

SUPERCARS OPERATIONS MANUAL 2025

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SUPERCARS OPERATIONS MANUAL 2025

DIVISION “C” – VCS TECHNICAL RULES

C1. GENERAL

C1.1 Preamble

- 1.1.1 This Division C applies only to the VCS.
- 1.1.2 A Car must remain identical and must be constructed in accordance with the GSD except for the freedoms allowed, and to the extent permitted, by the Rules.
- 1.1.3 A Car must remain identical in all respects to the particular model of Car as defined in the relevant VSD and ESD except for the freedoms allowed, and to the extent permitted, by the Rules.
- 1.1.4 No part of a Car may be modified and/or deleted and/or added to unless permitted by the Rules.
- 1.1.5 In all circumstances the primary function of any component or configuration is the overriding factor in determining its compliance with the Rules. Any secondary function/s, unless specifically permitted by the Rules, are not permitted.
- 1.1.6 For clarification, in these Rules, unless it says that you can, then you cannot.

C1.2 Model Eligibility

- 1.2.1 Only the makes and models of Cars, as detailed in the table below and for which a VSD and ESD are available, are eligible for Competition:

Eligible makes and models of Cars		
Year	Ford	General Motors
2025	Ford Mustang GT (S650)	Chevrolet Camaro ZL1-1LE

- 1.2.2 Supercars reserves the right to add and/or remove makes and models of Cars to the above table.

C1.3 GMM Overriding Authority

- 1.3.1 Traction control is prohibited.
 - 1.3.1.1 The GMM in his sole discretion, which will not be subject to any protest or appeal, has the right to deem any form of program, device, system, component(s), mechanism(s) as traction control.
- 1.3.2 Aerodynamic enhancement is prohibited.
 - 1.3.2.1 The GMM in his sole discretion, which will not be subject to any protest or appeal, has the right to deem any form of program, device, system, component(s), mechanism(s) as an aerodynamic enhancement.
- 1.3.3 Fuel trimming during a race is prohibited.
 - 1.3.3.1 The GMM in his sole discretion, which will not be subject to any protest or appeal, has the right to deem any form of program, device, system, component(s), mechanism(s) that aid the Driver in adjusting or trimming the air fuel mixture during a race as fuel trimming.

C2. COMPLIANCE

C2.1 General

- 2.1.1 A Car must comply with the GSD, relevant VSD, ESD and the Rules.
- 2.1.2 A Car must be constructed in accordance with the GSD and comply with all aspects of the relevant VSD, ESD and the requirements of the Rules.
- 2.1.3 A Car must comply with the relevant sections of [Article 277 of Appendix J](#) Category II SH to the ISC of the FIA.
- 2.1.4 All Control Components are listed in the GSD, VSD and ESD and must always comply with the definition of a Control Component.
- 2.1.5 All Control Specification Components are listed in the GSD, VSD and ESD and must always comply with the definition of a Control Specification Component.
- 2.1.6 Each Competitor is responsible for ensuring that their Car complies with the conditions of eligibility contained in the Rules throughout each Event and all Supercars authorised activities including all rides and at a Supercars Test Days as described in Rule D1, unless instructed by the GMM.
 - 2.1.6.1 The testing of non-homologated parts must be requested in writing to the GMM for approval prior to the testing occurring.
- 2.1.7 The acceptance of the targeted scrutiny declaration conditions will be deemed to be an implicit statement by the Competitor of conformity with the Rules.
- 2.1.8 It is the Competitor's responsibility to ensure all required Supercars seals are affixed prior to the first qualifying Session at an Event.
 - 2.1.8.1 It is the Competitor's responsibility to ensure all Supercars seal affixed by any Supercars' official remains intact.
 - 2.1.8.2 No Supercars seal may be removed at any time without prior written approval of the GMM.

C2.2 Examination for Eligibility

- 2.2.1 Should the GMM suspect at any time that a Car does not comply with the Rules, the Competitor, or Authorised Representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- 2.2.2 Any comment so made may be recorded by the GMM, and subsequently may be presented at any Stewards' Hearing.
- 2.2.3 Should the GMM fail to receive an adequate comment on the suspected or alleged ineligibility, which the GMM alone has sole discretion to consider as adequate, the GMM may require the Car or component to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- 2.2.4 At the direction of the Stewards, any components or parts of a Car may be sealed by the GMM for examination by the GMM.
 - 2.2.4.1 For any item sealed and/or identified by any means by the GMM, it is the Competitors responsibility to ensure the item, which may include removable part/s, complies with all conditions of eligibility contained in the Rules.

C2.3 Disputes

- 2.3.1 In the case of a dispute about a Car's compliance with any of the provisions of the Rules, such dispute will be referred to the Stewards by the RD or DRD for determination.
- 2.3.2 The Stewards will conduct a Hearing into the issue and may make any decision thereon.

- 2.3.3 If, during any such Hearing, the Stewards determine that the matter is of a technically complex nature the Stewards:
 - 2.3.3.1 will refer only the technical issue to the GMM for a determination; and/or
 - 2.3.3.2 may adjourn the Hearing until the determination of the GMM is received; and
 - 2.3.3.3 subsequently resume and complete the Hearing and make a decision taking into account the determination of the GMM.
- 2.3.4 The determination of the GMM will be unconditionally binding on any Stewards' Hearing in regard to that issue.

C2.4 Minor Non-Compliance

- 2.4.1 The GMM, having noted an area of minor non-compliance, may endorse the Car's Motorsport Australia log book with an entry regarding rectification of the non-compliance.
- 2.4.2 Having so endorsed the Car's Motorsport Australia log book, before the Car is permitted on to the Circuit, the GMM must send to the Stewards the Car's Motorsport Australia log book and a note in the following form:

"In my view, the minor non-compliance noted in the log book of this Car does not improve the performance to such an extent that the Car should be disqualified from this Event, and thus it may compete in this condition for this Event only."
- 2.4.3 Upon receipt of the note referred to in Rule C2.4.2, the Stewards may then permit the Car to participate in the Event subject to the endorsement being countersigned by the Stewards in the Car's Motorsport Australia log book.
- 2.4.4 If the Stewards have specifically approved the participation of a Car notwithstanding an endorsement in its Motorsport Australia log book pursuant to Rule C2.4.1, then no protest or appeal on that ground by any other person will be accepted in respect of that Event.
- 2.4.5 Where a question of eligibility is raised during or after Competition and that matter would have been treated as a "minor ineligibility" if raised at scrutiny the Stewards may treat the matter post event in the manner as determined above.

