Photos and contacts of officials.

<p>RACE DIRECTOR</p>  <p>A woman with blonde hair, wearing a red jacket with a tiger logo and a blue patch that says 'GAZPROM GENERAL PARTNER'.</p>	<p>COMPETITOR RELATIONS OFFICER</p>  <p>A man with a beard and glasses, wearing a dark blue cap with 'can-am RACE' and a dark jacket.</p>
<p>Marina SERGEEVA +7 (916) 608-61-18</p>	<p>Nikita ILYASOV +7 (960) 893-49-63</p>
<p>SERVICE PARK (BIVOUAC) SUPERVISOR</p>  <p>A man with a shaved head, wearing a grey hoodie.</p>	<p>COMPETITOR RELATIONS OFFICER (English-speaking)</p>  <p>A woman with long dark hair, wearing a white top.</p>
<p>Igor ORLOV +7(921)782-99-92</p>	<p>Elizaveta GERASIMOVA +7 (904) 644-99-68</p>

APPENDIX 3. IDENTITY, ADVERTISING, STICKING SCHEME

СПОРТИВНЫЕ АВТОМОБИЛИ И ГРУЗОВИКИ



передняя дверь на оба борта и на крышу 500x470mm

Партнёр

Партнёр

Партнёр

Партнёр

задняя дверь на оба борта 500x520mm

на лобовое стекло 1100x100mm

на капот и заднюю дверь (багажник) 430x215mm

передняя дверь на оба борта 250x122mm

ГРУППЫ N2 И T3



300x282mm

передняя дверь на оба борта и на крышу

Партнёр

Партнёр

Партнёр

Партнёр

задняя дверь на оба борта 300x312mm

задняя дверь на оба борта

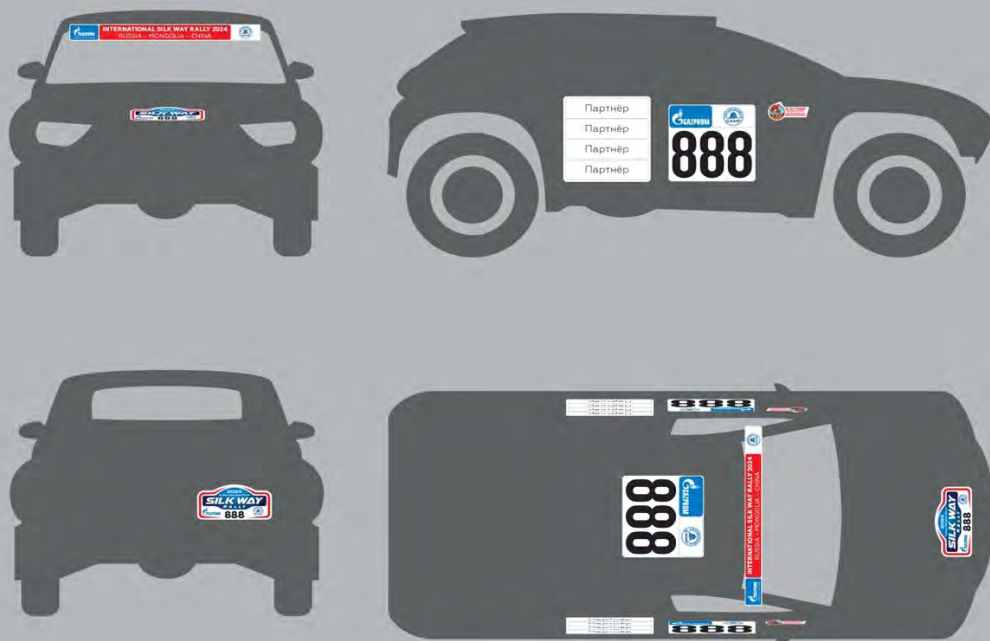
на лобовое стекло 1100x100mm

на капот и заднюю дверь (багажник) 430x215mm

передняя дверь на оба борта 250x80mm

SPORT CARS AND TRUCKS		GROUPS N2 and T3	
Front door, both sides & roof	500x470 mm	Front door, both sides & roof	300x282 mm
Partner		Partner	
Partner		Partner	
Partner		Partner	
Partner		Partner	
Rear door, both sides	500x520 mm	Rear door, both sides	300x312 mm
Windshield	1100x100 mm	Windshield	1100x100 mm
Hood and rear door (trunk)	430x215 mm	Hood and rear door (trunk)	430x215 mm
Front door, both sides	250x122 mm	Front door, both sides	250x80 mm

