FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

AGENDA

Final Version 20/11/2020

Circuit Racing Commission (CCR)

2020 Commission

Mies FIM Headquarters / Zoom Meeting
25 November 2020

Provisional Schedule: from 09:00-11:00 and 13:00-15:00 CET

1. Opening of the meeting

2. Comments from the Board of Directors on the minutes of the 2020 Commissions' Conference Meetings

3. Approval of the minutes of the CCR during the 2020 Commissions' Conference Meetings

4. Reports and information about the season

4.1 FIM Grand Prix World Championships + FIM MotoE World Cup & FIM RB Rookies Cup

4.2 FIM Superbike & Supersport (& 300cc) World Championships

4.3 FIM Endurance World Championship and Cup

4.4 FIM Moto3 Junior World Championship

4.5 FIM Sidecar World Championship

4.6 FIM Land Speed World Records

5. Reports of various Meetings (and Working Groups)

5.1 Meetings of the GP Commission

5.2 Meetings of the SBK Commission

5.3 Meetings of the FIA Circuits Commission

5.4 CCR Bureau Meetings and Decisions since the Commissions' Conference

- 2 Zoom meetings:
  18th June
  13th October
- 4 Electronic Bureau decisions:

#1 Amending the FIM Standards (band of concrete after the kerb)
#2 Community social work / TIP / EWC
#3 New Type AA protection / SPM AIrpads type AA
#4 reclassification of Liski Air Safety Mattress in Type AA
#5 to #9 FIM Land Speed World Records Ratification (in appendix)

5.5 Meetings of the Working Groups

- Circuit and Safety WG_Franck Vayssié (Chairman)
- Sidecar WG_Ralph Bohnhorst (Chairman)
- Endurance WG_Patrick Coutant (Chairman)
- Moto3 WG_Andrés Somolinos (Chairman
- Land Speed Records Attempts WG_Bill Cumbow (Chairman)
- Seminar WG_Paul King (Chairman)

5.6 Meetings with CONUs

FIM Europe:
13th June: Franck & Victoria
24th October: Franck & Victoria

6. 2021 FIM Calendar of Championships and Prizes

The complete chart will be circulated as soon as possible.
At this stage, the Provisional GP 2021 calendar had been published.

Date	Grand Prix	Venue
28 March	Qatar*	Losail International Circuit
11 April	República Argentina	Termas de Río Hondo
18 April	Americas	Circuit of the Americas
02 May	Spain	Circuito de Jerez
16 May	France	Le Mans
30 May	Italy	Autodromo del Mugello
06 June	Catalunya	Barcelona - Catalunya
20 June	Germany	Sachsenring
27 June	Netherlands	TT Circuit Assen
11 July	Finland **	KymiRing
TBD	*To be decided*	*To be decided*
15 August	Austria	Red Bull Ring - Spielberg
29 August	Great Britain	Silverstone Circuit
12 September	Aragón	MotorLand Aragón
19 September	San Marino e della Riviera di Rimini	Misano World Circuit Marco Simoncelli
03 October	Japan	Twin Ring Motegi
10 October	Thailand	Chang International Circuit
24 October	Australia	Phillip Island
31 October	Malaysia	Sepang International Circuit
14 November	Comunitat Valenciana	Circuit Ricardo Tormo

Including the MotoE World Cup rounds:

Date	Grand Prix/Country	Venue
02 May	Spain	Circuito de Jerez-Ángel Nieto
16 May	France	Le Mans
06 June	Catalunya	Circuit de Barcelona-Catalunya
27 June	Netherlands	TT Circuit Assen
15 August	Austria	Red Bull Ring
18 September	San Marino e della Riviera di Rimini	Misano World Circuit Marco Simoncelli
19 September	San Marino e della Riviera di Rimini	Misano World Circuit Marco Simoncelli

7. 2021 Rules (Proposals, editorial changes, clarification of the rules)

7.1 Proposals received from CCR Members

Some proposals received from CCR Members concerning the MotoGP, WSBK, Moto3 Junior and Sidecar have been (or will be) remitted to the respective commissions (some are presented in this Agenda).
Peter Goddard, concerning the track limit problems, suggested a general discussion about forbidding the use of kerbs.

7.1.1 General Discussion about forbidding (penalising) the use of kerbs

Please see the email of Peter Goddard in Appendix

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.2 Endurance World Championship & Cup Regulations

7.2.1 General

For urgent decisions, mandate to the CCR Director and to the CCR Coordinators to harmonise the 2021 Endurance Regulations with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.2.2 Officials/Event Management/Race Direction/Stewards

Franck Vayssié proposes to adapt the same structure in Endurance as existing in MotoGP and WSBK (Race Direction / EWC Stewards / Appeal Stewards).
If accepted, the whole code would be reviewed accordingly.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.2.3 Art 1.8.2 Entries

The maximum number of teams entered cannot exceed 65. This figure was agreed by the CCR last year for the season 2020, at the request of the Suzuka Organisers and of the Promoter. The Suzuka 8 hours 2020 having been canceled, the organiser asked to keep this number of 65. The Coordinator replied positively but wishes to raise this number to the CCR.
The number of teams entered cannot exceed the number written in the homologation report or in the Supplementary Regulations with a maximum of **65** for practices and race.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.3 Sidecar World Championship

7.3.1 General

Mandate to the Director and to the Coordinators to harmonise the regulations for 2021 with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.3.2 Safety Car in Sidecar

Ralph Bohnhorst proposed to introduce a safety car in Sidecar (rules to be drafted).

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.4 Moto3 Junior World Championship

7.4.1 General

Mandate to the Director and the Coordinators to harmonise the regulations for 2021 with those of the Grand Prix (and Superbike) further to the decisions taken by the respective Commissions.

X	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.5 Land Speed World Records

7.5.1 General

Mandate to the Director & CCR Coordinators to update the regulations for 2021 with the respective Working Group comments/studies further to the decisions taken by the CCR Bureau.

X	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.6 MotoGP Rookies Cup

7.6.1 General

Mandate to the Director and the Coordinators to harmonise the regulations for 2021 with those of the Grand Prix and Superbike further to the decisions taken by the respective Commissions.

X	**Accepted/Application date:**		Rejected		Withdrawn		Postponed
Comments:							

7.7 FIM Standards for Circuits

7.7.1 Art 10.3 FLAG MARSHAL POST
Art 10.4 TRACK MARSHAL POST

Some (MotoGP) riders complained about the risk of confusion of the current yellow flag and track post boards with yellow flags. The FIA having already suggested the same change, the Coordinator proposes to amend the article as follows:

Each post should be indicated by a signboard clearly visible from the track. A suitable size for this board is: width 40 cm and height 30 cm. Each board will have a ~~yellow~~ **white** background where the number of flag marshal post will be indicated in black writing as follows: "F1.1" (...) "T1.1"

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.7.2 Art 12.1 INTERVENTION VEHICLES

Nicolas Goubert suggested to mention in the "FIM Standards for Circuits" the minimum capacity required for fire fighting vehicles.
He suggested to fix a minimum of 3000-4000 litres. Therefore, after a consultation, the GP Race Direction with Nicolas Goubert and Tome Alfonso made the following revised proposal:

> Intervention vehicles are a fundamental part of circuit emergency equipment. Their crews provide the specialized intervention that may be needed at any accident on the racetrack or in the pits and paddock area.
>
> Fire-fighting:
>
> - There must be enough fire-fighting vehicles ~~*with a total capacity of minimum 4000 litres*~~ so that no area of the race track is more than 4 minutes away from these vehicles.
> - ~~There must also be a sufficient number of fire-fighting vehicles.~~ **A fire fighting vehicle with a minimum water capacity of 3000 litres, manned with 3 firefighter, must be available** to cover the paddock **from the day of the teams set up (24H) until the day following the event. In addition,** the pit **lane must have a dedicated fire vehicle** to act as second intervention and to have the means to extinguish the fire completely.

- For MotoE events or for other electric Series, fire-fighting vehicles should be located at less than 2min from from the E-paddock and ready to intervene for the duration of the event.
- In any case all of the fire-fighting equipment around the circuit (including track, pit boxes and paddock areas) must comply with national laws.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.7.3 Homologation Manual for the barriers (FRHPba-01)

FIM and FIA have collaborated for defining a standard for such the homologation of Safety Barriers.

This document is presented in appendix to the CCR for its approval.

	Accepted/Application date:		Rejected		Withdrawn		Postponed
Comments:							

7.7.4 Led panels

In November 2018, the CCR accepted the suggestion of Mr. Uncini to make the led panels compulsory in the near future. The following wording was decided to be included in the Standards for Circuit: *"Light panels could be used in addition to the flag presentation with the prior approval of the Safety Officers. The Colors of the panels used will remain at the discretion of the Safety Officers. In any case, when applied, the red light can only be operated from the Race Control.*
A joint FIA-FIM Homologation program is being developed.
For 2021, the use of approved light panels will be recommended.
For 2022, the use of approved light panels will be mandatory for GP, SBK and EWC disciplines"

During the whole 2020 season, FIM and FIA have collaborated for defining a standard for such led panels.