C2.5 Repairs

- 2.5.1 Any repairs or replacements must take full account of engineering integrity and safety.
- 2.5.2 The GMM has the right to consider the engineering integrity and safety of any modifications carried out and to require corrective action if appropriate.
 - 2.5.2.1 Should the GMM deem it necessary to inspect any repairs, all costs incurred by Supercars to carry out the required inspections must be met in full by the Competitor.
- 2.5.3 Restoration of Bodywork and Chassis geometry following accidental damage is permitted only using approved panels and parts or by the addition of materials necessary to affect the repairs (e.g.: body filler, weld metal).
- 2.5.4 Any repairs to the Chassis must respect the GSD and VSD.
 - 2.5.4.1 Any repairs to the Chassis must be carried out by an ACA.

C3. SCRUTINEERING

C3.1 Targeted Scrutiny

- 3.1.1 In Australia, each Car will be subject to the provisions of the targeted scrutiny program for each Event. The targeted scrutiny program is an ongoing program which is based on a combination of routine and random audits of Cars and Driver's apparel to ensure that all equipment remains in compliance with the Rules. Routine audits will be conducted on a Car every 12 months or at every 4th Event, whichever comes first.
- 3.1.2 Outside Australia, other requirements may apply in which case the details will be included in the Supplementary Regulations.

C3.2 Onus on Competitor

- 3.2.1 The onus is on the Competitor to ensure full compliance with all provisions of the targeted scrutiny program as follows:
- 3.2.1.1 By signing the Entry Registration Form and the Authorised Representatives Briefing attendance sheet for an Event, the Authorised Representative of a Car presented at an Event agrees to abide by the conditions described in the "Declaration of Conformity".
- 3.2.1.2 Each Car that is selected for an audit at an Event under the targeted scrutiny program must be presented in a complete and finished state at the time advised by the GMM.
- 3.2.1.3 Driver's apparel will be subject to random audits throughout the Event and must be made available for inspection at any time as requested by the GMM.

C3.3 Location of Targeted Scrutiny

- 3.3.1 Targeted scrutiny audits will be carried out at each Competitor's assigned Pit Garage or other area as determined by the GMM.

C3.4 Equipment to be Scrutineered

- 3.4.1 In addition to the audits carried out under the targeted scrutiny program, the following equipment must also be presented to the GMM for inspection and approval at each Event:
- 3.4.1.1 two (2) x 9 kg fire extinguishers, pressure vessel certification, all Driver's equipment including but not limited to: helmet, FHR device, overalls, underwear, balaclava, gloves, shoes; and,
- 3.4.1.2 for Events requiring refuelling during a race, all pit crew apparel and refuelling equipment (including all components of the Refuelling Churns or Refuelling Towers as needed).

C3.5 Additional Scrutineering

- 3.5.1 The GMM has unfettered discretion to carry out or require additional scrutineering.
- 3.5.2 The GMM may at any time:
- 3.5.2.1 check the eligibility of a Car;
- 3.5.2.2 require a Car to be sealed and/or dismantled to ensure that the conditions of eligibility and/or safety are fully satisfied;
- 3.5.2.3 require a Competitor to supply to the GMM or the Stewards such parts or samples as may be specified by the GMM; and

- 3.5.2.4 require that any components or parts of a Car be sealed for examination by the Stewards or by the GMM.

C3.6 Changes/Modifications to Cars

- 3.6.1 If at any time after the commencement of an Event, a Car has been dismantled or modified in any way which may affect the safety of the Car or which raises any question about its eligibility, or which is involved in an Incident which has similar results, it must be re-presented to the GMM for scrutineering approval prior to being permitted back on the Circuit.

C3.7 Prohibition of Unsafe Cars

- 3.7.1 Any Car may be prohibited by the GMM from participating in any Competition for safety reasons.

C3.8 On Track Incidents

- 3.8.1 The RD or the GMM may require any Car involved in an Incident to be stopped at its Pit Bay to be further examined and checked.

C3.9 No Replacement Cars

- 3.9.1 Replacement Cars are not permitted after the commencement of an Event.

C3.10 Prohibited Work

- 3.10.1 During any race, it is forbidden to change cylinder blocks (crankshaft case and cylinders) or the Chassis, under Penalty of disqualification.

C3.11 Accidents and Scrutineering

- 3.11.1 Damage incurred by a Car during any Competition may render it liable to being shown the black flag with orange disc and consequently requiring an immediate return to the Pit Lane for examination by the GMM.
- 3.11.2 Following any necessary rectification and subsequent to a satisfactory examination by the GMM, the Car may re-join the Circuit at the discretion of the RD.
- 3.11.3 A Car withdrawn from any Competition due to accident damage must be inspected by the GMM before it is permitted to continue to participate in the Event.

C4. CONSTRUCTION & MODIFICATION

C4.1 Minimum Weight

- 4.1.1 The minimum weight of a Car is 1340 kg and will include the weight of the Driver wearing their complete Driver's apparel as detailed in Rule D23.1 and D23.3, as recorded by the GMM, or with the Driver on board.
- 4.1.1.1 The GMM reserves the right to reweigh the Driver at any point during the Season.
- 4.1.2 At each Endurance Event the following will apply:
- 4.1.2.1 Each Car will have a calculated Average Driver's Weight, which is the average of the Primary Driver's weight and nominated additional Driver's weight.
- 4.1.2.2 The minimum weight of 1340 kg applies to any Driver who takes part in any qualifying Session.
- 4.1.2.3 For all other Sessions, either:
- a) Where the Primary Driver's weight is greater than the Average Driver's Weight, the minimum weight of 1340 kg applies using the Average Driver's Weight; or
 - b) Where the Primary Driver's weight is less than or equal to the Average Driver's Weight, the minimum weight of 1340 kg applies using the Primary Driver's weight.
- 4.1.3 The minimum front axle weight of a Car is 725 kg, and will be measured as follows:
- 4.1.3.1 at the front axle centreline; and
- 4.1.3.2 with the Driver wearing their complete Driver's apparel on board; or
- 4.1.3.3 with weights placed in the seat to replicate the Driver's recorded weight.
- 4.1.4 The minimum weights stated in Rules C4.1.1, C4.1.2 and C4.1.3 must be achieved both during and immediately after any Competition at an Event, with the exception that during any Competition in which refuelling is permitted, the minimum weights must be achieved without fuel.
- 4.1.5 There is no requirement for a Car to be fitted with a dummy boot camera or boot camera ballast.
- 4.1.6 If a Car is not fitted with a broadcast Roof Camera as supplied by Supercars it must have fitted a Dummy Roof Camera as specified and in accordance with the GSD and relevant VSD.
- 4.1.7 Supercars reserves the right at all times to amend the weights of Cars in the interests of equitable Competition.