РАСПОЛОЖЕНИЕ НА СПОРТИВНОМ ТРАНСПОРТЕ



POSTING ON SPORT VEHICLES

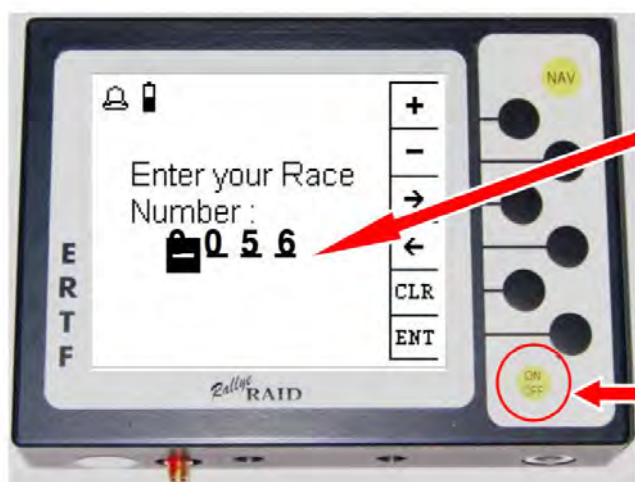


Первое включение прибора



Turning the device on for the first time

✓ Включение



Ввести свой стартовый номер
пользуясь «+» и «-»
(только при первом включении прибора)

Включить: короткое нажатие

Выключить: нажать и подержать 3 сек.

Turning on

Enter your start number using “+” and “-” (for the first switching only)

Turn on: short press

Turn off: press and hold for 3 sec.

Обычный день на гонке

✓ Вечером предыдущего дня объявляется код GPS



Нажать кнопку COD

(Основной навигационный экран: NAV)

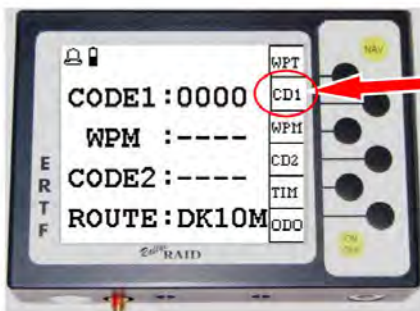
A regular racing day

- On the evening of the previous day, the GPS code is announced

Press the COD button

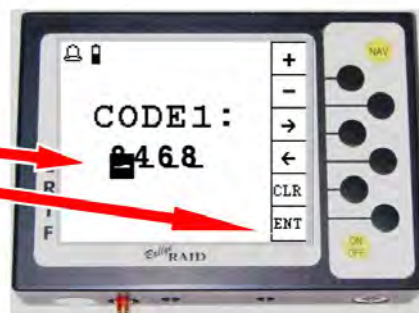
(Main navigation screen: NAV)

■ Ввод кода дня



Нажать кнопку CD1

1. Ввести код дня
2. Нажать ENT для подтверждения





Entering the day's code


Press the CD1 button

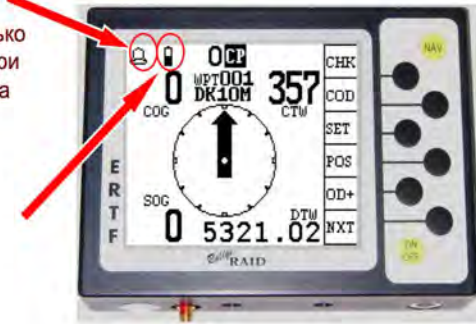
1. Enter the day's code
2. Press ENT to confirm

✓ Проверка исправной работы прибора (включен, ловит спутники)

 : - Показывает отсутствие приема сигнала GPS
- Исчезает через несколько минут после включения при исправной работе прибора

 : Питание от резервной батареи

 : Питание от бортовой сети автомобиля



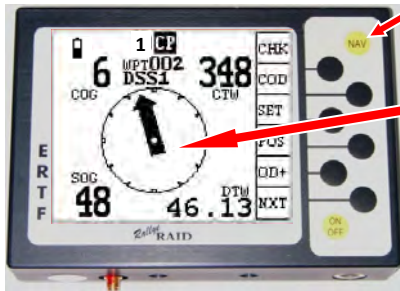
Check the correct operation (the device is on, catches the satellites):

- Shows lack of GPS signal reception
- Disappears a few minutes after switching on the device, while the device operates properly

- Powered by backup battery

- Powered from the vehicle's on-board supply system

✓ Начало навигации:



NAV: возврат в основной экран из любого места

Стрелка появляется на экране, показывая направление на следующую точку

За 90 или 200 метров до точки прибор издает звуковой сигнал и автоматически переключается на следующую точку.