This FIM RACING HOMOLOGATION PROGRAMME FOR LIGHT PANELS (FRHPLP) is now available and is presented to the CCR for its information.

https://www.frhp.org/light-panels/homologation-manual

7.8 Situation of the FRHP Homologated Helmets

8. Circuits

8.1 Inspections and consultations carried out since the 2020 Commissions' Conference Meetings

**** Linked with FIA / lié avec la FIA****

13.11.2019	Alastaro	SML	Rezsö Bulcsu
14.11.2019	Valencia-Ricardo Tormo	RFME	Franco Uncini
28.12.2019	Nogaro	FFM	Franck Vayssié
16.01.2020	* Paul Ricard *	FFM	Rezsö Bulcsu Paul Duparc
21.01.2020	Estoril	FMP	Franco Uncini
23.01.2020	Misano	FMI	Franco Uncini
29.01.2020	* COTA *	AMA	Franco Uncini
18.02.2020	Magny Cours	FFM	Franck Vayssié
26.02.2020	* Assen TT *	KNMV	Franco Uncini
24&26.02.2020	Phillip Island	MA	Tamara Matko
27.02.2020	* Catalunya *	RFME	Franco Uncini
03.03.2020	Suzuka	MFJ	Rezsö Bulcsu
05.03.2020	Misano	FMI	Franco Uncini
05.03.2020	Losail	QMMF	Tamara Matko
09.03.2020	Spa Francorchamps	FMB	Rezsö Bulcsu
11.05.20120	Misano	FMI	Franco Uncini
03.07.2020	*Estoril CEV Official Test.*	*FMP*	*Andrés Somolinos* *Antonio Lima*
04.07.2020	Estoril CEV	FMP	Andrés Somolinos
06.07.2020	Estoril	FMP	Franco Uncini
07.07.2020	Portimaõ	FMP	Franco Uncini
09.07.2020	*Portimaõ CEV Official Test.*	*FMP*	*Andrés Somolinos*
11.07.2020	Portimaõ CEV	FMP	Andrés Somolinos
16.07.2020	Jerez	RFME	Franco Uncini
24.07.2020	Pannonia Ring	MAMS	Rezsö Bulcsu

28.07.2020	Estoril	FMP	Franck Vayssié
06.08.2020	Portimaõ	FMP	Tamara Matko
06.08.2020	Brno	ACCR	Franco Uncini
13.08.2020	Red Bull Ring - Spielberg	AMF	Franco Uncini
26.08.2020	Le Mans	FFM	Reszö Bulcsu
26.08.2020	Jerez CEV Official Test.	RFME	Andrés Somolinos
28.08.2020	Jerez CEV	RFME	Andrés Somolinos
27.08.2020	Motorland Aragon	RFME	Tamara Matko
09.09.2020	* Mugello *	FMI	Franco Uncini
10.09.2020	Misano	FMI	Franco Uncini
23.09.2020	Estoril	FMP	Rezsö Bulcsu
24.09.2020	Barcelona-Catalunya	RFME	Franco Uncini
29.09.2020	Motorland Official Test.	RFME	Andrés Somolinos
30.09.2020	Magny-Cours	FFM	Franck Vayssié
01.10.2020	Motorland	RFME	Andrés Somolinos
01-02 10.2020	* Igora Drive *	MFR	Franco Uncini
08.10.2020	Le Mans	FFM	Franco Uncini
15.10.2020	Motorland Aragon	RFME	Franco Uncini
15.10.2020	Estoril	FMP	Tamara Matko Franck Vayssié
27&29.10.2020	Valencia-Ricardo Tormo	RFME	Andrés Somolinos
05.11.2020	Valencia-Ricardo Tormo	RFME	Franco Uncini
19.11.2020	Algarve Portimaò	FMP	Franco Uncini

8.2 Circuit Situation

The up-dated list of the circuits, their characteristics and homologation is attached as an appendix.

9. Seminars

9.1 Traditional / International Seminars

Please see appendix for the situation.

9.2 Statistics 2020

FIM INTERNATIONAL CIRCUIT RACING SEMINARS SEMINAIRES INTERNATIONAUX FIM DE COURSES SUR CIRCUIT (Clerks of the Course & Sporting Steward / Directeurs de Course & Commissaire Sportif)				
FMN	**Date**	**Place Lieu**	**Instructor Instructeur**	Licences issued Licences émises
RFME	07-08/03/2020	Madrid, Spain	A.Somolinos	13
SML	14-15/03/2020	Ventaa, SML	P. King	Canceled
FFM	22-23/03/2020	Paris, FFM	P. Coutant	Canceled
MA	20-21/10/2020	Phillip Island, MA	F. Vayssié tbc	Canceled
MA	23-24/10/2020	Macau, AAMC	P. Duparc tbc	Canceled
CBM	tbc	Sao Paulo	F. Vayssié tbc	Canceled

As communicated in the press release on 25 May 2020, due to the current Covid-19 pandemic, the FIM Board of Directors (BD) decided to extend the validity of the Officials' licences expiring in 2019 until 31 of March 2021 (also cf. info letter released to all FMNs on 26 June 2020).

9.3 Superlicence seminars

CIRCUIT RACING FIM SEMINARS FOR SUPERLICENCES SEMINAIRES FIM DE COURSES SUR CIRCUITS POUR SUPERLICENCES (Clerks of the Course / Directeurs de Course)				
FMN	Date	Place Lieu	Instructors and speakers	Language Langue
FIM	14/02/2020	Geneva Superlicence COC GP	F. Vayssié P. Duparc F. Uncini M. Webb	28 + CCR
FIM	14/02/2020	Geneva Superlicence COC SBK	F. Vayssié P. Duparc G. Carloia	23 + CCR
FIM	14/02/2020	Geneva Superlicence COC Endurance	F. Vayssié R. Bulcsu P. Duparc P. Coutant	14 + CCR

9.4 Future seminars

A) International seminars

B) Seminars for Superlicences

10. FIM General Assembly and FIM Awards (Divonne, FRA, 29 January 2021)

11. Budgets 2020 and 2021

12. Possible proposals to the Board of Directors

13. Next meetings of the CCR

14. Miscellaneous

15. Closing of the meeting

Subject: CCR - Member Submission
From: Pete Goddard <PGoddard@ma.org.au>
Date: 10/11/2020, 12:08
To: "ccr-director@fim.ch" <ccr-director@fim.ch>, "paul.duparc@fim.ch" <paul.duparc@fim.ch>
CC: Victoria Corredoira <victoria.corredoira@fim.ch>

Dear Victoria, Franck and Paul,

I will make a briefish summary here, I can then make a PowerPoint presentation for the meeting if you think it needs to be discussed and shown at the meeting – for me this is very important for the CCR and FIM.

Kerbs & Track Limits:
In short the current trend and increase in the use of kerbs as the track; 'the fastest racing line' is disturbing and not safe, and not the intention of the rule in anyway!
BUT through this safety allowance ruling 'the kerbs' are increasingly becoming 'the fastest racing line' which must be used to achieve the lap time necessary, as everyone is using them.
*Noticeably this year they are increasingly being used to widen the track **on entry** as well (riders braking and turning in off them)*
Riders are increasingly using them at the apex (cutting the corner)
This is NOT correct and NOT the intention of the rule in anyway, but we allow it.
We are now spending so much time, money and effort trying to adjudicate 'Track Limits' beyond the kerbs.

FIM allow the use of kerbs as a safety margin for the edge of the track.
They are still NOT part of the track by the rule, but they are now the fastest line on the track due to this allowance.
The governance of this is costing FIM & Dorna insane amounts of time and money.

The History:
To make the kerbs safer we have
Made them as grippy as the track; or increased the grip
Made them wider
Made them more consistent
Removed the grass from behind and put either double kerb or painted asphalt/concrete (in fact turning the grass or gravel trap into kerb)
We then must request track owners to move barriers and increase gravel trap and run of areas as speeds are higher from using kerbs as the racing line.
In fact the allowance of the use of kerbs is just making the track wider and faster, we all understand well.
This is costing track owners incredible amounts of money to constantly modify and make the area beyond the kerb safer.

So WHY do we allow the riders to use the kerbs as part of the track – they are a SAFETY ZONE only and should be used as such, where no advantage can be gained.
I think if you discussed this with the riders and gave them time to fully consider it they would be happy to accept not using the kerbs as the racing track but as a safety zone where no advantage can be gained.
And enforce this rule like we enforce track limits.

Additionally this excessive use of kerbs is only in World FIM Events as NO domestic federation or track can afford to make kerbs and beyond the kerbs to a track quality surface like we the FIM CCR demand.

PERHAPS it is a simple as just ban the use of kerbs and if you use them then you MUST loose time.

I well understand there is no easy solution and a passive one is best, but I certainly also understand well that the current focus should be the kerbs, not beyond the kerbs and this is something that can apply to all circuits in the world.

Let me know if you'd like me to do a presentation on this, cheers

Peter Goddard
President – Director
Motorcycling Australia
FIM CCR Member / Steward
Mob: 0419634948