C4.2 Car and Driver Ballast

- 4.2.1 It is permitted to complete the Minimum Weight of a Car by one or several units of ballast provided that each unit:
- 4.2.1.1 is a strong and unitary block; and
- 4.2.1.2 is fixed by means of tools; and
- 4.2.1.3 must be attached to the Chassis via minimum grade 8.8 bolts as per the GSD; and
- 4.2.1.4 Is fixed with bolts with a minimum diameter of 8 mm for each fixing point; and
- 4.2.1.5 must have at least two (2) fixing points; and
- 4.2.1.6 has the ability to affix scrutineering seals as per the GSD; and
- 4.2.1.7 must not weigh more than 10 kg; and

- 4.2.1.8 must be fitted as per the GSD; and
- 4.2.1.9 is made of a material which has a maximum relative density of 12 (twelve).
- 4.2.2 Each Car must have the provision to affix Car Centre of Gravity (CoG) ballast as specified and in accordance with the relevant VSD.
 - 4.2.2.1 There must be provision to affix scrutineering seals to the Car CoG ballast.
- 4.2.3 The minimum Driver mass is 95 kg which will include the following:
 - 4.2.3.1 Driver's weight with his/her complete apparel as detailed in Rule D23.1 and D23.3 and recorded by the GMM; and
 - 4.2.3.2 any additional ballast, or raiser blocks for the Standard seat, part number RT4129HRW-G3, which will be considered Driver ballast.
- 4.2.4 Driver ballast must only be carried within the cockpit as specified and in accordance with the GSD.

C4.3 Freedoms Permitted

- 4.3.1 No modifications to a Car as described in the GSD or relevant VSD and ESD will be permitted unless specifically permitted by the Rules and approved by the GMM:
 - 4.3.1.1 holes providing minimal clearance are permitted to be drilled/made, solely to allow the passage or fixing of a component permitted by the Rules;
 - 4.3.1.2 brackets and/or mounting points are permitted to be added to mount other accessories following prior approval of the GMM.
- 4.3.2 Any device or equipment with a mass of over 300g mounted inside the cockpit must be fastened in a manner such that it can withstand an impact of 25G.
 - 4.3.2.1 If Dual Lock or equivalent is used to fasten the device or equipment, a secondary means of fastening must be used.

C4.4 Additional Accessories and Devices

- 4.4.1 Accessories and devices which have no influence on a Car's behaviour are permitted subject to the prior approval of the GMM. For example, equipment which improves the comfort of a Car's interior (lighting, heating/cooling, etc.). In no case may these accessories and devices increase the engine power or influence the steering, artificially vary the temperature of any part of the Car (with exception of Driver cooling), transmission, brakes or road holding, either directly or indirectly, unless permitted within the Rules or listed below.
 - 4.4.1.1 Teams are permitted to heat engine oil, engine water, and transaxle oil via an external closed loop fluid heater whilst in the garage.
 - 4.4.1.2 Teams are permitted to use a heating pad fitted to the oil tank as specified in the GSD.
 - 4.4.1.3 Teams are permitted to blank the front facia air intakes for the retention of heat whilst in the garage.
- 4.4.2 Where a model of Car has a display screen in the centre area of the dash, it is permitted to install a screen in that Car for the sole purpose of displaying sponsor logos. Its location and size must be as per the VSD.
 - 4.4.2.1 The screen may not, at any time, have active wireless or Bluetooth connectivity, nor a sim card or eSIM functionality enabled.

C4.5 Composite Components

- 4.5.1 Composite Components are not permitted unless specified in the GSD, VSD and ESD.

C4.6 Exotic Materials

- 4.6.1 The following materials must not be used in the construction or modification of a Car, except if contained in the GSD, VSD and ESD or where specifically permitted by the Rules:
- 4.6.1.1 Titanium / Titanium alloy
 - 4.6.1.2 Metal matrix composite (MMC) materials
 - 4.6.1.3 Inter-metallic materials (Ti-Al, Fe-Al, Ni-Al, Ni-Co)
 - 4.6.1.4 Iridium alloys
 - 4.6.1.5 Rhenium alloys
 - 4.6.1.6 Alloys containing more than 5% Beryllium
 - 4.6.1.7 Ceramic components and ceramic coatings

C4.7 Manufacturing and Measuring Tolerances

- 4.7.1 When a Car is being examined, all measurements and tolerances will be those stated in the Rules, GSD, the relevant VSD and ESD.
- 4.7.2 Where a measurement is specified as a maximum or a minimum value, this represents the limit of the permitted variation and no further tolerance will be applied.
- 4.7.3 All measurements will be taken at ambient temperature except where specified.
- 4.7.4 Any dispute regarding the compliance of a Car with any measurements in the Rules will be assessed, where appropriate, by the inspection of samples either physical or electronic held by Supercars or the Rules.

C4.8 Vehicle Datums

- 4.8.1 The X-axis represents the longitudinal axis with its positive element pointing to the rear of the Car.
- 4.8.2 The Y-axis represents the lateral axis with its positive element pointing to the right when seated normally in the Car.
- 4.8.3 The Z-axis represents the vertical axis with the positive element pointing upwards.
- 4.8.4 Supercars datum, or origin point, is where:
- 4.8.4.1 X=0mm is represented by the rear faces of the rectangular hollow section members SCC-102-A01-037 and SCC-102-A01-038 of the welded centre section of the Chassis.
 - 4.8.4.2 Y=0mm is represented by the mid-point between the inside faces of plate members SCC-102-A01-165 and SCC-102-A01-166 of the welded centre section.
 - a) This is considered the centreline of the Car about which left-hand and right-hand items are mirrored.
 - 4.8.4.3 Z=0mm is represented by the bottom faces of the rectangular hollow section members SCC-102-A01-033 and SCC-102-A01-034 of the welded centre section of the Chassis.
- 4.8.5 All dimensions relating to the construction and or modification of a Car will be taken in race condition without the Driver on board and will be expressed, where appropriate, in terms of a distance from the fixed datum origins.
- 4.8.6 For all items that are duplicated symmetrically about the Car centreline, only the positive value has been stated.
- 4.8.7 A tangible reference point must be affixed to the Chassis as specified and in accordance with the GSD.

