



DUTCH TRUCK RACING

Dutch Truck Racing

2026

Sporting & Technical Regulations

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Used Terms

DTR	Dutch Truck Racing
FIA	Fédération Internationale de l'Automobile
CSI / ISC	Code Sportif International / International Sporting Code
KNAF	Knac Nationale Autosport Federatie (ASN)
TC	Technical Commission
KRB	KNAF Reglementen Boek
ASN	Only FIA approved organising body in country
ARN	Autorensport Reglement Nationaal
CoC	Clerk of the Course
RD	Race Director

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1. Sporting Regulations - General

1.1 Title & Jurisdiction

The 2026 Truck Races are organised and administered by Dutch Truck Racing. The organisers reserve the right to issue additional Series- and Event bulletins clarifying items in the rules and regulations, and all such bulletins will be issued to all registered Competitors by posting to the address details on the registration form and publishing on the website of the ASN, www.knaf.nl.

The Dutch Truck Racing is organised in conformity with the provisions of the International Sporting Code and its appendices (The Code), the FIA Technical Regulations, General Prescriptions on circuits and the National Sporting Regulations of the KNAF. It will be run in conformity with these Dutch Truck Racing Sporting and Technical Regulations, and the KNAF Reglementen Boek 2026 and the Autorensport Reglement Nationaal 2026.

1.2 Officials

See Supplementary Regulations.

1.3 Competitor Eligibility Administrative Check

- 1.3.1 Place and time of the administrative check will be indicated on the invitation for the Event concerned. During the administrative check every Competitor/Driver must report in person.

The following will be checked:

- Competitor/Driver and Team licence.
- Registration form.
- Payment of the registration fee.
- Whether the registration form and the indemnity clause have been signed. This must be done by all Competitors/Driver of a team per registered truck.

- 1.3.2 Drivers must be in possession of a valid National Licence as minimum. For non KNAF licenced Drivers a permanent or per Event authorisation from the applicable ASN to compete in the Dutch Truck Racing Event must be available.

1.4 Registration numbers

1.4.1 Registration numbers will be the permanent competition numbers for the DTR Races.

1.5 Scoring and starting order

1.5.1 Points will be awarded to Competitors/Drivers listed as classified finishers in Final Results as follows:

Race in each Division: 1st – 25, 2nd – 22, 3rd – 20, 4th – 18, 5th – 16, 6th – 14, 7th – 12, 8th – 10, 9th – 8, 10th – 6, 11th – 4, 12th – 2.

Qualifying: Every round is 1 point with maximum of 8 points.

If two or more Drivers record identical fastest laps, each will receive the extra point(s).

1.5.2 When there are 3 races in one Event, the schedule will be like this:

- Qualifying score determines the starting order of race 1;
- Result of Race 1 determines the starting order of race 2 in reversed order;
- Result of Race 2 determines the starting order of race 3 in reversed order;

Reversed grid only if the racetrack regulations will allow this, and only the first 8.

1.5.3 When there are 4 races in one Event, the Dutch Truck Racing can decide to have 2 Qualifying sessions. The schedule will then be like this:

- Qualifying 1;
- Results of the Qualifying 1 determines the starting order of race 1;
- Results of Race 1 determines the starting order of race 2 in reversed order;
- Qualifying 2;
- Results of the Qualifying 2 determines the starting order of race 3;
- Results of Race 3 determines the starting order of race 4 in reversed order.

Reversed grid only if the racetrack regulations will allow this, and only the first 8 positions.

1.6 Awards

1.6.1 All Awards are to be provided by Dutch Truck Racing and individual Event organisers.

1.6.2 Per Round: At the discretion of the individual Event organizers.

1.6.3 If it benefits the race, Dutch Truck Racing can decide to create an A and B division with the approval of the Stewards.

2. Sporting Regulations – Judicial Procedures

Protests and appeals shall be covered by the International Sporting Code of the FIA. The protest deposit is regulated by the parent ASN, KNAF and in the Supplementary Regulations.