FIM CCR CIRCUITS

NOM DU CIRCUIT *NAME OF CIRCUIT*	PAYS *COUNTRY*	FMN	LONGUEUR *LENGTH*	DIRECTION **	POLE POSITION	DERNIERE / *LAST INSPECTION*	*INSPECTOR*	LAST GRADE	Situation / Validity	NOM DU CIRCUIT *NAME OF CIRCUIT*
SEPANG	Malaisie / Malaysia	AAM	5'543 km	C	gauche/left	31.10.2019	Franco UNCINI Rezsö BULCSU	C + A	2019	SEPANG
JOHOR	Malaisie / Malaysia	AAM				01.02.2017				JOHOR
BRNO	Rép. Tchèque / Czech Rep.	ACCR	5'403 km	C	gauche/left	06.08.2020	Franco UNCINI	**A**	**2020**	BRNO
BRANDS HATCH	GB	ACU	3'916 km	C	gauche/left	17.03.2015				BRANDS HATCH
DONINGTON PARK	GB	ACU	4'020 km	C	gauche/left	03.07.2019	Tamara MATKO	B	2019	DONINGTON PARK
DONINGTON PARK (Short)	GB	ACU	3'188 km	C	gauche/left	10.09.2016	Ralph BOHNHORST			DONINGTON PARK (Short)
SILVERSTONE	GB	ACU	5'891 km	C	gauche/left	24.08.2019	Franco UNCINI	A	2019	SILVERSTONE
AUSTIN	USA	AMA	5'516 km	A	droite/right	11.04.2019	Franco UNCINI	A	2019	AUSTIN
COTA	USA	AMA	5'513 km	A	droite/right	29.01.2020 ?	Franco UNCINI	A	2019	COTA
INDIANAPOLIS	USA	AMA	4'170 km	A	droite/right	06.08.2015	Franco UNCINI			INDIANAPOLIS
LAGUNA SECA	USA	AMA	3'610 km	A	droite/right	11.07.2019	Franck VAYSSIE	B	2019	LAGUNA SECA
SPIELBERG / RED BULL RING	Autriche / Austria	AMF	4,318 km	C	gauche/left	13.08.2020	Franco UNCINI	**A**	**2020**	SPIELBERG / RED BULL RING
SOKOL	Kazakhstan	AMFK				29.06.2015	Franco UNCINI		Under Construction	SOKOL
BAHRAIN INTL CIRCUIT	Bahrein / Bahrain	BAMF	5'400 km	C	gauche/left	11.09.2014	Rezsö BULCSU			BAHRAIN INTL CIRCUIT
NINGBO	Chine/China	CAMF				10.01.2018	Franck VAYSSIE			NINGBO
EL VILLICUM	Argentina / Argentine	CAMOD	4'276 km	A	droite/right	10.10.2019	Franck VAYSSIE	B	2019	EL VILLICUM
TERMAS DE RIO HONDO	Argentina / Argentine	CAMOD	4'805 km	C	gauche/left	28.03.2019	Franco UNCINI	A	2019	TERMAS DE RIO HONDO
BELO HORIZONTE	Brésil / Brasil	CBM				23.11.2015			Travaux à faire / Work to do	BELO HORIZONTE
INTERLAGOS	Brésil / Brasil	CBM					Franck VAYSSIE		Travaux à faire / Work to do	INTERLAGOS
RIO	Brésil / Brasil	CBM					Franco UNCINI		Sur plans / Drawings	RIO
EUROSPEEDWAY LAUSITZ	Allemagne /Germany	DMSB	4,265 km	A	droite/right	17.08.2017	Franck VAYSSIE			EUROSPEEDWAY LAUSITZ
HOCKENHEIM	Allemagne / Germany	DMSB		C	gauche/left	16.06.2015			Travaux à faire / Work to do	HOCKENHEIM
NURBURGRING	Allemagne / Germany	DMSB	5'137 km	C	gauche/left	21.08.2017			Travaux à faire / Work to do	NURBURGRING
OSCHERSLEBEN	Allemagne / Germany	DMSB	3'696 km	C	droite/right	18.07.2019	Paul DUPARC	C	2019	OSCHERSLEBEN
OSCHERSLEBEN	Allemagne / Germany	DMSB	3'696 km	C	droite/right	18.07.2019	Igor ESKINJA	**D**	**2019-2020**	OSCHERSLEBEN
SACHSENRING	Allemagne / Germany	DMSB	3'671 km	A	gauche/left	04.07-2019	Franco UNCINI	A + E	2019	SACHSENRING
LE MANS	France	FFM	4'185 km	C	gauche/left	08.10.2020	Franco UNCINI Paul DUPARC	**A + C**	**2020**	LE MANS
NEVERS MAGNY-COURS	France	FFM	4'411 km	C	droite/right	30.09.2020	Franck VAYSSIE	**B**	**2020**	NEVERS MAGNY-COURS
PAUL RICARD	France	FFM	5'673 km	C	droite/right	16.01.2020	Rezsö BULCSU Paul DUPARC	C	2019	PAUL RICARD
SPA-FRANCORCHAMPS	Belgique / Belgium	FMB		C	gauche/left	20.09.2018	Rezsö BULCSU Paul DUPARC		Travaux à faire / Work to do	SPA-FRANCORCHAMPS
IMOLA	Italie / Italy	FMI	4'936 KM	A	gauche/left	08.05.2019	Franck VAYSSIE	B	2019	IMOLA
MONZA	Italie / Italy	FMI	5'777 km	C	gauche/left	16.11.2016	Franck VAYSSIE		Travaux à faire / Work to do	MONZA
MUGELLO	Italie / Italy	FMI	5'245 km	C	droite/right	09.09.2020	Franco UNCINI	A	2019	MUGELLO
MISANO	Italie / Italy	FMI	4'226 km	C	gauche/left	10.09.2020	Franck VAYSSIE Franco UNCINI	**A**	**2020**	MISANO
VALLELUNGA	Italie / Italy	FMI		C		11.05.2015	Franck VAYSSIE			VALLELUNGA
HERMANOS RODRIGUEZ	Mexique / Mexico	FMM	4'438 km	C	gauche/left	13.11.2018	Franco UNCINI		Travaux à faire / Work to do	HERMANOS RODRIGUEZ
ESTORIL	Portugal	FMP	4'182 km	C	gauche/left	15.10.2020	Andres SOMOLINOS Rezso BULCSU Tamara Matko	**B+C+D**	**2020**	ESTORIL
PORTIMAO	Portugal	FMP	4'592 km	C	gauche/left	06.08.2020	Tamara MATKO Franco UNCINI	**B + D**	**2020**	PORTIMAO
BIC DELHI	Inde / India	FMSCI	5'014 km	C	gauche/left	10.01.2012	Igor ESKINJA			BIC DELHI
CHENNAI RACEWAY	Inde / India	FMSCI				27/05.2019	Franck VAYSSIE			CHENNAI RACEWAY
BURIRAM (CIC)	Thailande / Thailand	FMSCT	4'554 km	C	gauche/left	14.03.2019	Franck VAYSSIE Franco UNCINI	B + A	2019	BURIRAM (CIC)
GROBNIK-RIJEKA	Croatie / Croatia	HMS	4'168 km	A	gauche/left	04.07.2019	Rezsö BULCSU	F	2019	GROBNIK-RIJEKA
MANDALIKA	Indonésie / Indonesia	IMI					Franco UNCINI		Travaux à faire / Work to do	MANDALIKA
KUWAIT MOTOR TOWN	Kuwait	KIAC				23.06.2019	Franck VAYSSIE			KUWAIT MOTOR TOWN
ASSEN	Pays-Bas / Netherlands	KNMV	4'542 km	C	gauche/left	26.02.2020	Tamara MATKO Franco UNCINI	B + A	2019	ASSEN
ASSEN SC	Pays-Bas / Netherlands	KNMV	4'542 km	C	gauche/left	16.08.2018	Ralph BOHNHORST	F	2018-2019	ASSEN SC
BATHURST	Australie / Australia	MA	6'213	A			Franco UNCINI			BATHURST
PHILLIP ISLAND	Australie / Australia	MA	4'448 km	A	gauche/left	26.02.2020	Tamara MATKO Franco UNCINI	**B+t**	**2020**	PHILLIP ISLAND
TAILEM BEND	Australie / Australia	MA				04.02.2016	Franco UNCINI			TAILEM BEND
PANNONIA RING	Hongrie / Hungary	MAMS	4'470 km	C	gauche/left	24.07.2020	Rezsö BULCSU	**F**	**2020**	PANNONIA RING
AUTOPOLIS	Japon / Japan	MFJ				17.01.2018	Franck VAYSSIE		Travaux à faire / Work to do	AUTOPOLIS
SUZUKA	Japon / Japan	MFJ	5'824 km	C	gauche/left	03.03.2020	Rezsö BULCSU Paul DUPARC	**C**	**2020**	SUZUKA
TWIN RING MOTEGI	Japon / Japan	MFJ	4'801 km	C	gauche/left	17.10.2019	Franco UNCINI	A	2019	TWIN RING MOTEGI
IGORA DRIVE	Russia / Russie	MFR				01-02.10.2020	Franco UNCINI		Travaux à faire / Work to do	IGORA DRIVE
MOSCOW RACEWAY	Russia / Russie	MFR	3'955 km	A	droite/right	15.11.2012	Igor ESKINJA		2013-2014	MOSCOW RACEWAY
DOHA	Qatar	QMMF	5'380 km	C	gauche/left	05.03.2020	Tamara MATKO Franco UNCINI	**A+N**	**2020**	DOHA
ALBACETE	Espagne / Spain	RFME	3'550 km	C	gauche/left	11.10.2018	Andres SOMOLINOS	D	2019	ALBACETE
ARAGON	Espagne / Spain	RFME	5'078 km	A	droite/right	15.10.2020	Franco UNCINI Andres SOMOLINOS Tamara Matko	**A+B+D**	**2020**	ARAGON
CATALUNYA	Espagne / Spain	RFME	4'727 km	C	gauche/left	29.09.2020	Franco UNCINI Andres SOMOLINOS	**A + B + D**	**2020**	CATALUNYA
JEREZ	Espagne / Spain	RFME	4'423 km	A	gauche/left	28.08.2020	Franco UNCINI Andres SOMOLINOS	**A+B+D**	**2020**	JEREZ
LOS ARCOS-NAVARRA	Espagne / Spain	RFME	3'970 km	C	gauche/left	01.10.2015	Rezsö BULCSU Paul DUPARC		2015	LOS ARCOS-NAVARRA
VALENCIA	Espagne / Spain	RFME	4'005 km	A	droite/right	05.11.2020	Franco UNCINI Andres SOMOLINOS	**A+D**	2020	VALENCIA
SLOVAKIA RING	Slovaquie / Slovakia	SMF	5'922 km	C	gauche/left	05.02.2019	Rezsö BULCSU	C	2019	SLOVAKIA RING
ALASTARO	Finlande / Finland	SML				13.11.2019	Rezsö BULCSU		Travaux à faire / Work to do	ALASTARO
KIMI	Finlande / Finland	SML				01.07.2019	Franco UNCINI		Travaux à faire / Work to do	KIMI
ISTANBUL	Turquie / Turkey	TMF	5'378 km	A	droite/right	12.08.2013				ISTANBUL
DUBAI AUTODROME	EAU / UEA	UAEMC	5.377 km		droite/right	24.02.2015			Travaux à faire / Work to do	DUBAI AUTODROME
YAS MARINA	EAU / UEA	UAEMC				21.03.2011			Travaux à faire / Work to do	YAS MARINA

** Direction

A: Anticlockwise / Sens contraire des aiguilles d'une montre
C: Clockwise / Sens des aiguilles d'une montre

Legend/légende **Legend/légende**

Grade	Grand Prix	Superbike	Endurance	Moto3 Jr	MotoE	Sidecar
A	X	X	X	X	X	
B		X	X	X	X	
C			X	X	X	
D				X	X	
E					X	
F						X

