

APPENDIX

2014 HOMOLOGATION RULES

1. FIM HOMOLOGATION PROCEDURE FOR SUPERBIKE SUPERSTOCK, SUPERSPORT AND MOTORCYCLES

Homologation is the official assessment made by the FIM for a particular model of motorcycle for which a sufficient number of series production motorcycles have been built and put on sale to the public to justify classification in the relevant Sport Production class.

1.1 REQUIREMENTS FOR AN FIM HOMOLOGATION

Application

Any manufacturer of mass production motorcycles may apply for an FIM homologation of one or more of his models in order to qualify for competing in the Road Racing Superbike & Supersport World Championship and the Superstock Cup as long as the model belongs to one of these classes.

Eligibility requirements:

Motorcycles must have a valid international homologation for road use or a national homologation for road use **in one of these countries or regions: USA, EU or Japan.**

The motorcycles must represent machines of mass production:

- a. The motorcycles must be of current production.
- b. The motorcycles are to be sold for every day **public** use.
- c. At the time of the FIM inspection for homologation, the motorcycles must be completely equipped with all road-using equipment (e.g. full lighting equipment).
- d. Only the original manufacturer may present the motorcycle for homologation.
- e. The manufacturer must be a holder of an FIM licence for manufacturers.
- f. If the motorcycle is presented with an engine from a motorcycle manufacturer different from the manufacturer requesting the homologation, a permission or commercial agreement must be presented at the time of the homologation request.
- g. The motorcycle must have a manufacturer's certificate of origin.

1.2 MINIMUM PRODUCTION QUANTITIES AND MARKET AVAILABILITY

Evidence of production quantities must be provided to the FIM, certified by the manufacturer's auditing firm and/or any other institution which may provide reliable documentation. This certificate must be written in English or French and the model/type must be specified.

Market availability and sale to the public may be demonstrated by waybills, bills of lading and/or any other import, export or customs documents duly certified by the relevant authority.

Proof must be provided to the FIM by means of a business/manufacturing plan for the model in question that the requirements listed below will be met.

1.2.1 Homologations for Superbike, Supersport and Superstock.

- a. The maximum retail price for Homologation:**
 - i. The maximum retail price for Superbike 1000 class Homologation is 40.000 Euro.**
 - ii. The maximum retail price for Superstock 1000 class Homologation machine is 33.000 Euro.**
 - iii. The maximum retail price for Supersport & Superstock 600 class machine is 20.000 Euro.**

- b. The minimum number of motorcycles to be produced are:**
 - i. 125 units of the motorcycle model intended to be raced at the time of homologation inspection visit.**
 - ii. and 250 units on the 31st December of the homologation visit/year (of combined models respecting 50% of the one intended to race).**
 - iii. and 1000 units on the 31st December of the following year (of combined models respecting 50% of the one intended to race).**

1.2.2 Manufacturers may compete with their machine in the World Superbike Championship without earning points until 125 units have been produced.

Should the minimum required number (125 units) of the motorcycle-to-be-homologated not have been produced within FOUR (4) months of its first outing in a Superbike/Supersport/Superstock event OR should the minimum production number not be produced, then the SBK Commission reserves the right to refrain the team/manufacturer from participation for a period of time to be determined.

1.2.3 The homologated machine may be fitted with any components respecting 1.2.1. a). However, to compete in the World Superbike Championship, the machine must comply with the prevailing regulations, for example, by utilising 'approved components' where applicable.

1.2.4 With the exception of the initial quantity required to be produced (125), during the first two years of the model homologation, different cosmetic 'versions' of the base 'model' may also be counted towards the homologation number for quantities of points b.ii and b.iii. However, at least 50% of the homologation number (i.e.: 125, 500 units) must be of the model intended to race.

To be included in the production numbers, these 'versions' must share engine (excepting regional variations and clutch differences, BUT including airbox, fuel injection systems and electronics) main frame and be of the same style of machine. For example Superbike and naked motorcycle models cannot be counted together.

1.2.5 The SBK Commission reserves the right to include the note *PFH (presented for homologation) on the official entry lists of the championship until the 125 are produced.

