

FIM X-Trial Regulations



EDITION 2022

update 25 February 2022

CONTENTS

FIM X-Trial Regulations	1-57
-------------------------------	------

Articles amended as from 1.1.2022 are in bold type

FIM X-TRIAL REGULATIONS

TERMS ABBREVIATIONS, DEFINITIONS:	6
1.	TITLE AND GENERAL.....	8
1.1	Definition of an X-Trial.....	8
1.2	FIM World Championships and Prizes	9
1.3	Events.....	10
1.4	Format of the events.....	11
1.5	Criteria for the FIM X-Trial World Championship.....	12
2.	ENTRIES, RIDERS AND TEAMS	14
2.1	Supplementary Regulations.....	14
2.2	Riders' licences	15
2.3	Age of the Riders	15
2.4	Riders	15
2.5	Selections	16
2.6	Entry	18
2.7	Double entry.....	19
2.8	Unavailability	19
2.9	Rider's Apparel.....	20
2.10	Riders' clothing	20
2.11	Rider Behaviour and Assistance	20
2.12	Registered Assistants and behaviour	22
3	MOTORCYCLES	24
3.1	Equipment of motorcycles	24
3.2	Cleaning of motorcycles.....	24
3.3	Technical assistance.....	24
4	CONDITIONS OF THE EVENT.....	25
4.1	Paddock	25
4.2	Warm up Area	25
4.3	Floor	25
4.4	Course and Sections.....	25
4.5	Administrative Controls.....	27
4.6	Technical Verifications.....	27
4.7	Schedules	27
4.8	Start and Finish points.....	27



4.9	Sound system	27
4.10	Lighting of the Course	27
4.11	Results display board	28
4.12	Scoring system.....	28
4.13	Medical Service.....	28
4.14	Facilities for FIM Officials	28
5	RUNNING OF THE EVENT.....	29
5.1	Coordination meeting.....	29
5.2	Administrative Controls.....	29
5.3	Passes.....	29
5.4	Technical verifications.....	30
5.5	Visits of the Sections	30
5.6	Acceptance of the Sections by the Riders	30
5.7	Briefing	31
5.8	Sections	31
5.9	Section Boundaries and Signage.....	32
5.10	Number of Sections.....	32
5.11	Damaged Section.....	32
5.12	Starting order for the Event	32
5.13	1 st Round.....	32
5.14	Classification of 1 st Round and Qualified Riders	34
5.15	2 nd Round	34
5.16	Classification of the 2 nd Round	35
5.16.1	Classification of Round N° 1 and Round N° 2 and Qualified Riders	36
5.17	Final Starting order.....	36
5.18	Classification of the Final	37
5.19	Classification of the Event	38
5.20	Time Allowance and Control	38
5.21	Definitions of penalties for faults	39
5.21.1	Footing	39
5.21.2	Motorcycle leaning	39
5.21.3	Failure	39
5.22	Time Penalties.....	42
5.22.1	Rider Timeout	42
5.23	Penalties in each Section.....	44
5.24	Disqualification	44
5.25	Financial Penalties for Riders and/or Assistants and/or Team Managers.....	45



5.26	Financial penalties for non-participation.....	46
5.27	Leaving the event.....	46
5.28	Attempt to succeed.....	46
5.29	Results and classifications.....	47
5.29.1	Classification in each event.....	47
5.29.2	Premature Stoppage of the Event	47
5.29.3	Final classification of the World Championship..	48
5.30	Ties	48
5.31	Ties at the end of the World Championship	49
5.32	Awards and Financial Conditions	50
5.32.1	Overall FIM X-Trial World Championship awards.	50
5.32.2	Financial awards for the Riders	50
5.33	Prize-Giving Ceremony and Press Conference	51
5.34	Protests.....	51
6.	Officials and Procedures.....	52
6.1	Officials.....	52
6.2	Referee	52
6.3	Clerk of the Course	53
6.4	Event Manager	54
6.5	Technical Steward.....	54
6.6	Environmental Steward.....	54
6.7	Timekeepers	54
6.8	Section Builder (SB)	55
6.9	Section Observer	56
6.10	CTR Representative.....	56
6.11	Timetable	56



Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except where the context requires otherwise.

GENERAL UNDERTAKINGS AND CONDITIONS

All Riders, teams, officials and other parties participating in the FIM X-Trial World Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the documents below in their current editions as added to and/or modified from time to time (hereinafter collectively known as “The FIM Regulations”):

1. FIM Sporting Code
2. FIM X-Trial Regulations
3. FIM Trial Technical Rules
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Yearbook
9. FIM Event Manuel
10. FIM Ethical Code

The FIM Regulations may be translated into other languages but in case of any dispute regarding interpretation, the English text will prevail.

It is the responsibility of each Rider and/or team to ensure that all persons involved with their entries observe the FIM Regulations at all times.

The Rider or any other person having charge of an entered motorcycle at any time during the event is jointly and severally liable with the Team.