3. Sporting Regulations – Race Events & Race Procedures

3.1 Entries

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection date which shall be at least 10 days before each round.
- 3.1.2 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Competitor/Truck/Driver changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Competitor/Truck/Driver changes are made after publication of entry lists with final instructions the Competitor/Truck/Driver concerned will be accepted in accordance with FIA CSI Art. 9.13.

3.2 Drivers Briefings

Organisers should notify Competitors/Driver(s) of the times and locations for all Drivers Briefings in the Final Instructions for the Events. Competitors must attend all Driver Briefings.

3.3 Qualifying

- 3.3.1 The minimum period of qualifying to be provided is 20 minutes.
- 3.3.2 If a practice or qualifying session is interrupted, the CoC and or de RDis not required to resume or redo the session to meet the race criteria and the CoC's/RD decision is final.

3.4 Qualification criteria

- 3.4.1 No Driver may start in a race without taking part in the qualifying session in the Truck to be raced and complete at least one timed lap, except in a case of "force majeure" duly recognised by the Stewards. The concerned Driver must make a written request to the Stewards to participate in the race.
- 3.4.2 The CoC and/or Stewards shall have the right to exclude any Driver whose qualifying times or driving are considered to be unsatisfactory.

3.5 Races

- 3.5.1 The standard minimum scheduled distance shall be 20 minutes including formation round.

- 3.5.2 Between 2 races there should be at least two hours time in the schedule to prepare the Trucks again.

3.6 Race Starts

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all Trucks are released to form up on the grid to the start of the Green Flag lap(s) in the formation as specified on the track licence for each circuit or explained during the Drivers Briefings.
- 3.6.2 **Rolling Start:** in accordance with FIA Racing Trucks Technical Regulations 2026. The starting speed until the green light must not be less than 70 kph and must not exceed 90 kph. The RD may adapt the minimum speed according to the circuit and the weather
- 3.6.3 The use of tyre heating - heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any Truck removed from the grid after the 2 minute stage or driven into pits on formation lap shall be held in the pit lane and may start the race after the last Truck to take the start from the grid has passed the start line or pit lane exit, whichever is the later, when pit lane light has been set on green.
- 3.6.5 Any Driver unable to start the formation lap and any Driver unable to maintain grid positions on the formation lap to the extent that ALL other Trucks are ahead of them, may complete the formation lap but MUST remain at the rear of the last row of the grid, but ahead of any Trucks to be started with a time delay.
- 3.6.6 Excessive weaving to warm up tyres – using more than 50% of the track width and falling back in order to accelerate and practice start, is prohibited.
- 3.6.7 Once the Green Flag has been shown, the formation Lap / Race start procedure will be conducted, The starting speed until the green light must not be less than 70 kph and must not exceed 90 kph. The RD may adapt the minimum speed according to the circuit and the weather. If in the opinion of the CoC/RD or official race starter, any Truck/Competitor gains advantage, whether in advertently or not, by means of any action taken during a race start procedure, penalties may apply accordingly.

3.7 Practice/Qualifying or Race Stops

- 3.7.1 Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane or follow the instructions of the Officials.
- 3.7.2 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the

Circuit. This is the signal for all Drivers to cease circulating at racing speeds, to slow down to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Fermé area.

Trucks should **not** enter the Pits unless directed to do so **or unless repairs are necessary**.

Work on Trucks already in the Pits must cease when a race is stopped **and may only continue under the control of Scrutineers**. **Trucks which are in the pit lane or who enter the pit lane may ONLY re-start from the pit lane (not the grid) after all other Trucks have re-started.**

Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit lane behind those referred to above.

3.7.3 **Case A – Less than two laps completed by Race leader.**

The Race will be null and void. The race will restart from the original grid positions. Drivers unable to take the restart may be replaced by nominated reserves who will start from the pit lane in reserve number order and in front of any other pit lane starter. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the CoC or RD. Non-runners at the time of the stoppage (which have been recovered) can re-start from the pit lane behind those referred to above.

3.7.4 **Case B – More than 2 laps completed by Race leader but less than 75%**

The race may restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two (or part one if there is no restart). The length of the restarted race will be determined by the CoC or the RD. Only Trucks which are under their own power at the showing of the red flag will be classified and allowed to take the re-start.