C4.9 General Dimensions

- 4.9.1 At all times, each Car must comply with the general dimensions as specified and in accordance with the GSD and relevant VSD.
- 4.9.1.1 The measurements must be met on any type of Control Tyre as listed in Rule D17.1.9.
- 4.9.1.2 The measurements will be taken with a maximum tyre pressure of 31 psi.

C5. SAFETY EQUIPMENT**C5.1 Seats**

- 5.1.1 The Driver's seat must be as specified and installed in accordance with the GSD.
- 5.1.2 The Driver's Seat and insert must be as specified and in accordance with [FIA – Appendix J – Article 253 ART 16](#).
- 5.1.3 Each Competitor must have a Car which can be fitted with the required safety equipment to undertake passenger rides when required.

C5.2 Leg Protection

- 5.2.1 Each Car must be fitted with leg protection as specified and installed in accordance with the GSD.

C5.3 Safety Harness

- 5.3.1 A Car must be fitted with a safety harness that complies with the requirements of FIA Standard 8853-2016, for each seat fitted in the Car, and must be fitted and worn as required by the Rules.
- 5.3.2 The safety harness must be installed and used in compliance with Articles 6.2 and 6.3: Safety Belts - [Article 253 of Appendix J](#) to the ISC of the FIA.
- 5.3.3 It is not permitted to attach any type of elastic or other springing medium/device to the shoulder elements of the approved safety harness.
- 5.3.4 The safety harness of any Car involved in any accident must be inspected by the GMM at the relevant Event. If appropriate, the Motorsport Australia Log Book will be endorsed with a requirement by the GMM that the safety harness be replaced.

C5.4 Racing Nets

- 5.4.1 Each Car is required to have fitted Racing Nets in accordance with FIA 8863 2013 (FIA Technical List N° 48). These nets must be fitted in accordance with the FIA and manufacturer instructions and as specified in the GSD.
 - 5.4.1.1 Quick release system of Racing Nets must be both operated by the Driver when in their seated racing position with tightened seatbelts and by officials.
- 5.4.2 Where any Car is used to carry a passenger while on the Circuit, the Car must also be fitted with a passenger's side window net. All window nets must comply with the requirements of Article 11: Windows/Nets - [Article 253 of Appendix J](#) to the ISC of the FIA.
 - 5.4.2.1 They must be affixed to the ROPS above the relevant window by means of a rapid release system so that, even when the Car is inverted, it must be possible to detach the window net with one (1) hand.
 - 5.4.2.2 The window net when released from its operational position must retract so as not to impinge on the door opening when the Car is inverted.

C5.5 Roll Over Protection Structure "ROPS"

- 5.5.1 Each Car must be fitted with a ROPS that is constructed in accordance with the GSD and the Motorsport Australia issued Safety Cage Certificate Number 61-00721 which complies with the requirements of Article 8: Rollover Structures - [Article 253 of Appendix J](#) to the ISC of the FIA.

- 5.5.2 In accordance to [Appendix J Article 253](#) of the ISC, all tubes of the cage identified by drawing 253-68 and all roof reinforcements must be fitted with padding compliant with FIA standard 8857-2001, type A (see FIA [technical list n°23](#) "Roll Cage Padding Homologated by the FIA"). Each padding must be fixed in such a way that it is not moveable from the tube. Padding is compulsory only on the Driver's side, except for a passenger session, where it must also be fitted to the passenger side.

C5.6 Fire Extinguisher Systems

- 5.6.1 Each Car must be fitted with a fire extinguisher system as specified and installed in accordance with the GSD, which complies with the requirements of Extinguisher Systems - [Article 253 of Appendix J](#) to the ISC of the FIA.

C5.7 Tethers

- 5.7.1 At all times when on the Circuit, each Car must be fitted with tethers as specified and installed in accordance with the GSD.
- 5.7.2 The Team is responsible for the integrity of all tethers and their required replacement.

C6. BODY REQUIREMENTS**C6.1 Bodywork**

- 6.1.1 All Bodywork must be identical to the samples both physical and/or electronic submitted by each Homologation Team and recorded by Supercars in the VSD following the homologation process.
- 6.1.2 All Bodywork must be:
 - 6.1.2.1 used exclusively and in their entirety; and
 - 6.1.2.2 fitted as specified in the VSD; and
 - 6.1.2.3 used only for authorised Supercars activities; and
 - 6.1.2.4 purchased from the approved supplier/s as listed in the VSD.
- 6.1.3 The bonnet and boot must be secured, by at least two (2) separate fasteners for the bonnet and two (2) separate fasteners for the boot, notwithstanding the hinging arrangements.
- 6.1.4 For the purpose of sealing the External Bodywork in accordance with the VSD, it will be permitted to utilise the OEM bodywork sealing rubbers or an alternative aftermarket sealing rubber that is visually similar to and performs the same function as the OEM bodywork sealing rubber and/or as indicated in the VSD.

C6.2 Front Bumper Bar Air Intakes

- 6.2.1 It is permitted for brake duct air intakes in the front bumper bar to be partially blanked as specified in the VSD.
- 6.2.2 It is not permitted to blank the radiator air intake.
- 6.2.3 It is not permitted to blank the engine air intake.

C6.3 Windscreens

- 6.3.1 The front and rear windscreens must be as specified and installed in accordance with the relevant VSD.
- 6.3.2 If as a result of damage, it is necessary to remove the front windscreen a replacement front windscreen must be fitted. The fitment and retention of the replacement windscreen must be inspected by the GMM prior to that Car being allowed to re-join the Circuit.
- 6.3.3 It is permitted to fit tear offs to the front windscreen.
 - 6.3.3.1 Tear offs must be purchased from the approved supplier as listed in the relevant VSD.

C6.4 Doors

- 6.4.1 Each door must be as specified and installed in accordance with the relevant VSD.
- 6.4.2 Each Car must be fitted with a side impact protection device on the Driver's side as specified in the relevant VSD.
- 6.4.3 The windows in each door must be as specified and installed in accordance with the relevant VSD.
- 6.4.4 The window handle hole as specified in the relevant VSD must remain open at all times.
- 6.4.5 The window must be able to be removed by an Official at any time.