Beginning of navigation:

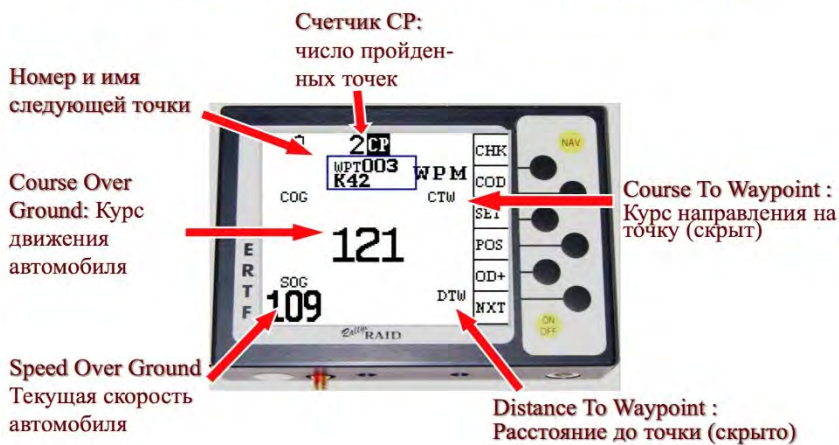
NAV: back to the home screen from anywhere

The arrow appears on the screen, indicating the direction towards the next point

90 or 200 meters before the point, the device will beep and automatically switch over to the next point.

Copyright ERTF

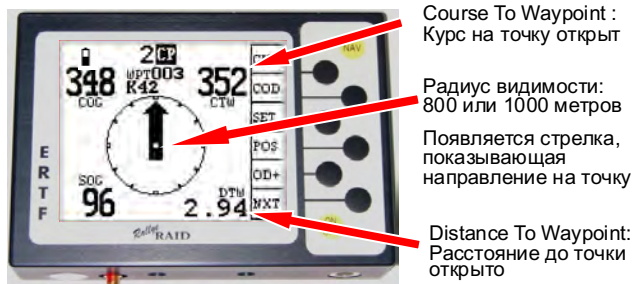
✓ Движение к скрытой точке (WPM):



Moving towards a hidden point (WPM):

- Number and name of the next point
- CP counter: number of points passed
- Course over ground: vehicle's movement course
- Course to waypoint: direction course towards the point (hidden)
- Speed over ground: vehicle's current speed
- Distance to waypoint: distance to the point (hidden)

■ Въезд в зону видимости точки



■ «Взятие» точки

⚠ Точка считается пройденной («взятой»), только если проехать на расстоянии менее указанного радиуса взятия (90 или 200 метров).

Как только прибор «взял» точку, он автоматически переключается на следующую (например, в данном случае – «Wpt 003»)

Copyright ERIF

Entering the point's visibility area

- Course to waypoint: course to the point is opened
- Visibility radius: 800 or 1000 meters
- An arrow appears indicating the direction towards the point
- Distance to waypoint: distance to the point is opened

“Taking” a point

A point is only deemed passed (“taken”), if the competitor passes at a distance less than the specified radius (90 or 200 meters)
Once the device has taken a point, it will automatically switch over to the next one (e.g. in this case – “Wpt 003”)

✓ Что делать, если пропустил точку и хочу идти на следующую



What if I miss a point and I want to go to the next one

NXT – change the destination point

Go to the next point listed

✓ Контроль скорости



Speed control

- Speed control ends once entered in the FZ radius

- Speed control begins upon exit from the DZ radius

■ При въезде в DZ:



Entering the DZ:
Entrance speed control

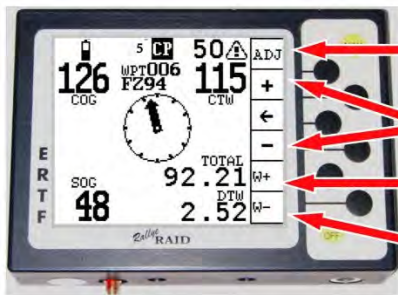
■ Движение в зоне ОС:



Moving in the SL zone:

Speed control within the Speed Limit (SL) zone

✓ Функция одометра OD+:



Остановка и корректировка общего пройденного расстояния

Быстрая корректировка (на сотни метров) общего пройденного расстояния

Ручное переключение на следующую точку WPT

Ручное возврат на предыдущую точку WPT

(Из главного экрана (NAV), нажать кнопку OD+)

Odometer function OD+:

- Stop and adjust the total distance run
- Quick adjustment (by hundreds of meters) of the total distance run
- Manual switching over to the next WPT point
- Manual return to the preceding WPT point

(Press OD+ from the main screen (NAV))

✓ Конец дня, въезд на бивуак: проверка прохождения и нарушений



Серийный номер GPS

Стартовый номер

Название этапа

Введенный для этого этапа код GPS

Число пропущенных точек

Число превышений скорости

Число скрытых точек, открытых вводом специального кода

End of day, bivouac entry: checking the passage and breaches

- GPS serial number
- Start number
- Leg name
- Number of missed points
- Number of overspeedings
- Number of hidden points, opened by entering a special code
- GPS code entered for the leg

Appendix 5. Installation guide of Unik 1 navigation device.

Инструкция по установке монтажного комплекта UNIK 1

Монтажный комплект включает в себя:

- GPS-антенна;
- Кабель питания;
- Кронштейн UNIK




Рис. 1 GPS-антенна



Рис. 2 Кабель питания




Рис. 3 Кронштейн UNIK

Процедура установки комплекта


Кронштейн UNIK устанавливается на свободное пространство штурманской панели (в случае мотоцикла – на консоль спереди). При размещении на штурманской панели необходимо учитывать, что габаритные размеры самого прибора (110x135мм) больше размера кронштейна. Кронштейн прикручивается к штурманской панели через вибраторы (вибраторы, гайки и винты поставляются в комплекте). Вибраторы рекомендуется устанавливать на максимально разнесенном расстоянии друг от друга, предварительно отверстия необходимозенковать. Пример подготовленных отверстий – рис. 3.

Кабель питания прибора подключается либо напрямую к АКБ, либо к бортовой сети ТС. Напряжение питания – от 9 до 24 вольт постоянного тока. Плюсовая жила кабеля питания защищена предохранителем 5А.

Основное требование – не игнорировать защиту, либо использовать держатель предохранителя, поставляемый в комплекте, либо, в случае подключения к бортовой сети, подключать через свободный предохранитель в блоке предохранителей ТС. Малый разъем белого цвета на кабеле питания предусмотрен для подключения внешней батареи (при необходимости).

GPS-антенна устанавливается на кузове ТС (в случае мотоцикла – на консоль спереди). Правильным является расположение антенны на крыше ТС, в случае ее отсутствия или невозможности установки на крыше – на капоте или задних отражателех кузова. GPS-антенна магнитная и при установке на стальные кузовные панели не требует дополнительной фиксации. При установке антенны на пластиковые/стеклопластиковые или алюминиевые кузовные панели рекомендуется установить/приклепать к кузовному элементу стальную площадку для размещения антенны. Не рекомендуется, но допускается приклеивание антенны к кузовным элементам стеклом герметиком. Основное требование при размещении антенны – открытость и надежность крепления: антенна не должна накрываться или перегоразживаться отдельными элементами кузова, размещаться внутри воздухозаборника, а также выдерживать попадания летяк. Категорически запрещается размещение антенны в салоне ТС.

Общий вид UNIK



1. Прибор спортивной навигации UNIK;
2. Кронштейн;
3. Вибраторы;
4. Кабель питания;
5. Разъем подключения внешней батареи;
6. Предохранитель;
7. GPS-антенна.

UNIK 1 assembly kit installation guide	UNIK: general view
<p>Assembly kit includes:</p> <ul style="list-style-type: none"> - GPS antenna - Power cable - UNIK bracket <p>Fig. 1: GPS antenna Fig. 2: Power cable Fig. 3: UNIK bracket</p> <p style="text-align: center;"><i>Kit installation procedure</i></p> <p>The UNIK bracket is installed on free space on the navigation panel (in the case of motorcycles - on the front console). When placing it on the navigation panel, it is necessary to take into account that the overall dimensions of the device itself (100x135 mm) are larger than the size of the bracket. The bracket is screwed to the navigation panel through vibrators (vibrators, nuts and screws are supplied in the kit). It is recommended to install the vibrators at a maximum distance from each other; the holes shall first be counterbored. An example of prepared holes is shown in Fig. 3.</p> <p>The device's power cable is connected either directly to the battery or to the vehicle's on-board network. Supply voltage - from 9 to 24 V DC. The positive conductor of the power cable is protected by a 5A fuse.</p>	<ol style="list-style-type: none"> 1. Sporting navigation device UNIK 2. Bracket 3. Vibrators 4. Power cable 5. External battery connector 6. Fuse 7. GPS antenna