3.7.5 **Case C - The leader has completed more than 75% of the race distance or duration**

The race shall definitive not be restarted, and the results will be declared in accordance with Autorensport Reglement Nationaal, Art 26, unless the CoC or RD in consultation with the Stewards deem it appropriate to restart the race.

3.8 **Scrutineering**

Trucks must be presented for scrutineering in a clean and tidy condition and any repairs should be to the highest possible professional standards, any Trucks presented for scrutineering that do not conform will be rejected.

3.9 **Re-Scrutineering**

Any Truck reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.10 **Pits and Pit Lane Safety**

3.10.1 Pits: Drivers must ensure that the Autorensport Reglement Nationaal, article 27 are always complied with.

- 3.10.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of vehicles at all times.
- 3.10.3 Refuelling: Refuelling is prohibited!
- 3.10.4 Speed: The speed of the Trucks in the pit lane is limited to 60 kph maximum. It will be monitored by the circuit by speed control system.
A fine of 15 euro per km/h in excess of the limit during the practice or qualifying and an Drive Through Penalty during race.

3.11 Race Finishes:

After taking the Chequered flag, the Drivers must, slow down progressively and safely, stay behind everyone else.

Drivers ahead of them return to the Pit Lane Entrance/Paddock Entrance as instructed and follow all directions given by Officials and to keep the helmets and harnesses on the circuit or in the pit lane, in Parc Fermé as indicated in the Special Regulations.

3.12 Results:

All practice time sheets, grids, race results are to be deemed PROVISIONAL until all Trucks are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedure.

3.13 Timing Modules:

- 3.13.1 Transponders
- 3.13.2 Competitors/Drivers may not place electronic timing equipment within five meters of the official start, finish or any other official time lines at any Event of test session/day. Any such equipment placed within these zones will be removed.

3.14 Driving Standards:

- 3.14.1 Unacceptable driving standards (Autorensport Reglement Nationaal, Art 23, and FIA CSI Appendix L, Chapter IV) will be handled by the CoC and RD. For the avoidance of doubt, **the white lines defining the track edges are considered to be part of the track, but the kerbs are not.**

Therefore, any Driver who is reported to be involved in cases of corner cutting / leaving the circuit and re-joining, placing wheels over the white lines / kerbs or other driving standards issues, including front / back or side / side contact may be subject to the following immediate penalties:

- 3.14.2 **During practice and / or qualifying:** The Driver concerned may be warned **no more than three times**, by means of the Black / White diagonal flag and number.

On a fourth occasion in the same session, the Driver will receive a grid place penalty applied. For any repeated infringements, the Driver will be Black Flagged and may be subsequently prevented from taking any further part in that session, by means of disqualification from that session.

- 3.14.3 **During race:** The Driver concerned will be warned only once. For a second infringement, the Driver concerned may be penalized with a drive through penalty in accordance with Autorensport Reglement Nationaal, Art. 14.

Should the Driver repeat the infringement again then he/she may be Black Flagged and may be subsequently prevented from taking any further part in that race.

- 3.14.4 A drive through penalty being imposed will be notified by the use of a board and number. This penalty must be taken within 3 laps of the notification being given. It will involve the Driver entering the pit lane, observing the pit lane speed limit (60 kph) between the 'in' and 'out' control lines, and exiting the pit lane to rejoin the race, without stopping at his/her pit.
- 3.14.5 Failure to comply with the drive through penalty as given, may under Autorensport Reglement Nationaal, he/she may be Black Flagged.
- 3.14.6 In the event that a drive through penalty described above cannot be imposed for operational reasons (i.e. within 3 laps of the end of a race or because multiple vehicles are contravening the Driving Standards Regulations), then the Driver(s) concerned may be given a **30 second** elapsed time penalty as an alternative. This penalty will be retrospectively added to the Driver(s) race time.

3.15 PACE Truck:

The use of a PACE Truck depends on the circuit where the race is held.