C6.5 Rear Vision Mirrors

- 6.5.1 A Car must be fitted with an internal rear vision mirror which has a reflecting surface of at least 5000 mm², and the mirror must provide an unobstructed view to the rear of the Car.
- 6.5.2 A Car must be fitted with both a left-hand and right-hand side external rear vision mirror.
- 6.5.3 Unless otherwise permitted by the Rules, all external mirrors must remain as specified in the relevant VSD.
 - 6.5.3.1 It is permitted to remove the standard adjustment mechanism and replace it with a fixed or adjustable support for the mirror.

C6.6 Tow Hooks and Vehicle Recovery

- 6.6.1 A Car must be fitted:
 - 6.6.1.1 with two (2) front and two (2) rear external towing straps which must be as specified and installed in accordance with the relevant VSD.
 - 6.6.1.2 with two (2) front and two (2) rear internal towing straps which must be as specified and installed in accordance with the GSD.
 - 6.6.1.3 If a cable tie is used, it must be visible and a contrasting colour to the towing strap.
 - 6.6.1.4 The tow strap is required to be a contrasting colour to the surrounding bodywork.

C6.7 Aerodynamics

- 6.7.1 Other than the Bodywork as specified and in accordance with the relevant VSD, no part of a Car is permitted which actually or potentially increases downforce or reduces drag.
- 6.7.2 Bodywork as specified and in accordance with a VSD, must not have any degree of freedom of movement or deflection from its intended and statically installed position.
- 6.7.3 The GMM may at any time require:
 - 6.7.3.1 any sensor/s to be fitted to a Car to measure the aerodynamic performance of a Car; and
 - 6.7.3.2 any Car to be tested for aerodynamic performance by any means and at any location to ensure aerodynamic parity.

C7. SUSPENSION**C7.1 Springing Medium**

7.1.1 The springing medium must consist of one (1) spring on each corner of a Car.

7.1.2 The springing medium must be as specified and installed in accordance with the GSD.

C7.2 Front Suspension

7.2.1 The front suspension must be as specified and installed in accordance with the GSD.

C7.3 Front Upright

7.3.1 The front upright must be as specified and installed in accordance with the GSD.

C7.4 Rear Suspension

7.4.1 The rear suspension must be as specified and installed in accordance with the GSD.

C7.5 Rear Upright

7.5.1 The rear upright must be as specified and installed in accordance with the GSD.

C7.6 Anti-Roll Bars

7.6.1 The anti-roll bar assemblies must be as specified and installed in accordance with the GSD.

7.6.2 The adjustment of the anti-roll bars is not permitted to be generated and controlled by the Driver. Any adjustments of the anti-roll bars conducted during a Session are only permitted during a pit stop, using hand tools.

C7.7 Not in use**C7.8 Control Dampers**

7.8.1 The damper assembly must be as specified and installed in accordance with the GSD.

7.8.2 The only form of droop control permitted is the open length of the damper.

C8. ENGINE**C8.1 General**

- 8.1.1 An ESD will detail an engine specification permitted for use in the Category.
- 8.1.2 Cars must only be fitted with an engine as detailed in an ESD relevant to that make of Car.
- 8.1.3 The maximum engine capacity is specified in the relevant ESD.
- 8.1.4 The maximum engine AEP and EPWA is specified in the relevant ESD.
- 8.1.5 Each engine must have provision to affix scrutineering seals as specified and in accordance with the relevant ESD.
 - 8.1.5.1 There must be provision to affix seals to engine minimum weight and Engine Centre of Gravity (CoG) ballasts.
 - 8.1.5.2 It is the Team's responsibility to ensure any engine installed in a Car is sealed prior to the commencement of any track activity.
 - 8.1.5.3 It is the Team's responsibility to ensure any Engine minimum weight and CoG ballast installed in a Car is sealed prior to the commencement of any Track activity.
 - 8.1.5.4 Once sealed, all seals must always remain intact and legible.
 - 8.1.5.5 These seals must only be removed by the GMM or with the express prior approval of, and subject to the conditions of, the GMM.

C8.2 Not in use**C8.3 Cooling System**

- 8.3.1 The water radiator must be installed as specified and in accordance with the GSD.

C8.4 Exhaust System

- 8.4.1 The exhaust system must be installed as specified and in accordance with the relevant ESD and VSD.
- 8.4.2 Each Car must be fitted with effective mufflers as specified and in accordance with the relevant ESD and is required to diminish the sound of the engine exhaust noise so that the maximum exhaust noise does not exceed 95 dB(A) measured at 30m from the side of the Circuit by approved measuring equipment.

C8.5 Inlet System

- 8.5.1 The inlet/induction system must be installed as specified and in accordance with the relevant ESD and VSD.

C8.6 Engine Mounting and Location

- 8.6.1 The engine mounting system and location must be installed as specified and in accordance with the relevant ESD and GSD.

C8.7 Not in use**C8.8 Engine Minimum Weight and Engine Centre of Gravity (CoG)**

- 8.8.1 The total minimum engine weight is specified in the relevant ESD.
- 8.8.2 The Centre of Gravity (CoG) of any engine is specified in the relevant ESD.
- 8.8.3 Ballast to comply with the engine minimum weight and/or engine CoG must be affixed as specified in the relevant ESD.

C8.9 Not in use

C8.10 Not in use

C8.11 Engine Log

8.11.1 Each Team will be required to fully complete and lodge an engine log via the portal for each engine in the Team's possession.

8.11.1.1 The completed log, in its entirety, must be submitted to the GMM prior to the Competitors Authorised Representatives Briefing in the week each Event is held.

8.11.1.2 Failure to complete an engine log accurately and fully within the specified timeframes will be a breach of the Rules.

C8.12 Engine Parity

8.12.1 The GMM may at any time require the engine of any Car to be tested for power output by any means and at any location to ensure engine parity.

8.12.2 The requests of the GMM regarding engine parity will not be subject to protest or Appeal.

C9. FUEL SYSTEM

C9.1 Fuel Tank Requirements

9.1.1 Each Car must be fitted with the fuel cell, internal components and housing as specified and installed in accordance with the GSD.