1.3 HOMOLOGATION PROCEDURE, CALENDAR FOR APPLICATIONS, SUBMISSIONS & PUBLICATIONS

A homologation inspection is a complete verification and check of all drawings of the corresponding parts, as well as the documentation for the necessary minimum quantities. These checks will be carried out by the FIM.

- a. The deadline for receiving requests for homologation at the FIM CCR/CTI Secretariat is **30** days before the homologation inspection is to take place.
- b. At the latest **four (4)** weeks before the inspection for homologation by the FIM, manufacturers are required to send by e-mail the completed and signed Homologation forms 1, 2 and 3, together with all relating documentation and drawings to the FIM CCR/CTI Secretariat (with the exception of workshop manuals, that can be delivered when they are released to the importers). Missing or incomplete documents and/or drawings will postpone the homologation inspection until a full corrected set is available. The documents and drawings have to be sent in paper and in electronic form (*.pdf, *.jpg, *.doc, *.txt to ccr@fim.ch and cti@fim.ch).
- c. At the latest 3 days before the date of the inspection by the FIM, manufacturers are required to send to the FIM by e-mail, proof of production quantities of the first lot of motorcycles, according to Art. 1.2.1.
- d. If the inspection fails, the homologation is postponed until the established shortcomings have been resolved and at least for one (1) month.
- e. In case of failing the inspection, the original manufacturer may apply for a new homologation, for a maximum of 2 times more in the same year, in each racing class.
- f. The homologation forms will be studied by the Technical Members and the CTI Secretariat, to confirm that they are complete and correct prior to
- g. granting the homologation.
- h. The manufacturer shall at all times be responsible for completing the homologation documents with the correct information. All dimensions must be given according to the metric system, excluding wheel dimensions, **and with the actual manufacturing tolerances.**
- i. The manufacturer is entitled to request a notice in order to know whether the documents and drawings submitted by him are formally correct two (2) weeks before the homologation inspection date.
- j. At the latest within fifteen (15) days after having successfully passed the homologation inspection, an updated list of the valid homologations is published including the new homologation.

- k. Within 21 days of the homologation inspection, copies of the 1, 2 & 3 homologation forms and drawings will be available on the FIM website.
- l. These motorcycles must be available for sale to the public in the shops and dealerships representing the manufacturer in at least one of the following countries or regions: USA, EU or Japan, before the end of April of the current year, to be allowed to be used in the remaining Championship events.
- m. **Any machine that is intended to be raced before 125 units are produced under the exemption in 1.2.2 must have all the relevant documentation submitted in accordance with article 1.3 and the parts requested in article 1.4 in order for permission to race to be granted.**
- n. **One complete example of the production machine may be required to be supplied to the FIM *in road specification*.**
- o. **The FIM may request, at its discretion, to make a homologation inspection before the 125 machines are built.**
- p. **A machine that is given permission to race before the 125 units are produced will be considered as 'Presented for homologation'.**

1.4 HOMOLOGATION APPLICATION, INSPECTION AND CONTROL

- The inspection of the motorcycle and the parts consigned by the manufacturer for homologation will be carried out according to the information requested on the forms produced by the FIM (Homologation Forms 1, 2 and 3).
- The manufacturer must consign to the FIM the following parts:

1.4.1 Engine parts

1. Crankcases,
2. Cylinder head
3. Intake cam, valve, valve spring, retainer, tappet or cam follower
4. Exhaust cam, valve, valve spring, retainer, tappet or cam follower
5. Cylinder (if separate)
6. Complete Gearbox with shift forks and shift drum
7. Clutch assembly
8. Water pump and drive
9. Primary gears
10. Crankshaft, connecting rod, piston with rings and wrist pin
11. ACG assembly
12. Right side cover, Left side cover, Head or valve cover
13. Throttle bodies and variable intake tract devices if used
14. Air box
15. Fuel pump and fuel pressure regulator
16. Injector(s); sample of all different injector, if used