3.16 Tyres Race Trucks:

- 3.16.1 The maximum permitted nominal section width and actual width of the tyre when fitted to the rim is 315 mm.
- 3.16.2 All tyres must be to E.E.C. type approval standard (E.E.C. regulation 54) or equivalent.
- 3.16.3 All tyres fitted to the Truck must have a tread depth of **2.0 mm** minimum measured at the beginning of each race or practice. And all tyre carcasses must be of tubeless radial steel construction and **must not be damaged**.
- 3.16.4 Re-cut and/or hand grooved tyres are **not permitted**. Special tread patterns are not allowed, nor are any externally applied chemical compounds which may affect tyre grip.
- 3.16.5 The maximum cold inflation pressure must not exceed the tyre manufacturer's permitted pressure.
- 3.16.6 All tyres must have a speed rating of "L" or higher, and a load index of minimum 3,5 tons.
- 3.16.7 The tyre has to be manufactured up to 10 years ago from the start of the season. (i.e. for season **2026** tyres manufactured from **2016** onwards).
- 3.16.8 Any system allowing the Truck to be driven without pressure in the tyres is forbidden.

3.16.9 Retreaded tyres are not allowed.

4. Race Penalties

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: to be decided by the Stewards.
- 4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum Penalty:
to be decided by the Stewards.
- 4.1.3 Additional specific Competition penalties:
On application from the competition Coordinator / Organizers, the Stewards have the right to disqualify from the competition any Competitor/Driver found guilty of a serious driving or technical infringement.

4.2 Specific Penalties for Infringement of Technical Regulations

4.2.1 Maximum Speed - Speeding:

During Practice and Race, contravention of Regulation 5.3 (of these regulations) will invoke the following:

- | | | |
|--------------------------|--|--------------------------|
| A) During Practice | Loss of practice times and race start from back of grid. | |
| B) During Race: | | |
| 1. First contravention: | Speeding for a period of 2-3 sec. | 10 sec. penalty. |
| | Speeding for a period of 3-5 sec. | 20 sec. penalty. |
| | Speeding for a period up to 6 sec. | 30 sec. penalty. |
| | Speeding for a period of 7+ sec. | Disqualification. |
| 2. Second contravention: | Similar time penalties, added to those above. | |
| 3. Third contravention: | Disqualification. | |

- 4.2.2 Any Truck which exceeds 170 km/h will be disqualified from the race on the first contravention irrespective of the duration of the contravention.

4.2.3 Exhaust Smoke Emissions:

The Organizers may appoint one or more observers / Judges of Fact to check for excess exhaust smoke during all practices and races. Any Truck adjudged by a nominated Judge of Fact or duly appointed Scrutineer, to be emitting any visible smoke at any time during an Event, will immediately be shown the **Black and Orange** Flag, by decision of the CoC/RD.

If a Driver is stopped for smoke he shall be subject to penalties, applicable to the 2026 FIA EUROPEAN TRUCK RACING CHAMPIONSHIP and set down as follows:

- a) During Practice: **Loss of practice times and race start from back of grid.**
- b) During Race
- | | |
|--------------------------|--|
| 1) First contravention: | Allowed to re-start after adjustments, only once. |
| 2) Second contravention: | Not be allowed to re-start. |

These decisions (4.2.1. a & b and 4.2.2 of these regulations) will be without appeal. This regulation cannot be invoked as a reason for protest by Competitors.

4.3 Protest

Protests must be addressed and handed over in writing to the Chair Steward. In the absence of the Chair Stewards it must be handed over to one of the other Stewards. In the absence of the Stewards it must be handed over to the CoC or his assistant. A protest must contain at least the following items: date and time, which race, short description of the protest and signature of the Competitor/Driver. The time limit of a protest is defined in the FIA CSI, article 13.3.

4.4 Protest Fee

When submitting a protest, a protest fee must be paid immediately (in cash) in the amount of € 500,-. If a protest is rejected, the fee will not be returned.