C9.2 Fuel Pressure

9.2.1 The fuel pressure regulator must be as specified and installed in accordance with the GSD.

9.2.2 At all times when the Throttle Servo Position exceeds 94.9% the maximum permitted fuel pressure is 5.5 bar.

C9.3 Fuel Lines

9.3.1 Each Car must be fitted with the fuel lines as specified and installed in accordance with the GSD and relevant ESD.

C9.4 Capacity

9.4.1 Each Car is required to ensure the total capacity of the entire fuel system must not exceed the marked volume of the Supercars fuel tank capacity checking vessel as specified for each Circuit in the table below.

9.4.2 The total capacity must not exceed the marked volume of the Supercars fuel tank capacity checking vessel and as prescribed in the relevant procedure document.

Circuit	Approximate volume of capacity checking vessel in litres
Adelaide Parklands 2 Circuit	133
Albert Park Grand Prix Circuit	133
Hidden Valley Raceway	133
Mt Panorama Circuit	118
Queensland Raceway	133
Sandown International Raceway	133
Surfers Paradise Street Circuit	133
Sydney Motorsport Park	133
Symmons Plains International Raceway	133
Taupō International Motorsport Park	133
The Bend Motorsport Park	118
Townsville Street Circuit	133
Wanneroo Raceway (Carco.com.au)	133

C9.5 Fuel Tank Vent

9.5.1 Each Car must be fitted with a fuel tank vent as specified and in accordance with the GSD.

C9.6 Fuel Filler

9.6.1 At all Events, each Car must be fitted with a fuel filler, on the Circuit-specific side, as specified and in accordance with the GSD and the relevant VSD. During any Event where all races have a scheduled distance of less than 190km in duration, the fuel filler must be fitted on the Circuit-specific side for the following Event in the Championship.

C10. DRIVETRAIN**C10.1 General**

- 10.1.1 Each Car must be fitted with all of the relevant drivetrain components as specified and installed in accordance with the GSD.

C10.2 Transaxle

- 10.2.1 Each transaxle is required to be filled with fully synthetic gearbox oil of 75W90 grade.
- 10.2.2 All replacement parts will be required to be purchased through Xtrac and conform to the parts specified in the GSD.
- 10.2.3 Reverse gear must be able to be selected by the Driver seated normally in the Car with the safety harness correctly fastened.
- 10.2.4 It is permitted to mount a permanent line with a drybreak coupler at each end for the purpose of filling the transaxle with oil. The drybreak at the transaxle end must replace an inspection plug. Except for within the cabin, the location of this line is free.
- 10.2.5 Each Team will be required to complete and lodge a transaxle log for each Car via the Portal.
- 10.2.5.1 The completed log, in its entirety, must be submitted to the GMM prior to the Competitors Authorised Representatives Briefing in the week each Event is held.
- 10.2.5.2 Failure to accurately complete and submit a transaxle log by the specified time will be a breach of the Rules.
- 10.2.6 Teams must ensure each transaxle is ready and wired to have a seal affixed by Supercars at any time.

C10.3 Clutch

- 10.3.1 The clutch must be as specified and installed in accordance with the GSD.
- 10.3.2 The clutch must also comply with the following additional requirements:
- 10.3.2.1 be controlled exclusively by the Driver's foot via an actuation system as part of the Control Pedal Box. Systems other than this may be approved by Supercars under exceptional circumstances; and
- 10.3.2.2 with the exception of the fixed pedal stops, any device which allows the clutch to be artificially positioned, or its speed of engagement to be varied by resisting the force of either the Driver's foot or the diaphragm spring is prohibited; and
- 10.3.2.3 the machining of surfaces for the purpose of achieving clutch plate pre-load is permitted.

C10.4 Gear Lever

- 10.4.1 The gear lever must be as specified and installed in accordance with the GSD.
- 10.4.2 The gear lever knob is free subject to the prior written approval of the GMM.

C10.5 Drop Gear Ratios

10.5.1 Each Car is required to have fitted the drop gear ratio and tooth count as specified for each Circuit in the table below.

10.5.1.1 Teams must arrive with all of the 'back up' drop gear ratios specified in the table below for the relevant Circuit.

10.5.1.2 Teams must be prepared to change to any drop gear ratio listed as "back up #1 and backup #2" in the table below.

10.5.1.3 The GMM may at their sole discretion, change the drop gear ratio requirements at any time.

Circuit	Drop Gear Installed	Teeth	Required at Track	
			Drop Gear Backup #1	Drop Gear Backup #2
Adelaide Parklands 2 Circuit	1.130	23/26	1.074	n/a
Albert Park Grand Prix Circuit	1.000	23/23	0.931	1.042
Hampton Downs Motorsport Park	1.074	27/29	1.042	1.130
Hidden Valley Raceway	1.00	23/23	0.931	1.042
Mt Panorama Circuit	0.931	29/27	0.909	1.000
Newcastle East Street Circuit	1.130	23/26	1.074	n/a
Phillip Island Grand Prix Circuit	1.000	23/23	0.931	1.042
Queensland Raceway	1.074	27/29	1.042	1.130
Sandown International Raceway	1.000	23/23	0.931	1.042
Surfers Paradise Street Circuit	1.074	27/29	1.042	1.130
Sydney Motorsport Park	1.000	23/23	0.931	1.042
Symmons Plains International Raceway	1.042	24/25	1.000	1.074
Taupō International Motorsport Park	1.074	27/29	1.042	1.130
The Bend Motorsport Park	1.000	23/23	0.931	1.042
Townsville Street Circuit	1.074	27/29	1.042	1.130
Wanneroo Raceway (Carco.com.au)	1.074	27/29	1.042	1.130
Winton Motor Raceway	1.130	23/26	1.074	n/a

C10.6 Not in use

C10.7 Not in use

C10.8 Not in use

C11. BRAKES**C11.1 General**

- 11.1.1 Each Car must be fitted with all of the relevant braking system components as specified and installed in accordance with the GSD.
- 11.1.2 The braking system pressure in both front and rear caliper axle pairs must remain equal at all times.
- 11.1.3 During a brake pad change, all displaced fluid must return to the master cylinder reservoir through the master cylinder.
- 11.1.4 Machining of the brake rotor surface to extend the usable life of the brake rotor is permitted provided that the disc groove design remains identical to the Control Component.