Any person concerned in any way with an entered motorcycle or present in any capacity in the Paddock and the Sections on the Track must wear an appropriate pass at all times during the Event.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the event in question - are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

All the above mentioned documents can be accessed at:

www.fim-moto.com

TERMS ABBREVIATIONS, DEFINITIONS:

Assistant:	Is a licensed person who provides assistance and is assigned to a single rider and also is subject to compliance with the rules and instructions of the Referee. Each Assistant has been selected and registered by a Rider who is responsible for him throughout the Event.
Course:	Movements on the Floor to go from a Section to another.
The CTR (FIM Trial Commission):	Body responsible for drawing up the rules and supervising the management of the FIM X-Trial World Championship. It is represented by the CTR Bureau and/or the CTR Director and/or the Referee in case of need and if they have received a mandate from CTR Bureau.
Event:	All the actions related to the FIM X-Trial Regulations starting with the administrative controls and concluding with the end of the Prize Giving ceremony.
Fictitious Line:	An imaginary line between two Signals indicating “Section start”, a “Section end” or of a set of “gates” consisting of the same arrow colour.
Force Majeure:	Unforeseeable and insurmountable occurrence having an external cause and rendering impossible the execution of the obligation.
Format:	Composition of the various stages of the performances on the Track during an Event. It is composed of 1 st Round, a 2 nd Round, and a Final.
Floor:	Also known as “Track”, is the area where the sections are placed and where the competition is held. It is an area enclosed with track panels that delimit and separate the track from anyone who is not authorized to be inside.

- Gate:** A space between two signs of the same nature placed side by side, e.g. Start and End of the Section, or between 2 arrows placed opposite each other to left and right, which the Rider must pass through.
- Round:** Set of a number of Sections ridden by a Rider and forming a result at the different stages of the Event Format.
- Pass through a gate:** A Rider has passed through a gate when the wheel track has crossed the imaginary line of a gate.
- Promoter:** Contractual agent holding some organisational and/or commercial rights in relation to FIM world Championship and/or prize events.
- Retrace his marks:** A Rider retraces his marks when a wheel of the motorcycle crosses its own track or that of the other wheel after doing a complete loop (except in the case of a section crossed in both directions (“round trip, see Article 5.8. Sections))
- Statement of fact:** There is a “Statement of fact” when an infraction to the sporting rules is noticed by an official of the event. The statement of fact comes from an objective observation of an infraction for which the sanction is defined in the rules.
- Trace of a wheel:** The visible or non-visible mark of a wheel having touched the ground or not.
- Warm-up:** Possibilities given to the Rider just before his departure for the competition to be able to warm up and heat the Motorcycle in the Warm-up area.
- FIM/Promoter:** The FIM CTR Bureau and/or the FIM administration with the Promoter, forms a group in order to take a particular collegiate decisions. In case of different positioning, the FIM position will prevail.



1. TITLE AND GENERAL

1.1 Definition of an X-Trial

1. X-Trial is a Motorcycling discipline in which the Riders' balancing skills and audacity on his motorcycle are the basis of their performances.
2. The Riders perform individually and consecutively, negotiating a series of artificially constructed obstacles such as rocks, tree trunks, concrete blocks, etc.
3. The series of obstacles, constructed by human agency within a sporting arena, generally indoors, are delimited and known as Sections.
4. The crossing of these Sections by the Riders are observed and evaluated by a Sections Observer who awards penalties.
5. The route between the Sections is called the Course.
6. A Course formed by several Sections at the end of which a ranking is drawn is called a Round. A 1st Round, a 2nd Round and a Final are set up to constitute the Competition as a whole.
7. The winner is the Rider to whom the Sections Observer has assigned the smallest number of penalties according to the competition format.

In addition to 1.1:

1.1 X-TDN X-Trial of Nations

8. The winning team will be the one whose total penalties of the 2 riders will be the lowest after addition of the points according to the corresponding articles.



1.2 FIM World Championships and Prizes

1. A FIM X-Trial World Championship is held every year under the aegis of the FIM.
2. The FIM X-Trial World Championship is governed by the FIM Sporting Code, Section 30 “FIM World Championships and Prizes”, the other FIM Codes and the present Regulations.
3. In all advertising and documents relating to the events counting for the FIM X-Trial World Championship, the official title of the competition must appear.

In addition to 1.2:

1.2 X-TDN X-Trial of Nations

4. The FIM X-Trial des Nations is an FIM Prize for men’s Teams between national teams selected by the FMNs and validated by the FIM/ Promoter.