"+N" in addition to the grade:night races for motorcycles not equipped with lights / "+N" ajouté au grade : courses de nuit pour machines non éq
"t" attached to the grade means:TESTS only / "t" attaché au grade : TESTS uniquement

VENTURI WORLD RECORD

#RUN		CP 1 (mile)	CP2 (km)	CP3 (1/4 mile)	CP4 (1/4 mile)	CP5 (km)	CP6 (mile)	1 mile	1 km	1/4 mile	Vitesse Mile	Vitesse km	Vitesse 1/4 mile
1er RUN (test-29 10)	ALLER	17:04:57,820				17:05:11,265	17:05:15,029	00:00:17,209	17:05:11,265	00:00:00,000			
	RETOUR	17:18:36,209		17:18:27,099	17:18:21,573	17:18:17,468	17:18:13,171	00:00:23,038	##########	00:00:05,526	20,124		
	Moyenne A/R							00:00:20,124	##########	00:00:02,763	**287,903**		
2ème RUN (test-29 10)	ALLER	18:07:59,436	18:08:02,702		18:08:09,677	18:08:12,578		##########	00:00:09,876	18:08:09,677			
	RETOUR	18:15:33,721				18:15:20,019		18:15:33,721	##########	00:00:00,000			
	Moyenne A/R							00:03:47,143	##########	09:04:04,838			
3ème RUN (LM - test)	ALLER	10:52:55,683	10:53:01,226	10:53:06,667	10:53:13,989	10:53:19,426	10:53:24,966	00:00:29,283	00:00:18,200	00:00:07,322			
	RETOUR	10:59:58,509	10:59:55,483	10:59:52,509	10:59:48,455	10:59:45,352	10:59:42,018	00:00:16,491	00:00:10,131	00:00:04,054	22,887	14,165	5,688
	Moyenne A/R							00:00:22,887	00:00:14,165	00:00:05,688	**253,140**	**254,139**	**254,642**
4ème RUN (Max-30 10 Lancé) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	11:38:47,472		11:38:53,690	11:38:57,550	11:39:00,361	11:39:03,476	00:00:16,004	11:39:00,361	00:00:03,860			
	RETOUR	11:47:15,866	11:47:12,646	11:47:09,737	11:47:05,755	11:47:02,670	11:46:59,321	00:00:16,545	00:00:09,976	00:00:03,982	16,274		3,921
	Moyenne A/R							00:00:16,274	05:49:35,168	00:00:03,921	**355,994**		369,397
5ème RUN (Max-30 10 Lancé) CATEGORY I, Group A1, **Division A,** Type VII +300	ALLER	14:41:41,072		14:41:47,467	14:41:51,500		14:41:57,605	00:00:16,533	00:00:00,000	00:00:04,033			
	RETOUR	14:49:45,185		14:49:39,158	14:49:35,081	14:49:31,943	14:49:28,553	00:00:16,632	##########	00:00:04,077	16,582		4,055
	Moyenne A/R							00:00:16,582	##########	00:00:04,055	349,382		357,190
6ème RUN (Max-30 10 Lancé) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	15:34:16,214	15:34:19,455	15:34:22,443			15:34:31,957	00:00:15,743	##########	##########			
	RETOUR	15:44:09,640	15:44:06,713	15:44:03,850	15:43:59,904		15:43:53,549	00:00:16,091	15:44:06,713	00:00:03,946	15,917		
	Moyenne A/R							00:00:15,917	00:04:53,629	##########	**363,990**		
7ème RUN (Max-30 10 Lancé) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	16:28:28,266	16:28:31,525	16:28:34,535			16:28:44,090	00:00:15,824	##########	##########			
	RETOUR	16:39:28,378		16:39:22,668			16:39:12,437	00:00:15,941	00:00:00,000	16:39:22,668	15,883		
	Moyenne A/R							00:00:15,883	##########	00:05:24,066	364,780		
8ème RUN (Max-31 10 Lancé) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	08:50:53,490	08:50:56,629	08:50:59,489	08:51:03,162	08:51:06,153	08:51:10,174	00:00:16,684	00:00:09,524	00:00:03,673			
	RETOUR	08:57:24,488	08:57:20,558	08:57:17,482	08:57:13,782	08:57:10,919	08:57:07,782	00:00:16,706	00:00:09,639	00:00:03,700	16,695	9,581	3,686
	Moyenne A/R							00:00:16,695	00:00:09,581	00:00:03,686	347,027	375,724	392,895
9ème RUN (Max-31 10 Lancé) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	10:10:34,478	10:10:37,582	10:10:40,402	10:10:44,026	10:10:46,802	10:10:50,178	00:00:15,700	00:00:09,220	00:00:03,624			
	RETOUR	10:17:34,315	10:17:30,948	10:17:28,165	10:17:24,445	10:17:21,532	10:17:18,437	00:00:15,878	00:00:09,416	00:00:03,720	15,789	9,318	3,672
	Moyenne A/R							00:00:15,789	00:00:09,318	00:00:03,672	366,941	386,349	394,446
10ème RUN (Max-31 10 Arrété) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER			11:21:52,076	11:22:03,570			00:00:00,000	00:00:00,000	00:00:11,494			
	RETOUR			11:34:01,693	11:33:50,432			00:00:00,000	00:00:00,000	00:00:11,261			11,377
	Moyenne A/R							00:00:00,000	00:00:00,000	00:00:11,377			127,304
11ème RUN (Max 31 10 Arrété) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER		11:41:32,670	11:41:42,277	11:41:47,937	11:41:51,312		00:00:00,000	00:00:18,642	00:00:05,660			
	RETOUR		11:59:00,161	11:58:56,701	11:58:50,898	11:58:41,271		00:00:00,000	00:00:18,890	00:00:05,803		18,766	
	Moyenne A/R							00:00:00,000	00:00:18,766	00:00:05,732		191,836	
12ème RUN (Max 31 10 Arrété) CATEGORY I, Group A1, **Division B,** Type VII +300	ALLER	15:49:05,466	15:49:15,277	15:49:19,690	15:49:24,427	15:49:27,531	15:49:31,098	00:00:25,632	00:00:12,254	00:00:04,737			
	RETOUR	16:02:34,766	16:02:31,478	16:02:28,239	16:02:23,351	16:02:18,799	16:02:08,901	00:00:25,865	00:00:12,679	00:00:04,888	25,748		
	Moyenne A/R							00:00:25,748	00:00:12,467	00:00:04,813	225,008		
13ème RUN (Max 31 10 Arrété) CATEGORY I, Group A1, **Division A,** Type VII +300	ALLER	16:23:47,748	16:23:57,721	16:24:02,209	16:24:07,070	16:24:10,272	16:24:13,524	00:00:25,776	00:00:12,551	00:00:04,861			
	RETOUR	16:33:08,176	16:33:04,954	16:33:01,576	16:32:56,526	16:32:51,879	16:32:41,950	00:00:26,226	00:00:13,075	00:00:05,050	26,001		
	Moyenne A/R							00:00:26,001	00:00:12,813	00:00:04,956	222,823		
14ème RUN (Max 31 10 Arrété) CATEGORY I, Group A1, **Division A,** Type VII +300	ALLER			16:43:37,206	16:43:48,582			00:00:00,000	00:00:00,000	00:00:11,376			
	RETOUR			16:47:41,505	16:47:29,926			00:00:00,000	00:00:00,000	00:00:11,579			11,478
	Moyenne A/R							00:00:00,000	00:00:00,000	00:00:11,478			126,195
15ème RUN (Max-01 11 Arrété) CATEGORY I, Group A1, **Division A,** Type VII +300	ALLER		08:28:57,234			08:29:16,444		00:00:00,000	00:00:19,210	00:00:00,000			
	RETOUR		08:46:06,170			08:45:46,579		00:00:00,000	00:00:19,591	00:00:00,000		19,401	
	Moyenne A/R							00:00:00,000	00:00:19,401	00:00:00,000		185,562	
16ème RUN (Max-01 11 Lancé) CATEGORY I, Group A1, **Division A,** Type VII +300	ALLER	10:07:28,212	10:07:31,517	10:07:34,571	10:07:38,547	10:07:41,448	10:07:44,661	00:00:16,449	00:00:09,931	00:00:03,976			
	RETOUR												
	Moyenne A/R							00:00:16,449	00:00:09,931	00:00:03,976			

Séminaires assurés par la CCR depuis 2008 / Seminars instructed by the CCR since 2008

FMNS	2012	2013	2014	2015	2016	2017	2018	2019	2020
AAM	P. DUPARC			P. DUPARC			P. DUPARC 24-25 Feb.		
AAMC	R. BULCSU	R. BULCSU	R. BULCSU	R. BULCSU	Paul DUPARC 06-07 May	R. BULCSU 01-02/06/2017	Paul DUPARC 05-06 Oct	Paul DUPARC 18-19 Oct	23-24/10 Postp. Covid
ACCR									
ACU		J Parker P. KING			Paul KING 27-28 Feb.			Paul KING 2 & 3 March	
AMA			CUMBOW			Paul KING 24-25 April		Paul KING 16-17 April	
BAMF							R. BULCSU 25-26 Feb		
CAMOD			R. BULCSU			too late !	too late !	B CUMBOW 25-26 March	
CBM									28-29/03 Postp. Covid
CMSA			R. BULCSU			R. BULCSU 25-26 Feb			Latest 8 March Postp. Covid
DMSB		R. BULCSU			R. BULCSU 5-6 March			Paul KING 16 & 17 March	
DMU			R. BULCSU			R. BULCSU 08-09 April			
EMSO									Dubai ? asked to FVA
FFM	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT	P. COUTANT 27-28 Feb	P. COUTANT 11-12 March		P. COUTANT 30-31 Mar	P. COUTANT Postp. Covid
FMI		P. KING			P. KING 05-06 March			Paul KING 09 & 10 March	
FMP			DUPARC		R. BULCSU V. CORREDOIRA 5-6 March			F. VAYSSIE 29&30 June	
FMPR			CUMBOW PEREZ						
FMSCI		R. BULCSU P. DUPARC							
FMSCT				R. BULCSU			R. BULCSU 24-25 Feb.		
FMV/ULM			PEREZ			Lincoln Perez 16-17 Sep			
HMS								R. BULCSU 16 & 17 March	
IMI					P. DUPARC 5-6 March			P. DUPARC 16-17 March	
MA	R. BULCSU					Franck VAYSSIE 20-21 Feb			20-21/10/2020 Post Covid
MAMS			R. BULCSU				R. BULCSU 07-08 April		
MFJ		R. BULCSU			R. BULCSU 20-21 Feb			R. BULCSU 09-10 March	
MFR	R. BULCSU P. DUPARC								
OeAMTC		R. BULCSU			R. BULCSU 27-28 Feb				
QMMF			VAYSSIE		F. VAYSSIE 23-24 March			F. VAYSSIE 20-21 OCT	
RFME			P. KING			Paul DUPARC 25-26 Feb			A. SOMOLINOS 07-08 March
SMF						R. BULCSU 11-12 March			
SML									Paul KING Postp. Covid
SMSA	R. BULCSU								