C11.2 Pedal Box

- 11.2.1 Each Car must be fitted with a pedal box as specified and installed in accordance with the GSD.
- 11.2.2 The pedal box provides a system which allows the brake balance of a Car to be adjusted manually by the Driver.
 - 11.2.2.1 The force required to make such an adjustment must be generated and controlled by the Driver, seated normally in the Car with safety harness correctly fastened.
- 11.2.3 Subject to prior written approval of the Control Component supplier and the GMM, the interface between the Driver's footwear and the throttle and clutch pedal (i.e.: the pedal pads) is free.
- 11.2.4 Subject to prior written approval of the Control Component supplier and the GMM, the interface between the Driver's footwear and brake pedal (i.e.: the pedal pads) is free, provided the pad does not extend beyond the OEM pad's offset from the pedal beams vertical centreline.

C11.3 Brake Pads

- 11.3.1 Each Car must be fitted with brake pads as specified and installed in accordance with the GSD.

C11.4 Brake Lock Mechanism

- 11.4.1 Each Car must be fitted with the brake lock mechanism as specified and installed in accordance with the GSD.
- 11.4.2 The brake lock mechanism is only permitted to be used to stop the Car rolling from a standing start or to stop the rear wheels from rotating during a Pit Stop. The operation of the brake lock mechanism cannot be automated in any manner when used during a standing start and must be operated by the Driver using the Control steering wheel.

C11.5 Brake Ducting

- 11.5.1 Each Car must be fitted with front brake ducting as specified and installed in accordance with the GSD and relevant VSD.
 - 11.5.1.1 Only cooling by channelling ambient air to the brakes is permitted.

C12. STEERING**C12.1 General**

- 12.1.1 Each Car must be fitted with all of the steering system components as specified and installed in accordance with the GSD.
- 12.1.2 Where the GSD lists a Component or Assembly for Primary use, any Component or Assembly listed for Secondary use can only be used with the express written permission of the GMM.
- 12.1.3 The power steering hydraulic pump must be as specified and installed in accordance with the relevant ESD.

C13. WHEELS**C13.1 Control Wheel**

13.1.1 A Car must only use the control wheel as detailed in the GSD.

C13.2 Wheel Nuts and Safety Clips

13.2.1 Each Car must only use the wheel nuts and safety clips as specified and installed in accordance with the GSD.

13.2.2 The wheel safety clip must:

13.2.2.1 be engaged with the wheel nut at all times while a Car is on the Circuit; and

13.2.2.2 be replaced/reset after each wheel change.

C13.3 Wheel Coatings

13.3.1 It will be permitted to paint and/or powder coat the spokes of the control wheel only.

13.3.2 Any markings on the control wheel must remain legible regardless of any coatings.

C14. ELECTRICAL SYSTEM**C14.1 General**

- 14.1.1 Each Car must only use the electrical system and associated configurations as specified and installed in accordance with the GSD.
- 14.1.2 No part or component, however described, is permitted to influence the operation of the electrical system unless specifically permitted by the Rules.
- 14.1.3 The wiring loom must be visible along its entire length when mounted in a Car.
- 14.1.4 The wiring loom must be easily removable from a Car within a reasonable time period at the request of the GMM.
- 14.1.5 Switches to operate the electrical system must be able to be operated by the Driver seated normally in the Car with the safety harness correctly fastened.

C14.2 Engine Control

- 14.2.1 A Car must only be fitted with one (1) Control ECU at all times.
 - 14.2.1.1 Access to the Control ECU must be provided to the GMM at any time upon request.
 - 14.2.1.2 An ECU supplied by Supercars is allocated to a specific Car. It is not permitted to swap ECU's between Cars without written approval from the GMM.
- 14.2.2 The Control ECU must, at all times:
 - 14.2.2.1 not be disassembled or modified in any way and seals and markings must remain intact and legible; and
 - 14.2.2.2 run only the approved VCS version firmware and software as loaded into the Control ECU when supplied by Supercars; and
 - 14.2.2.3 exclusively control the spark and fuel settings of the engine; and
 - 14.2.2.4 only be connected to the loom as specified in the GSD.
- 14.2.3 The Control ECU always remains the property of Supercars and must be returned to Supercars upon the request of the GMM.
- 14.2.4 The Control ECU must only be used for Supercars authorised activities.

C14.3 Pit Lane Speed Limiter

- 14.3.1 The Control ECU has an in-built Pit Lane speed limiter ("Limiter").
- 14.3.2 The Limiter must only be activated by the switch operated by the Driver seated normally in the Car with the safety harness correctly fastened.
- 14.3.3 The Limiter must be activated at all times while a Car is moving in Pit Lane.
 - 14.3.3.1 Regardless of the Limiter, each Team always remains responsible for ensuring that the Pit Lane speed limit is respected.

C14.4 Master Isolation Switch

- 14.4.1 The master isolation switch external trigger must be as specified and installed in accordance with the relevant VSD.

C14.5 Battery

- 14.5.1 Each Car must only use the battery as specified and installed in accordance with the GSD.
- 14.5.2 The electrical terminals need to be electrically insulated.

C14.6 Alternator

- 14.6.1 Each Car must only use the alternator as specified and installed in accordance with the relevant ESD.

C14.7 Lights

- 14.7.1 Each Car must only use the lights as specified and installed in accordance with the relevant VSD.
- 14.7.2 A high-level brake light must be fitted and operational at all times the Car is on the Circuit.
- 14.7.3 Headlamps, either main beam, high beam or LED running lights may be manually flashed by the Driver on the Circuit. They may only flash simultaneously and must be controlled only by the Driver.
- 14.7.3.1 It will be permitted to automatically flash the headlights in any pattern when the pit speed limiter is engaged.
- 14.7.4 Coloured or sign written headlights are permitted, except for any shade of the colour red, subject to the prior written approval of the GMM.

C14.8 Rain Light/Stall Light

- 14.8.1 Each Car must only use the rain light/ stall light as specified and installed in accordance with the GSD and relevant VSD.

C14.9 Starter Motor

- 14.9.1 Each Car must only use the starter motor as specified and installed in accordance with the relevant ESD.
- 14.9.2 At all times the Driver, seated normally in the Car with the safety harness correctly fastened, must be able to activate the starter motor without outside or external assistance.

C14.10 Fuel Pump Power Supply

- 14.10.1 Each Car must only use the fuel pump power supply as specified and installed in accordance with the GSD.
- 14.10.2 Each Car must be fitted with a system that cuts off the power supply to all fuel pumps after a maximum of two (2) seconds absence of crankshaft rotation.
- 14.10.3 The voltage supplied to each fuel pump must not be intentionally varied by any means.