1.4.2 Frame parts

1. Main Frame (**and engine mounting plates**)
2. Swing arm spindle (axle)

3. Front and Rear Wheel spindles (axles)
4. Suspension linkages
5. **Fork Cap(s)**
6. Front fork crowns (triple clamps)

- These parts will be stored by the FIM in sealed boxes and moved by the Promoter to the SBK Championship events at the discretion of the Superbike Technical Director.
- The inspector/s must satisfy him/them that the statements made on the production certificate (Form 2) are correct.
- At the end of the parts and documents inspection, the inspector/s will sign the completed certificate of homologation. These signed homologation forms indicate that the manufacturer complies with the specifications mentioned on the homologation forms.
- The FIM may check motorcycles of the homologated model chosen at the manufacturer, or from dealerships' or importers' showrooms. The motorcycles must be in conformity with the homologated model. The expenses for the disassembling of maximum two (2) units will be borne by the manufacturer.
- In case of not achieving minimum production numbers **after the first or second** years, all the points counting towards the Manufacturers' Championship in the current year will be withdrawn and further penalties may also be imposed.
- Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of **8 years**, or until such time that the homologated motorcycle no longer complies with the technical rules. A homologation will be granted only if the fee has been paid.
- The Manufacturer of the homologated model can request an extension of a homologation before the end of the 8 year homologation period. The FIM may grant a 2 year extension of the homologation period. No fee will be charged for a homologation extension.

1.5 NEW HOMOLOGATION, PARTS AND PRODUCT UPDATE

Any change in the specifications of the following parts of a FIM homologated motorcycle will require a new homologation of the model:

- a. New range of engine prefix numbers
- b. New range of frame prefix numbers
- c. Crankcase(s)
- d. Throttle body assembly
- e. Air box (complete, with injectors if change of injector model)
- f. Frame: main dimensions [in relation to wheelbase, caster, steering head angle, relative location of the swing-arm, relative location of rear shock absorber(s) and linkages] weight and technology
- g. Concerning: Cylinder, Cylinder head, Crankshaft, Connecting rods, Camshafts, Intake and Exhaust valves: A product update of these parts will require a copy of the accompanying 'Technical Bulletin/Part Update' issued by the Manufacturer to their official dealership network in every country or region

where the homologated model is available to the public.

All updated parts shall be accepted to be fitted on all units of the homologated model, without any further modifications to other standard fitted parts of the homologated model.

FIM can grant a part and product update differing from above rule, purely for the scope of production cost saving provided that following provisions are kept:

- Crankcase is not lighter* than the original homologated unit.
- The positions of crankshaft, gearbox, frame attachments, main shafts and position of cylinders remain unchanged (*apart casting method for mass production).

1.5.1 Production Update

If the following parts are changed, a notification must be submitted to FIM for making a production update including the relevant drawings and samples:

- a. Cylinder(s)
- b. Cylinder **head(s)**
- c. Crankshaft
- d. Connecting rods
- e. Camshafts
- f. ABS installation and its components with a systems diagram showing both Hydraulic and Electronic Circuits.
- g. Traction control system and its components with a systems diagram showing the Electronic Circuits.
- h. Electronic suspension system and components with a systems diagram showing both Hydraulic and Electronic Circuits.
- i. In case of product updates, updated parts can be used for all motorcycles of the homologation in question.

1.5.2 Homologation of Parts and Production Update

a. Product updates on parts other than those stated in Article 1.5.1, such as the fairing or wheels require a homologation update.

b. The manufacturer must send a notice to the FIM CCR/CTI Secretariat requesting for a homologation update not later than 30 days before the first race in which the model containing new parts will compete.

c. With the formal notice, the manufacturer is required to send the 1, 2 and 3 homologation forms, together with all relating documentation about the parts and product update (the drawings of the old and new products/parts, etc.) including a statement with the VIN-Number pertinent to the updated parts and product, to the FIM CCR/CTI Secretariat, both in paper and electronic form.

d. At the latest within one (1) week before the homologation inspection by the FIM, manufacturers must ensure themselves that the parts requested by the

FIM are received at the indicated place which will be in a European state.

e. Only motorcycles that have higher VIN numbers than those stated by the manufacturer are allowed to race using the new updated parts. If a manufacturer adopts a numbering system out of sequence, he will supply the FIM with the list of the motorcycles produced after the product update.

f. The FIM will withdraw the homologation if these rules are not respected.