LEGEND

- Without any costs for FIM
- Costs borne by the FIM
- Officialy asked (to be validated)
- POSSIBLE
- POSTPONED

FIM RACING HOMOLOGATION PROGRAMME

FIM RACING HOMOLOGATION PROGRAMME FOR BARRIERS (FRHPba)

Homologation manual FRHPba-01

October 2020

GLOSSARY

FRHP (FIM Racing Homologation Programme)	FIM Programme that grants recognition to products related to safety and required for competitions.
FRHPba (FIM Racing Homologation Programme for barriers)	FIM Programme that grants recognition to barriers that meet the FIM Barrier Standard.
FIM Racing Homologation	Confirmation issued by the FIM as an official specification of performance for products related to safety and required for competitions.
FIM Barrier Standard	Ensemble of testing methods and corresponding performance criteria through which barriers are granted a FIM Racing Homologation.
Applicant	Legal entity applying for the FRHPba and representing the trademark. The applicant shall be the company that markets the barrier to its end-users through customary sales channels (wholesalers/retailers/direct sales) or sells and/or supplies the barrier to circuits. The Applicant may, and in many cases will, also be a barrier manufacturer.
Homologation Manual	Formal document that provides the Technical information and criteria, the Terms and Conditions and the Application Form of the FRHPba. The Homologation Manual, duly filled in, signed and returned by the Applicant to the FIM, represents the official application to the FRHPba.
Application Form (homologation or update)	Part of the Homologation Manual, to be completed by the Applicant while applying for the FRHPba.
Barrier	A system that is capable to absorb energy during an impact.
Module	A single unit of a barrier
APD	Additional Protective Device (another name for barrier)
CCR	Circuit Racing Commission
CCP	Track Racing Commission
COG	Centre of gravity
Test Report	Document issued by the Testing Laboratory that contains the test results relatively to a specific Application Form.
Homologation Notice	Formal document that expresses the granting of the homologation and sets out the rights licensed by the FIM.
Homologation Emblem	Emblem issued by the FIM together with the Homologation Notice. It includes the Applicant logo, the FIM logo, the FRHP logo, the category of product (Barriers), the Barrier Model and colour, the Homologation Manual of reference.
Homologation Refusal	Formal letter transmitted by the FIM to the Applicant in the event that homologation is not granted to an Applicant for a particular

	barrier.
Homologation Labels	Official labels provided by the FIM to the Applicant once homologation is granted.
Homologation Label cost	Fee associated with the purchase of official labels from the FIM related to the FRHPba.
Intellectual Property Rights	All trademarks, trade and business names, patents, copyright (including copyright in a computer program), database rights, design rights, registered designs, utility models, semi-conductor topography rights, inventions, know-how, confidential information and all other intellectual property and rights of a similar or corresponding nature in any part of the world, whether or not registered or capable of registration, in respect of such rights which are registrable and all applications for registration of any of the foregoing rights.
Personal Data	Any information relating to an identified or identifiable natural person; an identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of that natural person.

I. FOREWORD

Until now, the FIM has referred solely to existing international standards for the approval of barriers for use in its competitions.

In order to take account of a more complete and demanding evaluation of performance, and give specific and exclusive recognition to barriers that meet more demanding criteria, the FIM Technical, Track Racing Commissions and Circuit Racing Commission have now launched a pioneering and unique programme, the FIM Racing Homologation Programme for barriers (FRHPba), which features the latest state of art methods of testing.

Under this programme, the FIM will grant barriers a homologation certificate and labels, which will be a mandatory prerequisite to be entitled to be used on Circuit for FIM competitions.

To obtain such homologation, the barrier will have to meet the high performance and quality standard set by the FIM.

The barrier properties will be evaluated through a test protocol which aims to trigger the development of barriers offering an optimal protection for riders. An optimal protection is understood as providing a minimised risk of slipping under the barrier or rebounding.

The FIM test approach will first assess the barrier response to dummy projection test to evaluate the energy absorption capability.

FIM Homologated barriers will be required in all Circuit Racing FIM World Championships and Prize events as of 2025. The homologation will allow the FIM to ensure a more complete and high-end protection for its riders and in particular to better track and control barriers used in FIM competitions. It will also tend to preserve the interests of the homologated barriers' manufacturers.

This document was prepared under the direction of the FIM International Technical Commission, in collaboration with the FIA and leading road barrier manufacturers. The document provides the TECHNICAL INFORMATION AND CRITERIA, the TERMS AND CONDITIONS and the APPLICATION FORM, for interested parties wishing to apply to the Programme.

This document may be subject to amendments as determined by the FIM.

II. SCOPE

This standard aims to evaluate the safety performance of barriers intended for use in motor racing competitions. It defines appropriate test methods for measuring the performance in terms of absorption during impact.

Barriers homologated in accordance with this standard are intended to be used for Circuits where the run off area is too short (CCR) or for Track Racing (CCP).

III. TECHNICAL INFORMATION AND CRITERIA (FIM BARRIER STANDARD)

III.1 ELIGIBLE BARRIERS

The barrier can be with foam or inflating system. In the case inflating system is used, it is mandatory to have a pressure regulation system with a high pressure release valve and a low pressure sensor (to inflate the system again).

In the case of foam barrier, the edges toward the riders must not be sharp. An assessment of this point will be carried on by the lab during homologation tests.

In case the barrier is placed at the same ground level that the track/circuit, it must be equipped with a safety skirt made out of the same material as the envelope and without any holes of a length of at least of 500 [mm].

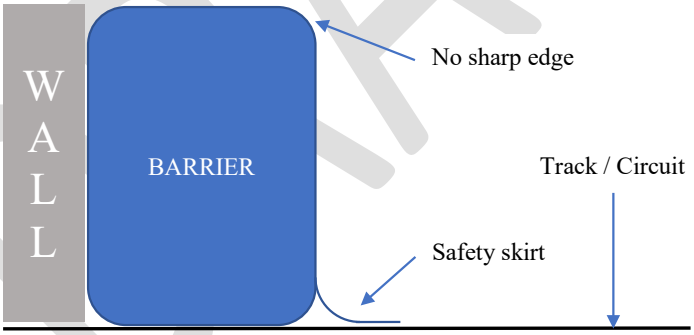

Figure 1: Schematic view of a barrier

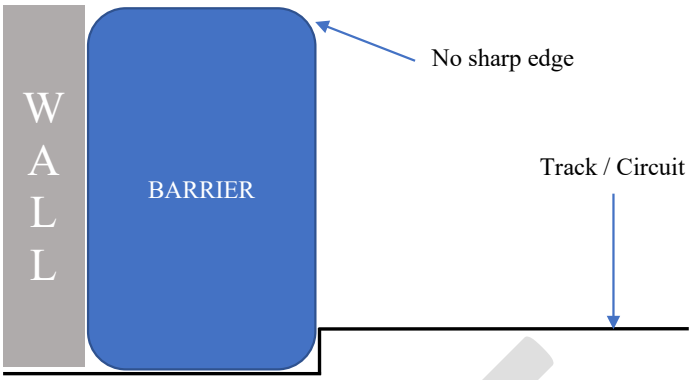

Figure 2: Schematic view of a barrier with groove on track

III.2 PRODUCT REQUIREMENT

The barrier shall meet all the product requirements specified below in **III.2.1 Material requirement**. Any alteration of these requirements constitutes a change of product (extension), for which a FIM authorisation is required.

The FIM reserves the right to refuse the homologation if the FIM Technical Commission and the FIM Circuits Commission of FIM Track Racing Commission deem the product unacceptable.

III.2.1 Material requirement

III.2.1.1 Fire resistance

All the component of the barrier shall be constructed using fire resistant materials in order to resist burning methanol and contact with a hot exhaust system. This can be demonstrated by either material data sheets or physical testing at the testing laboratory.

To perform the fire test, a piece of 60*30 cm of each material is tested with 200 ml of pure methanol. The test has to be video recorded and a stopwatch must be clearly visible. The sample must remain in one piece without holes.

III.3 TESTING PROCEDURES

III.3.1 Test site

The test site must have a rigid wall with a height of at least 1 [m] and shall have an effective length equal or longer than two third of one module of safety barrier. In case of testing the junction of two modules, the length must be at least of the length of one module.

The wall can be either flat or made out of rail guards. The wall must be straight and vertical with a tolerance of ± 2 [°] to the vertical.

III.3.2 Crash test dummy

III.3.2.1 CCP

The crash test dummy shall be based on the Black Tuffy body-form, specified by SAEJ944, with the following inclusions or modifications:

- Mass 75 ± 1 [kg]
- Impact surface area 0.24 [m^2]
- CoG vertical 550 ± 25 [mm] from the top of the head
- CoG longitudinal Not specified
- CoG transverse Central axis of crash test dummy

III.3.2.2 CCR

The crash test dummy shall be:

- Mass 35 ± 1 [kg]
- Impact surface area 0.24 [m^2]

III.3.3 Instrumentation

The crash test dummy shall be fitted with a tri-axis accelerometer at the CoG. All instrumentation shall conform to SAE J211 (latest revision) and ISO/DIS 6487; 1996E with a channel frequency class (CFC) of 180 and channel amplitude class (CAC) of 500g. The sampling frequency shall be at least 10,000Hz. The time of first contact between the crash test dummy and the barrier shall be measured and recorded as Time-zero.