5. Technical Regulations

5.1 Technical Regulations

- 5.1.1 For the Technical Regulations the association Dutch Truck Racing refers to (Appendix 6.4 of these Technical regulations):

FIA APPENDIX J 2026 - ARTICLE 290 - TECHNICAL REGULATIONS for Race Trucks (Group F)

WWW.FIA.COM

- 5.1.2 **Addendum** on the FIA Technical Regulations 2026

The following articles in the regulations are different at Dutch Truck Racing:

- 2.2** : Dutch Truck Racing will provide the measuring instruments.
- 2.2.1** : Dutch Truck Racing will not use a Lambda measuring device. Smoke is not allowed but this will be assessed by an independent expert.
- 2.2.2** : Dutch Truck Racing doesn't use the information of a data logger.
- 2.10.2** : Dutch Truck Racing allows front guards without plastic cover, up to the discretion of the series Technical Scrutineer.
- 2.13.1** : Dutch Truck Racing is recommending a rearward-facing camera, but not mandatory.
- 3.7.1.1** : Dutch Truck Racing approves, with approval of the Technical Delegate, a larger tank with a maximum of 100 litres.
- 3.7.2** : Dutch Truck Racing allows in individual cases, and with approval of the Technical Delegate, a dispensation from an electronically controlled fuel system may be granted if vehicle was not equipped with an electronically controlled fuel system in its year of manufacture.
- 3.10.3** : Dutch Truck Racing doesn't use Restrictors.
- 3.17.2** : Dutch Truck Racing allows other cabin shapes and designs, up to the discretion of the series Technical Scrutineer.
- 4.** : not applicable.

5.2 Fuel System

The fuel system on the Truck must be electronically controlled. An exception is made if the Truck in its original year of construction is not equipped with an electronically controlled fuel system.

5.3 Fuel to be used

It is mandatory to use HVO100 as fuel. If a check shows that a different fuel is being used, the Competitor/Driver will be disqualified.

5.4 Maximum Speed

All Trucks, regardless of class, must be equipped with a Dutch Truck Racing approved speed measuring / recording / limiting device. It is the Competitor's/Drivers responsibility to ensure that the speed-measuring device is fully operational throughout the whole Event and correctly calibrated. In either case the device must be installed and operated in accordance with the device manufacturer's instructions.

The maximum permitted speed is 160 km/h

Competitors whose Trucks have been shown by any of the above detailed devices to have exceeded this maximum shall be subject to penalties, applicable to the 2026 FIA EUROPEAN TRUCK RACING CHAMPIONSHIP and set down herewith in Regulation 4.2. Clark of the course or the RD will make the penalties, informed by DTR organization.

The Dutch Truck Racing and Race Organizers, at their discretion may supplement or substitute equipment or carry out any other measures as they deem to be suitable to perform checks to confirm that competing Trucks are not exceeding the stated maximum speed.

6. Appendices

6.1 Race Organizing Clubs & Circuits

6.2 The Dutch Truck Racing Contacts:

Race Coordination:	Jip van Wissen / Alex Naaborg
Paddock relegating coordinator:	Frans Smit / Bert Broesder
Truck Scrutineering coordinator:	Alex Naaborg/Co de Wit
Press coordinator:	Jip van Wissen / John van Dieten
Competitor relations officer:	John van Dieten

6.3 Commercial Undertakings

6.3.1 Paddock layout:

It is a condition of acceptance / registration into this races that Drivers and teams observe the requirements of the Dutch Truck Racing Committee in respect of the planning / layout of the Event paddocks. A nominated member of the Dutch Truck Racing Committee will take responsibility for the co-ordination of paddock layouts and should that nominee require a team or teams to move or re-align themselves to lay out the paddock in a certain way, then that team or teams will comply. Failure to comply with such requests will result in the Dutch Truck Racing Committee levying a non-returnable fine (maximum € 600). Failure to pay such a fine will involve exclusion from the Event.

6.3.2 Anti-social behaviour:

All Competitors/Drivers must note that there is a requirement for everyone that is staying in the paddock overnight to respect the right to the “quiet enjoyment” of others. Therefore, no Competitor/Driver or associated person shall cause nuisance by means of their unreasonable behaviour whilst in or around the paddock at any time of the day or night. This includes the playing of loud music and the use of noisy generators after 11:00pm at night. Any Competitor found in breach of these requirements shall be subject to penalties which may include exclusion from the Event, and / or removal from the premises of the venue/Event.

6.4 FIA Appendix J 2026 Article 290 Racing Trucks Technical Regulations.

6.5 E.E.C. regulation 54 (type approval standard for tyres).