The key requirement is not to ignore protection, either use the fuse holder supplied in the kit, or, in the case of connecting to the on-board network, connect through a free fuse in the vehicle fuse box. A small white connector on the power cable is provided for connecting an external battery (if necessary).

The GPS antenna is installed on the vehicle body (in the case of motorcycles, on the front console). The correct location of the antenna is on the roof of the vehicle; if there is no roof, or the antenna cannot be installed on the roof, then on the hood or rear cowls of the body. The GPS antenna is magnetic and, when installed on steel body panels, does not require additional fixation. When installing the antenna on plastic/fiberglass or aluminum body panels, it is recommended to install/rivet a steel platform to the body element to place the antenna. It is not recommended, but it is possible to glue the antenna to the body elements with glass sealant. The key requirement when deploying the antenna is openness and secure fastening; the antenna should not be covered or obstructed by individual body elements, placed inside air intakes, and also should withstand the contact with branches. It is strictly prohibited to place the antenna inside the vehicle.

Appendix 6. Sentinel communication system operation guide.

ХОД – ОСТАНОВКА

Не забывайте включить ваш Sentinel перед спущением и его выключить на бивуаке. Нажмите в течении 2-х секунд на кнопку ON OFF. Красный светодиод загорается в том случае, когда Sentinel включен. Красный светодиод должен гореть непрерывно (если его свет прерывается, значит на Sentinel не поступает питание от автомобиля)



НЕСЧАСТНЫЙ СЛУЧАЙ

Ваш автомобиль поврежден (поломан) или находится в аварийном состоянии в опасном месте (после поворота или дюны): нажмите одновременно на две клавиши аварийного сигнала (или на красную кнопку, при наличии) и вы отправите сигнал конкурентам в округе 500 метров. Для того, чтобы его остановить снова нажмите одновременно на 2 клавиши аварийного сигнала (или красную кнопку).



ОБГОН

Вы желаете обогнать другой автомобиль – нажмите длительно, >2-х секунд для того, чтобы предупредить автомобиль перед вами.



Кто-либо желает вас обогнать: вы слышите « bip bip biiiiir---bip bip biiiiir » Подготовьтесь посторониться, что бы пропустить автомобиль, как только это будет возможно.



Для того, чтобы проинформировать того, кто желает обогнать ваш автомобиль, о том, что вы получили его сигнал и вы его пропустите, как только будет возможно – нажмите коротко на кнопку управления <2-х секунд (что отключает звук в кабине пилота)



Произошёл несчастный случай в окрестностях: вы должны услышать : « biiiiiih---biiiiih-----biiiiiiih----- »

Также световой сигнал  загорается ЗАМЕДЛИТЕ ХОД.



Для того, чтобы отключить звук звукового сигнала в течении одной минуты в кабине пилота, нажмите **КОРОТКО** на кнопку управления < 2-х секунд.



ГРОМКОСТЬ

3 позиции: вниз, средняя, вверх



RUN – STOP

Don't forget to turn your Sentinel on before the special section, and turn it off at the bivouac. Press the ON/OFF button for 2 seconds. **The red LED lights up when the Sentinel is turned on.** The red LED should be lit continuously (if it flashes, the Sentinel is not receiving power from the vehicle).

OVERTAKING

You want to overtake another car – press continuously, for >2 seconds, to warn the car in front of you.

Someone wants to overtake you: you hear «bip bip biiip – bip bip biiip». Prepare to move aside to allow the car to pass as soon as possible.

To inform the one who wants to overtake your car that you have received their signal and you will let them pass as soon as possible, shortly press the control button for <2 seconds (which turns off the sound in the cockpit).

ACCIDENT

Your vehicle is damaged (broken) or is in disrepair in a dangerous place (after a bend or dune): press two emergency signal keys simultaneously (or the red button, if available), and you will send a signal to competitors within a radius of 500 meters. To stop it, press the 2 alarm keys simultaneously again.