III.3.4 Environmental conditions

The assessment of the influence of temperature is done by tensile tests on raw material samples at three different temperatures 0, 20 and 40 [°C]; the strength and the tensile modulus will be recorded. The values shall not differ more than 25% with the temperature of reference of 20 [°C].

III.3.5 Pressure conditions

When testing an inflating system, the barrier must be tested at different pressures. At room temperature, the system will be tested at the lowest, mean and higher pressure required by the manufacturer.

If the system has been designed to use only one pump for many modules, the farthest module from the pump has to be tested at least once at room temperature and at normal pressure condition.

III.3.6 Impact testing

A method of projecting the crash test dummy at the safety barrier shall be provided. The direction of motion shall be 90 ± 2 [°] to the front face of the rigid wall. At the moment of impact the crash test dummy shall be vertical ±2 [°] and the base shall be 100 ± 25 [mm] above the ground.

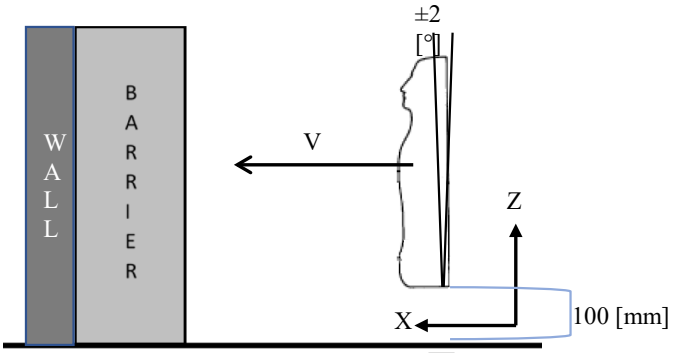

Figure 3: Side view of an impact testing

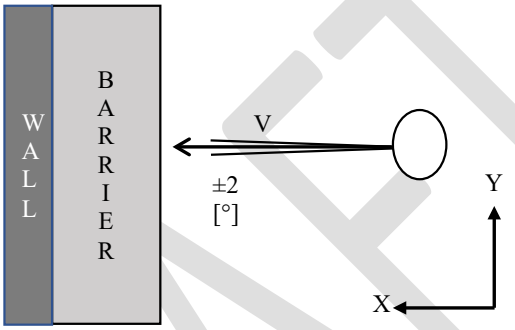

Figure 4: Top view of an impact testing

III.3.6.1 CCP acceptance criteria

The testing speed and criteria for CCP barriers are listed in **Table 1**.

Barrier Type	Minimum speed [km/h]	Max Peak Acceleration in [g]	Min energy absorbed [J] below 20 g	Rebound energy compared to impact energy
A plus / A+	60	35	5'000	< 25%
A	52	35	4'000	< 25%

Table 1: CCP Impact requirements

III.3.6.2 CCR acceptance criteria

The testing speed is set at 24 ± 1 [km/h] and criteria for CCR barriers are listed in **Table 2**.

Barrier Type	Max Peak Acceleration in [g]	Max deformation (VS width)
A	10	50 %
B	20	50 %
C	Between 20 and 30	50 %

Table 2: CCR Impact requirements

The type AA barrier exists also for circuit. Type AA means the the barrier is a type A with automatic reflating system.

III.3.6.3 Replacing time

The replacing time should be taken also in account. After one impact test, the system has to be dismantled and remounted as it will be on circuits/tracks to mimic real life scenario. The replacing has to be below 10 minutes.

III.3.6.4 After crash condition

The barrier has to be designed in such way that it should never seems intact with external visual inspection when a module is damaged and/or dismantled.

In automatic inflating system, an alarm (visual or acoustic) has to be implementing to warn the pressure loss. The pressure loss in considered as unable to reach the minimal pressure defined by the system.

In not automatic inflating system, if the pressure of the barrier has reached the minimum pressure required, it should be seen with visual inspection; either the barrier has lost its shape or a visual alarm is visible.

In foam system, the internal structure of the barrier should either remain in place or it should visible from outside that the internal structure is not in place anymore.

III.3.6.5 Other

The FIM reserves the right to refuse the homologation if the FIM Technical Commission and the FIM Circuits Commission or the FIM Track Racing Commission deem the product unacceptable.

III.4 TEST REPORT

The test report should include all the information recorded as a result of the performance assessment of the barrier. Additionally, the test report should include at least the following information about the test site:

a) Photograph of the test site location;
b) A complete listing of the test equipment, which shall include instrument accuracy and calibration dates;
c) Photographs of the barrier and annotation of the batch number and date of manufacture;
d) Any additional information requested at the discretion of the FIM.

III.5 FIM MARKING AND LABELLING

Each barrier having passed the requirements of this standard will have to be clearly marked and labelled as prescribed below:

a) Marking, as specified below.
b) FIM Label, which include a FIM hologram, to be sewed onto the barrier. The FIM Label must be exclusively purchased from the FIM.

The marking shall be affixed or printed onto each barrier container, and be clearly visible and remain so for the expected use and lifetime. It shall contain at least the following information:

a) FIM Standard Name;
b) Name of the Manufacturer, which could be replaced by its logo (if not already present);
c) Batch number (if not already present);
d) Date of Manufacture (if not already present);
e) Expiry date (if not already present).

The manufacturer is required to provide the FIM with the following details for each batch of FIM homologated barrier:

a) Documentary evidence that each production batch has undertaken factory production control tests, as specified in **III.6.3 FACTORY PRODUCTION CONTROL TEST RECORDS** of this standard.

The manufacturer is required to provide the following documentation with each delivery:

a) Installation guidelines;
b) Handling and Storage Guidelines;
c) Barrier Removal Guidelines;
d) Disposal Guidelines;
e) FIM Homologation Certificate, based on the template provided by the FIM.

Upon request by the manufacturer, the documents listed above can be electronically stored on the FIM database and accessible to anyone when scanning the QR-Code.

III.6 MANUFACTURER'S GUIDELINES FOR INSTALLATION, STORAGE AND DISPOSAL

The additional information included herein must always be provided with each delivery of FIM homologated barrier. It is possible to provide the same information in electronic version.

III.6.1 MANUFACTURER'S INSTALLATION GUIDELINES

The manufacturer's application guidelines shall include at least the following information:

a) Barrier preparation and installation
b) Method to fix the barrier (if applicable) to the wall
c) Method to fix two (or more) modules together
d) For inflated barriers: method to connect pipes and module to the pump

III.6.2 MANUFACTURER'S GUIDELINES FOR STORAGE AND DISPOSAL

The manufacturer's guidelines for storage must prescribe correct procedures to prevent damage or deterioration when the barrier is left on track or stored between the races.

The manufacturer's guidelines for disposal must prescribe correct procedure to eliminate the barrier and all the accessories (including pipes, pumps….)

III.6.3 FACTORY PRODUCTION CONTROL TEST RECORDS

The manufacturer must declare to have undertaken factory production control (fpc) tests. Every five year the module has to be retested at normal condition only at the middle of the module. If the values

differ more than 25% from the homologation tests, the complete series of tests has to be done again to prove compliance.

IV. TERMS AND CONDITIONS

IV.1 APPLICATION

In order to apply for the FIM Racing Homologation, the Applicant shall send the present Homologation Manual duly completed and signed with the requested information and attached documents (Application Form (homologation)) to the FIM International Technical Commission (fhrp@fim.ch). By doing so, the Applicant thereby confirms formal acceptance of the rules and procedures contained in the Homologation Manual, including the Technical Information and Criteria, the Terms and Conditions as well as the Application Form.

The Applicant shall apply for the FIM Racing Homologation for a specific type of barrier.

Only complete applications will be taken into consideration and it is the responsibility of each Applicant to ensure that all relevant information and documentation is provided. The FIM may request any further information it deems necessary. Applicants shall respond to any such request in due course and within the specified deadline if any.

Once the application is completed, the FIM will request the Applicant to send free of charge new and virgin Barrier Samples to and limited to the following Testing Laboratory:

Impact Laboratory Instituto de Investigación en Ingeniería de Aragón Universidad Zaragoza	**Laboratorio del Impacto** Parque Tecnológico TechnoPark MotorLand Att: FIM Racing Homologation Programme for barriers, Prof. Mario Maza Edificio Servicios Generales 44600 Alcañiz – Teruel – Spain Tel. +34 978 830 172

The Applicant will not charge the FIM or the Testing Laboratory the cost of the Barrier Samples.

Any duties, VAT or other taxes, levies, expenses or other charges payable in relation to the provision and delivery of barriers to the FIM respectively the Testing Laboratory and/or the handling of such barriers (e.g. delivery cost, shipping cost, customs clearance costs, including the return of any barrier, if applicable) shall, irrespective of the place of delivery, be declared and paid by the Applicant at its own cost.

Barrier Samples will be retained free of charge by the Testing Laboratory for reference and control purposes, and available to the FIM at all time for a period of 6 months starting from the issue of the Test Report. All Barrier Samples may be destroyed after a period of 6 months starting from the issue of the Test Report.

IV.2 DATA PROTECTION

By applying to the FRHPba and to access FIM homologation services and products, you authorize FIM to collect, store, process, transfer and use your Personal Data in accordance with the EU General Data Protection Regulation and the Federal Act on Data Protection of Switzerland where FIM is

incorporated. Unless you indicate otherwise, the consent you provide by applying to FRHPba shall be considered express and valid indefinitely.

By applying to the FRHPba you also authorize FIM to transfer your Personal Data to any third parties (notably laboratories etc.) assisting the management and implementation of the FIM homologation services, located in other countries with laws that may not guarantee the same level of data protection as Switzerland. You authorize these third parties to use, retain and store your Personal Data for the purposes of the homologation services and products.