C14.11 Identification Lights

- 14.11.1 Each Car must only use the identification lights as specified and installed in accordance with the GSD and the relevant VSD.
- 14.11.2 The Driver, seated normally in the Car with the safety harness correctly fastened, must be able to switch the identification lights on or off while driving.

C14.12 Antennas

- 14.12.1 Each Car must only use the antennas as specified and installed in accordance with the GSD and the relevant VSD.

C14.13 In-Car Camera System

- 14.13.1 A Car must have the ability to be fitted with an in-Car camera system for use by the broadcaster.
- 14.13.2 The in-Car camera system must be located in the position detailed in the GSD.
- 14.13.3 The in-Car camera system must be mounted securely and to the satisfaction of the GMM.
- 14.13.4 The antenna for the in-Car camera system must be located as detailed in the relevant VSD.

C14.14 Safety Car Speed Limiter

14.14.1 The Control ECU has an in-built Safety Car speed limiter (“SC Limiter”).

14.14.2 The SC Limiter must only be activated by the switch operated by the Driver seated normally in the Car with the safety harness correctly fastened.

14.14.3 The SC Limiter must be activated at all times while a Car is moving under Full Course Yellow conditions.

14.14.3.1 Regardless of the SC Limiter, each Team always remains responsible for ensuring that the Safety Car speed limit is respected.

C15. DATA ACQUISITION & CONTROL SYSTEMS**C15.1 Control Electrical Package**

- 15.1.1 It is the Teams responsibility to ensure the Control ECU, Control Dash (C185), PDM's, judicial camera, broadcast TV equipment, telemetry system, and TPMS is supplied a nominal 12 volts at all times the master switch is on.
- 15.1.2 The GMM reserves the right to require a Team to fit additional logging equipment beyond those specified in the GSD, VSD or ESD.

C15.2 Engine Fuel Air Ratio

- 15.2.1.1 Engine Fuel Air Ratio restrictions and permitted activities are required to be as specified and in accordance with the relevant ESD.

C15.3 Control Sensors and Actuators

- 15.3.1 Each Car must only use the sensors and actuators as specified and installed in accordance with the GSD.
- 15.3.2 Any sensor installed in a Car must correctly represent the measured parameter.
 - 15.3.2.1 Any measured parameter transmitted via telemetry must correctly represent the measured parameter.
- 15.3.3 Any actuator installed in a Car must only act upon the fluid or component as described in the respective drawing or documentation in the GSD or relevant ESD or VSD.
- 15.3.4 All permitted sensors and actuators must remain identifiable and unmodified, except as required to solely facilitate mounting.
 - 15.3.4.1 It is permitted to enlarge the mounting hole of a coil unit for the sole purpose of mounting using a proprietary anti-vibration mount.
- 15.3.5 All permitted sensors and actuators may be subjected to destructive testing.
- 15.3.6 The GMM reserves the right to require a Team to fit additional sensors and actuators beyond those specified in the GSD, VSD or ESD.

C15.4 Data Logger

- 15.4.1 Each Car must only be fitted with one (1) data logger.
- 15.4.2 The data logger must be using MoTeC Dash C185.
- 15.4.3 The data logger configuration is required to be as specified and in accordance with the GSD.
- 15.4.4 Data logger data and/or configurations may be requested by the GMM at any time and this request will not be subject to protest or Appeal.

C15.5 Driver display

- 15.5.1 The Driver display is required to be as specified and in accordance with the GSD.
- 15.5.2 It will be permitted for a Driver display page to display all sensors for the purpose of warm up and mechanical checks as specified and in accordance with the GSD.
- 15.5.3 The use of MoTeC Display Creator is permitted.
 - 15.5.3.1 If MoTeC Display Creator is being used, the display project must be retrievable from the device.
 - 15.5.3.2 The display project may be requested by the GMM at any time and this request will not be subject to protest or Appeal.

C15.6 Telemetry

15.6.1 Each Car must be fitted with Supercars' telemetry system.

15.6.1.1 The baud rate in the communications set-up for telemetry must be set to 230400 bps.

15.6.1.2 The device parameter in the communications set-up for telemetry must be set to "telemetry & control".

15.6.1.3 The telemetry transmission control settings must be configured as per the GSD.

15.6.2 Only channels contained in the sample data logger configuration file listed in the GSD may be transmitted over telemetry. Channels listed must be transmitted unless specified otherwise.

C15.7 Signals to/from Cars

15.7.1 At any time only the following signals may be sent to or from a Car:

Signal	Send to Car	Send from Car
Any signal exclusively for television	Yes (SC only)	Yes (SC only)
Driver visual communication	Yes	Yes
Driver voice communication	Yes	Yes
Lap Beacon	Yes	No
Race Management Software	Yes (SC only)	Yes
Telemetry (transmission of data)	No	Yes (SC only*)

*Only required at Events

C16. CAR EQUIPMENT**C16.1 Airjack**

- 16.1.1 Each Car must only use the airjack system as specified and installed in accordance with the GSD.
- 16.1.2 It is permitted to use a spacer of free design, the sole purpose of which is to aid in the securing of the airjack to the Chassis.
- 16.1.3 It is permitted to replace the airjack lower nut with a nut of an alternate design provided that its sole purpose is to secure the airjack and/or protect the airjack thread.

C16.2 Driver Cooling System

- 16.2.1 Any Driver cooling system that contains a cooling medium must be:
 - 16.2.1.1 mounted within the cockpit utilising the mounting points designated in the GSD for the passenger seat; and
 - 16.2.1.2 constructed in a manner which to the satisfaction of the GMM, has been designed to ensure the safe containment of the entire system during reasonably foreseeable loading conditions.

C16.3 Heatshield

- 16.3.1 Each Car must only use heatshields as specified and installed in accordance with the GSD and the relevant VSD.

SCHEDULE C1. NOT IN USE

SCHEDULE C2. NOT IN USE

SCHEDULE C3. NOT IN USE

SCHEDULE C4. NOT IN USE

SCHEDULE C5. NOT IN USE

SCHEDULE C6. NOT IN USE

SCHEDULE C7. NOT IN USE

SCHEDULE C8. NOT IN USE

SCHEDULE C9. NOT IN USE

SCHEDULE C10. NOT IN USE

SCHEDULE C11. NOT IN USE

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