There has been an accident nearby: you should hear "biiih ---- biiih ---- biiih----"

The “!” light also lights up. - SLOW DOWN.

To turn the sound off for one minute in the cockpit, **shortly** press the control button for <2 seconds.

VOLUME

3 positions: low, medium, high.

Appendix 7. Sentinel installation guide.

Инструкция по установке монтажного комплекта Sentinel



Рис. 1 Кабель питания



Рис. 2 Радиантенна Sentinel



Рис. 3 Функциональная клавиша



Рис. 4 Динамик звукового оповещения Buzzer

Монтажный комплект системы Sentinel состоит из:

- 1 Кабель питания;
- 2 Радиантенна Sentinel;
- 3 Функциональная клавиша "Желтая кнопка";
- 4 Динамик звукового оповещения Buzzer.

Прибор Sentinel не входит в комплект поставки, а предоставляется участнику в период проведения соревнований. При наличии на ТС крепления для Sentinel прибор устанавливается в него. При отсутствии крепления, прибор Sentinel закрепляется на штурманской панели с использованием нейлоновых хомутов-стяжек. Прибор Sentinel устанавливается таким образом, чтобы оба члена экипажа могли дотянуться до него, находясь пристегнутыми и с затянутыми ремнями безопасности.

Радиантенна Sentinel – устанавливается на каркас безопасности ТС (в случае мататехники – на переднюю консоль). Пример установки антенны показан на Рис. 6. Радио антенна Sentinel (важно!) должна быть закреплена вертикально параллельно трубе каркаса безопасности на расстоянии около 2 см. сверху от трубы каркаса!

Динамик звукового оповещения Buzzer размещается на панели ТС и подключается к прибору в разъем "Buzzer".

Функциональная клавиша "Желтая кнопка" подключается к разъему питания и располагается на передней панели в удобном для штурмана месте.

Кабель питания подключается АКБ или бортовой сети ТС. Напряжение питания – от 9 до 24 вольт постоянного тока. Плюсовая жила кабеля питания защищена предохранителем 5А. В случае повреждения – не игнорировать защиту, либо использовать держатель предохранителя поставленный в комплекте, либо в случае подключения к бортовой сети, подключить через свободный предохранитель в блоке предохранителей ТС.

Общий вид системы Sentinel

- Общий вид комплекта:
- 1 Прибор Sentinel;
 - 2 Радиантенна Sentinel;
 - 3 Динамик звукового оповещения Buzzer;
 - 4 Функциональная клавиша "Желтая кнопка";
 - 5 Кабель питания.



Рис. 5 Комплект системы Sentinel в сборе



Рис. 6 Установка антенны



Рис. 7 Общий вид прибора

- Общий вид прибора:
- 1 Клавиша ON/OFF;
 - 2 Клавиша регулировка уровня громкости;
 - 3 Клавиша Alarm;
 - 4 Клавиша Alarm/Test;
 - 5 Разъем радиантенны;
 - 6 Разъем динамика Buzzer;
 - 7 Разъем питания.

<p style="text-align: center;"><i>Sentinel assembly kit installation guide</i></p> <p>Assembly kit includes:</p> <ul style="list-style-type: none"> - GPS antenna - Power cable - UNIK bracket <p>Fig. 1: Power cable Fig. 2: Sentinel radio antenna</p> <p style="text-align: center;"><i>Kit installation procedure</i></p> <p>Sentinel system assembly kit includes:</p> <ol style="list-style-type: none"> 1. Power cable 2. Sentinel radio antenna 3. “Yellow Button” function key 4. Buzzer sound warning loudspeaker <p>The Sentinel device is not included in the delivery package, but is provided to the competitor during the competition. If the vehicle has a bracket for Sentinel, the device is installed in it. If there is no bracket, the Sentinel device is secured to the navigation panel using nylon zip ties. The Sentinel device is installed such that both crew members can reach it while having their seat belts tightened.</p> <p>Sentinel radio antenna is installed on the vehicle’s safety cage (in case of motorcycles – on the front console). An example of antenna installation is shown in Fig. 6.</p> <p>The Sentinel radio antenna should be mounted vertically parallel to the safety cage tube approximately 2cm to the side of the cage tube.</p> <p>The Buzzer sound notification speaker is located on the vehicle panel and is connected to the device via the “Media” connector.</p> <p>The “Yellow Button” function key is connected via the power connector and is located on the front panel in a place convenient for the co-driver.</p> <p>The power cable is connected to the battery or on-board power network of the vehicle. Supply voltage – from 9 to 24 volts DC. The positive conductor of the power cable is protected by a 5A fuse. The key requirement is not to ignore protection, either use the fuse holder supplied in the kit, or, in case of connecting to the on-board network, connect through a free fuse in the vehicle fuse box.</p>	<p>Sentinel system: general view</p> <p style="text-align: center;">Kit general view</p> <ol style="list-style-type: none"> 1. Sentinel device 2. Sentinel radio antenna 3. Buzzer sound warning loudspeaker 4. “Yellow Button” function key 5. Power cable <p>Fig. 5: Sentinel kit assembled Fig. 6: Antenna installation Fig. 7: Device general view</p> <p style="text-align: center;">Device general view</p> <ol style="list-style-type: none"> 1. ON/OFF button 2. Volume control button 3. Alarm button 4. Alarm/test button 5. Antenna connector 6. Buzzer speaker connector 7. Power connector
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Appendix 8. SMM safety device installation and operation guide.