Further information concerning the privacy policy of the FIM Racing Homologation Program can be found on this website https://www.frhp.org/.

You are also entitled to request FIM to withdraw your consent, erase, rectify or obtain any personal data FIM holds about you under the EU General Data Protection Regulation (GDPR) by sending your written request to gdpr-request@fim.ch.

In case you withdraw your consent or request to erase your Personal Data, FIM may be totally or partially unable to provide its homologation services or products.

IV.3 INTELLECTUAL PROPERTY RIGHTS

By applying to the FRHPba, the Applicant acknowledges that the names of the FIM, the FIM Marks, the FIM Homologation Visuals, Emblem and Labels, the FIM logos, trademarks and/or trade names of or used by FIM (whether registered or unregistered or whether registrable or not) constitute an exclusive property of the FIM and/or that the FIM holds and exclusive title for their usage. The Applicant shall consequently under no circumstances make any use of such names of the FIM, the FIM Homologation Visuals, Emblem and Labels, the FIM logosmarks, trademarks or trade names in a separate or combined manner either during the Homologation Notice or following its termination, contrary to the provisions of this Homologation Notice.

The Applicant agrees that he will not register, or cause to be registered, in any territory whatsoever, any name and/or denomination of any FIM Marks, Competitions and/or its classes or any logos, trademarks and/or trade names of the FIM or used by the FIM (whether registered or not or whether registrable or not) in connection with its activity, or any other trademark, trade name, word, logo or symbol that is identical or similar to any such name and/or denomination of any FIM Marks, the FIM Homologation Visuals, Emblem and Labels, the FIM logos, trademarks or trade names trademark and/or trade name (whether registered or not or whether registrable or not).

By applying to the FRHPba, the Applicant represents and warrants that its application does not infringe the trademark and trade name rights of any third party. The Applicant is solely responsible for ensuring that this is the case.

The Applicant shall promptly inform FIM of any infringement of any intellectual property rights of the FIM that comes to the Applicant's attention.

The Applicant shall indemnify and hold harmless the FIM from and against all claims, damage, losses, costs, (including, without limitation, all reasonable legal costs), expenses, demands or liabilities put forward by third parties for illegal competition, violation of copyright, claims of trademarks or industrial and intellectual property claims that may result from the activity of the Applicant not duly authorised by the FIM.

Regarding the FIM Homologation Emblem, the Parties agree that:

i. title to any and all rights in the FIM Homologation Emblem shall vest in the FIM, save for rights in the Applicant trademark element of the FIM Homologation Emblem, which will remain the property of the Applicant absolutely;
ii. all use of the FIM Homologation Emblem by the FIM shall cease upon termination or expiry of this Homologation Notice, unless the Applicant trademark element of the FIM Homologation Emblem is removed therefrom. The FIM shall be entitled to continue to use the remaining elements of the FIM Homologation Emblem after termination or expiry of this Homologation Notice;
iii. all use of the FIM Homologation Emblem by the Applicant shall cease upon termination or expiry of this Homologation Notice; the Applicant shall be entitled to continue to use the Applicant trademark only after termination or expiry of this Homologation Notice;
iv. neither party shall bring any action in respect of the FIM Homologation Emblem during the Term without the prior consent of the other party.

IV.4 BARRIER MODEL STABILITY

With respect to each Barrier Model submitted for homologation, the Applicant undertakes not to modify

- the trademark(s)
- the commercial name(s)
- the design
- the materials

Failure to respect the aforementioned undertakings may lead to immediate withdrawal of the homologation.

If the Applicant wishes to update an existing homologation in order to take into account of one or more of the following modified items (the list is not exhaustive)

- trademark(s)
- commercial name(s)
- design
- materials

shall send the present Homologation Manual duly completed and signed with the requested information and attached documents.

Based on this application, the FIM will assess whether the request falls within the scope of an update of an existing homologation or if a new homologation is required.

IV.5 TESTING

The aforementioned Testing Laboratory will be the sole entity approved to perform the tests in accordance with the present Homologation Manual.

All the homologation tests will be carried out, regardless of whether or not the Samples comply with the requirements.

Subject to the availability of the Testing Laboratory and by appointment with the Testing Laboratory, one representative of each Applicant may attend the homologation tests carried out by the Testing Laboratory for its own Samples and in absence of other Applicants.

The Testing Laboratory shall issue a Test Report (dated and signed) on the results of the tests performed and send it exclusively to the FIM. Such Test Report shall be sent to the FIM within a period of 2 months after the date of receipt of the Samples sent by the Applicant.

IV.6 GRANTING OF THE HOMOLOGATION

The FIM will check and study the Test Report issued by the Testing Laboratory and is the sole authority having the power to assess it. When the FIM is satisfied that the homologation can be granted, the FIM will inform the Applicant and send a signed Homologation Notice, to be returned to the FIM countersigned by the Applicant. In principle, this notice will be sent by the FIM within a month after the date of receipt of Test Report from the Testing Laboratory. The Homologation Notice will notably contain the conditions of use of the Homologation Emblem available for both the Applicant and the FIM. In the case a homologation is updated, an amendment to the existing Homologation Notice will be issued.

The homologation comes into effect only after the FIM has received the Homologation Notice countersigned by the Applicant. The Applicant will then be entitled to refer to the homologated Barrier Model as "FIM racing homologated" and will be entitled to use the Homologation Emblem in accordance with the FIM's instructions.

Each module will have a Homologation expiry date of five (5) years after the production that can be extended for one (1) year maximum twice. After seven (7) years, the module cannot be used anymore in FIM competition.

Comment [MP1]: TBD CCP/CCR

In the event that the Barrier Model does not meet the acceptance criteria and is therefore not granted the FIM Racing Homologation, the Applicant will be informed through a formal Homologation Refusal.

The FIM may transmit the Test Report to the Applicant upon request.

IV.7 LABELING

If the homologation is granted, the Applicant will order a certain quantity of Homologation Labels per homologated Barrier model. The only human-eye visible information on the Homologation Label will be the FRHP logo. The rest of the information will be uploaded on a QR code, that is linked to the digital database and can be modified whenever is needed. The QR code carries an identification number, the Applicant name, the Barrier Model, Expiry date, test date and number and the Homologation Manual of reference.

The use of Homologation Labels to the Applicant is subject to the prior signature of the Homologation Notice by the Applicant.

The Homologation Label shall be firmly sewed onto the barrier. The Homologation Labels shall not be available outside the Applicant's premises and shall only be fitted by the Applicant or their official agents on the respective homologated barriers. For the avoidance of doubt, only Homologation Labels ordered from the FIM shall be used. Each unit of the respective FIM racing homologated barrier model which will be manufactured and used/intended for racing must carry the official Homologation Label.

The Applicant undertakes and warrants that it applies the Homologation Label only to barriers consistent with the actual Samples submitted to obtain the homologation.

The Homologation Label will be scanned by the FIM, which reserves the right for its officials or the officials of an FMNR to remove it or remove the Barrier Model from the digital database where there are valid reasons to do so.

IV.8 POST-HOMOLOGATION CONTROLS

The FIM reserves the right to carry out post-homologation control tests on barriers selected at random at the production site, at events or via a distribution channel, at any time. It also reserves the right to withdraw the homologation forthwith should the barriers subject to random post-homologation controls be found not to be in conformity with the FIM criteria. The Applicant will be notified of the possible non-conformity of the barrier.

IV.9 INVOICING

A Homologation Label cost (fee) will be applied by the FIM to ensure the viability of the FRHPba by covering notably the related operational, maintenance and development costs. A net amount of CHF 3.00 (three Swiss francs) per label shall be paid by the Applicant (fee). For the avoidance of doubt, any possible tax (withholding tax e.g.), duties or charges due on the payment of such fee shall exclusively be borne by the Applicant.

In cases where the homologation is granted, the invoice in respect of the Homologation Label cost will be issued together with the Homologation Notice and shall be respectively paid and signed in due time by the Applicant. The payment of the invoice shall be effected within 30 days after receipt and is a condition for valid homologation, without which the homologation can be withdrawn forthwith.

In cases where the homologation is not granted, the Homologation Refusal only will be issued.

In addition and in any case, the Applicant agrees and acknowledges that a fee will be applied by the Testing Laboratory and charged to the Applicant to cover notably the costs related to the tests requested by the Applicant for each homologation application. The quote related to this fee will be sent to the Applicant by the Testing Laboratory once the Application Form has been validated by the FIM.

Concerning post-homologation controls, if the barrier is deemed non-compliant with FIM Barrier Standard, the FIM will invoice the Applicant the fixed amount of CHF 4’000.-(four thousand Swiss francs). That amount corresponding to the maintenance costs includes notably the costs (if any) of purchasing the barriers, the costs of the tests and the administrative costs.

If it is established that if the barrier complies with the FIM Barrier Standard, no costs will be charged to the Applicant.

IV.10 WARRANTIES REGARDING ENVIRONMENTAL RESPONSIBILITY AND COMPLIANCE WITH LABOUR, HEALTH AND SAFETY REGULATIONS

The Applicant hereby warrants, represents and undertakes that it has all necessary rights (including but not limited to any intellectual rights), permissions, power and capacity to enter into this Homologation Manual and to perform the obligations deriving from it and, in so doing, is not in breach of any obligations nor duties owed to any third parties and will not be so as a result of performing its obligations under this Homologation Manual.

The Applicant hereby warrants that the manufacture and assembly of the barrier takes place in strict compliance with the applicable legislation and regulations applicable to labour, health and safety (including but not limited to Article 32 of the UN Convention on the Rights of the Child) in the country(ies) in which the barrier(s) is/are manufactured or assembled and in the countries in which it conducts business.

The Applicant hereby warrants that it observes the environmental obligations and the provisions of environmental legislation and regulations applicable in the country in which barriers are manufactured or assembled and in all countries where it conducts business.

The Applicant hereby certifies that it uses its best efforts to limit emissions and use safe, energy-saving and environmentally friendly technologies in the manufacture and assembly of the barrier(s) for which the Application is being made.

IV.11 INDEMNITIES AND LIABILITY

The Applicant acknowledges that it is and remains the sole entity that can be held liable, in contract tort or under statute, in case of any loss or damage suffered by users and third parties, imputed, directly or indirectly, to the homologated barrier.

As the FIM is not involved in any way whatsoever with the manufacturing of the barrier, the FIM shall not in any case be liable for any direct or indirect or consequential loss or damages (whether for loss of profit, loss of business, depletion of goodwill or otherwise and including but not limited to any damage to property or death or injury) caused to the Applicant or third parties arising from any possible defect(s) related to the barrier. In this regard, the Applicant hereby agrees to indemnify, release and hold harmless the FIM, its employees, agents, officials, representatives and volunteers from and against any and all possible product liability claims with regard to the barrier.

The Applicant agrees to hold harmless and indemnify the FIM against all loss, damages, costs and payments, including reasonable legal expenses, arising out of any third party claims (including but not limited to any intellectual property infringements claims) or allegations related to any breach by the Applicant of its warranties or obligations under this Homologation Manual.

All the warranties and indemnities made under this Homologation Manual shall remain in force indefinitely.

The FIM shall not in any case be liable in contract, tort or otherwise (including any liability for any negligent act or omission) for any direct or indirect or consequential loss or damages caused to the Applicant or third parties arising from breach or out of or in connection with the FRHPba. In any event, the FIM's maximum aggregate liability in contract, tort, or otherwise (including any liability for any negligent act or omission) howsoever arising out of or in connection with FIM's obligations under the FRHPba (e.g. to process the submitted Application Form, open the homologation procedure, assess the Test Report, issue the Homologation Notice or Homologation Refusal within a month of receipt of the Test Report, ship labels on Applicant's request, send Test Report on Applicant's request) in respect of any one or more incidents or occurrences in the framework of the FIM Racing Homologation shall be limited to a sum equal to the amount of CHF 10'000.- (ten thousand Swiss francs). Such exclusion or limitation of liability shall also apply to the personal liability of employees, agents, representatives, officials and volunteers of the FIM.

IV.12 INSURANCE

The Applicant hereby certifies that it is properly insured against all risks which may arise from or in connection with the barrier and that it will at all times maintain an appropriate product liability

insurance policy in respect thereof. The Applicant hereby agrees to provide a copy of the policy contracted upon simple request of the FIM.

IV.13 WITHDRAWAL

Without this giving rise to any indemnity whatsoever (i.e. any such decision(s) will not give rise under any circumstances to any claim against the FIM from the Applicant), the FIM may immediately and without notice (in addition to and not in substitution for any of its other rights and remedies under this Homologation Manual or in law) withdraw the FIM Racing Homologation granted to the Applicant in the following cases:

i. where the barrier submitted for homologation no longer meets the (new and/or amended) standards required for entry and/or the acceptance criteria as defined by the FIM (see *inter alia* section POST-HOMOLOGATION CONTROLS above);
ii. where any conduct (e.g. act or omission, behaviour, public statement, etc.) whatsoever on the part of the Applicant, his management, employees, representatives or agents, which causes or may cause any prejudice (e.g. any direct or indirect or consequential loss or damages (whether for loss of profit, loss of business, depletion of goodwill or otherwise and including but not limited to any damage to property or death or injury)) to the FIM or its reputation;
iii. in the event that the Applicant commits a breach of any of its obligations under this Homologation Manual.

IV.14 CONSEQUENCES OF WITHDRAWAL

Upon withdrawal of the FIM Racing Homologation:

i. all of the rights granted by the FIM in the framework of the FRHPba (including those granted under this Homologation Manual) shall forthwith terminate and, where applicable, automatically revert to the FIM;
ii. the Applicant shall not use or exploit its previous connection with the FRHPba, whether directly or indirectly;
iii. all sums due and payable to the FIM by the Applicant at the date of withdrawal of the FIM Racing Homologation shall be paid immediately together with any accrued interest on the same;
iv. in the event that the withdrawal of the FIM Racing Homologation arises from non-payment by the Applicant of any sum due under section INVOICING of this Homologation Manual, the FIM shall, without prejudice to any other rights under this Homologation Manual or law, be entitled to receive the balance then outstanding of the total Homologation Fee as set out in section INVOICING of this Homologation Manual;
v. the Applicant shall not have any right to any indemnity or payment of compensation or damages.

If the FIM Racing Homologation is withdrawn by the FIM pursuant to Clause WITHDRAWAL (Paragraphs ii. and iii.) above, the Applicant shall be required to pay the FIM a penalty in the amount of CHF 5'000.- (five thousand Swiss francs). The penalty is payable even if the FIM has not suffered any loss or damage.

Furthermore and in any case of withdrawal of the FIM Racing Homologation, the FIM is entitled to recover from the Applicant any losses and damages as may be allowed under the law.

To apply for re-homologation for a withdrawn Barrier Model, the Applicant should follow the normal application process. The application will be treated as a new submission.

IV.15 ANNOUNCEMENT

No announcement shall be made by the Applicant in relation to the FRHPba without the prior written consent of the FIM.

IV.16 TRANPARENCY

The Applicant has a duty of transparency and disclosure towards the FIM as the homologating body.

Any sporadic or regular malfunction or sporadic or systemic defect affecting the barrier that arises at any time shall immediately be reported to the FIM and remedial measures proposed. Where necessary, the homologation will be withdrawn.

IV.17 APPLICABLE LAW AND ARBITRATION

Any dispute arising from or in connection with the FRHPba (including the validity or interpretation of the Homologation Manual) shall be governed by and interpreted exclusively in accordance with Swiss law without reference to (its) conflict of law rules and shall be submitted exclusively to the Court of Arbitration for Sport (CAS) in Lausanne, Switzerland, and resolved definitively in accordance with the Code of Sports-related Arbitration. The Panel set in operation by the Court of Arbitration for Sport will consist of a sole arbitrator designated by the President of the CAS Division concerned.

Any FIM decision not to grant or to withdraw the FIM Racing Homologation may be appealed by the Applicant to the Court of Arbitration for Sport within 21 days from the receipt of the decision appealed against. Failing that, the FIM decision must be considered as final (peremptory time limit). Furthermore, in the framework of an appeal arbitration procedure, the Applicant may not seek damages or take action to gain compensation for any inconvenience or other loss incurred. Finally, in case of a FIM decision to withdraw the FIM Racing Homologation, an application to stay the execution of the decision appealed against will not be entertained in any circumstances by the CAS.

The Applicant confirms that he has read and agreed to the present Homologation Manual. In particular, the undersigned Applicant confirms that he is cognisant with and accepts the Technical Information and Criteria as well as the Term and Conditions contained in this Homologation Manual.

Applicant's representative

Name Signature

On ____/____/____

Note: Please initiate each page in the dedicated boxes

V. APPLICATION FORM (HOMOLOGATION) / FRHPba-01

To be filled in for each Barrier Type and returned by e-mail to frhp@fim.ch*

(1) Applicant's information	
(1.1) Name	
(1.2) Address (road, city, ZIP code, country)	
(1.3) E-mail	
(1.4) Phone	
(1.5) Commercial trade mark(s)	
(1.6) Contact name	
(1.7) VAT number/Legal registration number	
(2) Manufacturer's information	
(2.1) Name	
(2.2) Address (road, city, ZIP code, country)	
(2.3) E-mail	
(2.4) Phone	
(2.5) Contact name	

(3) Barrier Model	
(3.1) Commercial name(s)	
(3.2) Date of manufacture (mm, yyyy)	
(3.3) Size(s)	
(3.4) Fixation method	
(3.5) List of material	
(3.6) Material of the envelope	
(3.7) Fixation method(s)	
(3.8) Wished amount of Homologation labels (per year)	

(4) Documents to be mandatorily annexed (for each Barrier colour if they differ)	
	(4.1) Tests reports for ***Fire Resistance*** (if applicable) or raw material certificate
	(4.2) Communication and guidelines for installation, storage and disposal
	(4.3) Photos of the module

By signing this Application Form (homologation), the undersigned Applicant attests to the accuracy of the information provided and that the Samples submitted (in all types) are fully consistent with the indications set forth on the Application Form.

Applicant's representative

Name Signature

On ____/____/____

VI. APPLICATION FORM (UPDATE) / FRHPba-01

To be filled in for each Barrier Model and returned by e-mail to frhp@fim.ch

(1) Applicant's information	
(1.1) Name	
(1.2) Address (road, city, ZIP code, country)	
(1.3) E-mail	
(1.4) Phone	
(1.5) Commercial trade mark(s)	
(1.6) Contact name	
(1.7) VAT number/Legal registration number	
(2) Manufacturer's information	
(2.1) Name	
(2.2) Address (road, city, ZIP code, country)	
(2.3) E-mail	
(2.4) Phone	
(2.5) Contact name	

(3) History (to be filled by FIM)	
(3.1) Application Form (homologation) of reference	

(4) Barrier Model	
(4.1) Commercial name(s)	
(4.2) Date of manufacture (mm, yyyy)	
(4.3) Size(s)	
(4.4) Fixation method	
(4.5) List of material	
(4.6) Material of the envelope	
(4.7) Fixation method(s)	
(4.8) Wished amount of Homologation labels (per year)	

(Please indicate items for each Barrier Type if they differ)

(5) Reason for update	
(5.1) Update ○ trademark(s) ○ commercial name(s) ○ guide lines ○ materials ○ others (please specify:_____ _____	

(6) Tests requested (to be filled in by FIM)	

	(7) Documents to be mandatorily annexed (for each Barrier colour if they differ)
	(7.1) Tests reports for ***Fire Resistance*** (all material)
	(7.2) Tests reports for ***Chemical Resistance*** of the envelope
	(7.3) Tests reports for ***Ageing*** of the envelope
	(7.4) Communication and guidelines for installation, storage and disposal
	(7.5) Photos of the module

By signing this Application Form (update), the undersigned Applicant attests to the accuracy of the information provided and that the Samples submitted (in all types) are fully consistent with the indications set forth on the Application Form.

Applicant's representative

Name Signature

On ____/____/____