РУКОВОДСТВО ПО УСТАНОВКЕ



ВАЖНО:

Техника должна быть предоставлена для технических проверок с установленным кронштейном, проводкой и антенной, т.е. полностью установленный и подключенный прибор SMM.

СОСТАВ КОМПЛЕКА:

1. Прибор SMM.
2. Кронштейн для установки прибора;
3. Провод 12V питания 1,8 м;
4. GPS-антенна (белый разъем);
5. SAT-антенна (желтый разъем);

Технические характеристики прибора SMM:

- Размеры прибора без кронштейна: 170 мм x 110 мм x 40 мм (Ш x Д x В);
- Вес прибора: приблизительно 0,5 кг;
- Функционирование: при температуре от – 30 до + 55°C, хранение при температуре от – 30 до + 65° С;
- Потребление тока при 12V для GPS прибора SMM в состоянии покоя 100 mA, при передаче сигнала 1А.

КРОНШТЕЙН



Должен быть под лобовым стеклом автомобиля и SSV.

Кронштейн должен быть установлен на передней части квадроцикла (ATV).

Индикаторы должны быть видны водителю (ATV) и штурману (SSV).

Кнопка SOS должна быть легкодоступна водителю (ATV) и штурману (SSV) для ее нажатия в случае необходимости.

ПРИБОР SMM



Должен быть зафиксирован в кронштейне по бокам с помощью 2-х пластиковых хомутов.

Необходимо оставить место позади корпуса прибора, чтобы за ним могли пройти пальцы рук (примерно 10 см) для проверки присоединения проводов.

INSTALLATION GUIDE

IMPORTANT:

The equipment should be made available for scrutineering with the bracket, wiring and antenna installed, i.e. a fully installed and connected SMM device.

THE KIT INCLUDES:

1. SMM device;
2. Device installation bracket;
3. Power cable 12 V – 1.8 m;
4. GPS antenna (white connector);
5. SAT antenna (yellow connector).

SMM SPECIFICATION

- Device dimensions, without bracket: 170 mm x 110 mm x 40 mm (WxLxH);
- Device weight, approx.: 0.5 kg;
- Operating temperature: from -30 to +55°C, storage temperature: from -30 to +65°C;
- Current consumption at 12 V of the SMM GPS at rest is 100 mA, at signal transmission is 1A.

BRACKET

Should be under the windshield of the vehicle and SSV.

The bracket should be installed on the front of the ATV.

The indicators should be visible to the driver (ATV) and co-driver (SSV).

The SOS button should be easily accessible for the driver (ATV) and co-driver (SSV) to press if necessary.

SMM DEVICE

Should be fixed in the bracket on the sides using 2 plastic ties.

Leave space behind the device body so that your fingers can pass behind it (approximately 10 cm) to check the connection of the wires.

УДЛИНИТЕЛЬ ПРОВОДА ПИТАНИЯ



Подсоединить красный провод к + 12V (красная клемма), а черный провод к минусовой клемме аккумулятора.

Прибор должен быть подсоединен напрямую к аккумулятору, как того требует регламент.



Подвести электропитание на уровне кронштейна, чтобы запас по длине провода доходил до 10 см.

АНТЕННЫ И ПРОВОДА

Должны быть установлены с наружи автомобиля и SSV на капоте, около лобового стекла горизонтально, и не перекрыты элементами кузова отражающих радио сигнал.

Магнитная антенна должна располагаться горизонтально на передней части квадроцикла, либо на капоте для SSV.

Перед ней не должно быть никаких препятствий.

Подсоединить белый разъем антенны “GPS” в белый разъем прибора с названием “GPS”.

Подсоединить желтый разъем от антенны “SAT” в желтый разъем прибора, с названием “SAT”.

Штекер антенны **ЗАПРЕЩЕНО** затягивать с помощью инструмента!

На этой стадии установки в задней части кронштейна у вас должны быть:

1. Антенные провода;

2. Провод питания.

-> Обеспечьте надежную прокладку проводов;

-> Рекомендуется каждый день проверять крепление и износ проводов.

POWER WIRE EXTENSION

Connect the red wire to + 12V (red terminal), and the black wire to the negative terminal of the battery. The device should be connected directly to the battery, as required by regulations.

Connect the power supply at the level of the bracket so that the wire length margin reaches 10 cm.

ANTENNAS AND WIRES

To be installed outside the car and SSV on the hood, horizontally near the windshield, and should not be blocked by body components that reflect the radio signal.

The magnetic antenna should be located horizontally on the front of the ATV, or on the hood of the SSV.

There should be no obstacles in front of it.

Connect the white GPS connector of the antenna to the white GPS connector of the device.

Connect the yellow SAT connector of the antenna to the yellow SAT connector of the device.

The antenna plug must **NOT** be tightened using a tool!

At this stage of installation, at the back of the bracket you will have:

1. Antenna wires;

2. Power wire.

-> Ensure reliable wiring;

-> It is recommended to check the fastening and wear of the wires every day.



Индикатор «12v» – индикатор включения прибора.

Indicator «12v» - indicator for turning on the device.

Кнопка «SOS» – отправка сообщения SOS для оказания срочной медицинской помощи участнику.

Button «SOS» - sending an SOS message to provide urgent medical care to the participant.

Нажать и удерживать кнопку в нажатом положении более 5 секунд, Ваше сообщение «SOS» и координаты вашего места будут отправлены в штаб гонки.
Press and hold the button for more than 5 seconds, your " SOS " message and your location coordinates will be sent to the race headquarters.

Нажимать только для срочного вызова оказания медицинской помощи участнику.


Press only for an urgent call for medical assistance to the participant.

Кнопка «OK» – отправка сообщения при остановке на СУ более 20 мин по техническим причинам, когда с экипажем все ОК.































Button «OK» – sending a message when stopping on the SU for more than 20 minutes for technical reasons, when everything is OK with the crew.

Нажать и удерживать кнопку в нажатом положении более 5 секунд, Ваше сообщение «OK» получит штаб гонки.
Press and hold the button for more than 5 seconds, your message "OK " will be received by the race headquarters.

Индикаторы «Max/km», «WP», «» – не используются!

The «Max/km», «WP», «» indicators are not used!

Appendix 9. Standard signs.

Signs in the area of which the "Parc Fermé" mode applies					
Movement direction	Type of control	Control zone			
		Beginning of the control zone (yellow background)	Mandatory stop (red background)	End of the control zone (beige background)	
→	Checkpoint (CP)	 25 - 100 m ↔	 Control Card marking	25 m ↔	
→	Checkpoint without stopping (CP without stop)		50 - 100 m ↔ Drive through the gate without stopping		
→	Time control (just TC)	 25 m ↔	 Control Card marking	25 m ↔	
→	Time control SP entrance/exit, Ceremonies	 5 m ↔	 Control Card marking	5 m ↔	
→	Time control (TC), combined with SS start	 25 m ↔	 50 - 200 m ↔ Control Card marking  ИЛИ OR  Control Card marking	25 m ↔	
→	Time control (TC), combined with SS finish	 100 m ↔	 150 - 300 m ↔ SS finish (timing line) without stop  STOP Control Card marking	25 m ↔	
Signs permitting various works					
→	Fueling zone		Only fueling is permitted in this zone.		
→	Service zone		Service works of any kind are permitted in this zone, with the exception of fueling.		
→	Tire marking, inspection zone		Only tire marking and inspection are permitted in this zone.		
→	Media zone		In this zone, media actions determined by the competition regulations are permitted.		
Information signs on the competition track					
→	Radio post	 		→	Medical aid post 