1.3 Events

1. The FIM X-Trial World Championship and Prize Events must be entered in the FIM Calendar in respect with article 20 of the FIM Sporting Code.
2. The number of Events entered in the Calendar for the World Championship will be set on the base of mutual agreement between the FIM and the promoter. To that, also a X-Trial des Nations as one event only.
3. The Events counting for the FIM X-Trial World Championship must normally take place between 1 October of the previous year and end of April of the current season.
4. If absolutely necessary, the FIM/the Promoter may decide otherwise.
5. These Events must be organised at venues that have been approved by the Promoter and comply with the FIM Regulations (See FIM Standards for X-Trial Organisers).
6. They will be inspected in advance and homologated by the Championship Promoter **In agreement to local authorities and / or any other authorized body.**
7. No Event can be organised before all the necessary legal authorisations have been obtained by the organiser and validated by the FIM/the Promoter.
8. The Organiser is responsible for providing, in collaboration with the FIM/the Promoter, all the facilities and staff necessary to ensure that the event can be staged safely, efficiently and smoothly.
9. The validity of the third party insurance must come into effect in accordance with Article 110.1.2 of the FIM Sporting Code “Third Party Liability Insurance for FIM World Championships or Prize Events organised in partnership with a contractual FIM Promoter”.
10. The events begin at the scheduled time for the inspections of the Sections followed by the Technical and Administrative Verifications, and end when all of the following have occurred:
 - a) The final results have been approved by the Referee;
 - b) All deadlines for lodging protests/appeals have expired;
 - c) All technical, sporting and anti-doping controls have been concluded.
11. If an appeal is lodged, the results will not become official until a

decision is taken by the Referee.

1.4 Format of the Events

1. An event counting towards the X-Trial World Championship and Prize includes:
 - a) Technical and Administrative verifications on the day of the Competition.
 - b) A visit of the Sections on the day of the Competition.
 - c) Validation of the Sections by the Riders.
 - d) An information meeting between the FIM Referee, the Section Builder, the Section Observer, the Promoter and the Riders.
 - e) A 1st Round with **8** Riders.
 - f) A break of a minimum of 10 minutes between the 1st Round and the 2nd Round.
 - g) A 2nd Round with the 6 best Riders.
 - h) A Final with the **3** best Riders.
 - i) A prize-giving ceremony.

In addition to 1.4:

1.4 X-TDN X-Trial of Nations

- a) A 1st Round with 5 teams of 2 riders.
- b) A minimum of 10 minutes break between the 1st Round and the 2nd Round.
- c) A 2nd Round with the 5 teams of 2 riders.
- d) A Final with the 2 best teams.

The format must be approved by the FIM Administration and referred to in the Supplementary Regulations of the event.

1.5 Criteria for the FIM X-Trial World Championship

1. All organised events counting for the FIM X-Trial World Championship will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM/CTR Bureau is entitled, upon proposal from the Promoter and in exceptional circumstances, to make a decision derogating from this principle.
2. The winner of the FIM X-Trial World Championship is the Rider who has obtained the most points in all of the events of the FIM World Championship, irrespective of the number of events he has participated and/or has finished.
3. In case of a tie:
 - a) The number of best places will be taken into consideration.
 - b) The points scored on the last day of competition of the Championship will determine the Rider's place in the final standings. If necessary, the points scored on the penultimate day of competition of the Championship will determine the Rider's place in the final standings, and so on and so forth.
 - c) Where a Rider takes part with motorcycles from different Manufacturers, it is the brand with which he scored the greatest number of points that will appear next to his name in the final standings, but the calculation of the FIM X-Trial World Championship standings will not be modified.
4. The standings for the FIM World Championship will not be considered final until after the deadlines for lodging protests and appeals have elapsed and after any protest or appeal lodged has been examined and a final decision taken by the competent body.
5. All FIM World Champions must attend the official FIM Prize-giving Ceremony.

In addition to 1.5:

1.5 X-TDN X-Trial of Nations

6. This FIM Prize takes place over a single Event.
7. Only the FMN can select the Riders of its national team, subject to the approval of the FIM/the Promoter.



-
8. There are 5 teams, each made up of 2 Riders.
 9. The members of a team must be passport holders of the country they represent, but may hold a licence issued by any FMN.

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all regulations supplementary to the Sporting Code and Appendices as well as details relative to the particular event. They may in no case modify the FIM regulations.
2. The SR must be drawn up in conformity with the standard model established by the FIM/CTR (see copy published in this booklet).
3. The SR must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM.
4. The electronic copy must be sent to the FIM Administration no later than two months before the date of the meeting for approval by the FIM. It must be ratified by the FIM Referee.
5. The FIM and the Promoter must also publish the SR on their respective websites as soon as they have been approved (www.fim-moto.com).
6. During the event, the Referee must ensure the respect of the SR.
7. No amendment may be made to the SR after their approval by the FIM and/or the FMNR after the opening date for entries.
8. However, in exceptional circumstances, an amendment to the SR may be authorised.
9. Amendments to the SR must be approved by the FIM or the Referee and subsequently brought to the attention of all persons concerned.

2.2 Riders' licences

1. The Riders must be in possession of a valid FIM Trial/X-Trial World Championship licence.
2. At an Event, FIM Licence holders need to present their licences and authorisations from their FMNs, which will be validated by the Clerk of the Course.

In addition to 2.2:

2.2 X-TDN X-Trial of Nations

Riders must be in possession of a valid FIM Trial/X-Trial World Championship licence or a valid FIM Trial World Cup licence.

2.3 Age of the Riders

For the FIM X-Trial World Championship and FIM X-Trial of Nations, the minimum age is 16 years.

2.4 Riders

The Riders are under the authority of the Clerk of the Course, Referee and the Event Manager until the end of Event.

2.5 Selections

The selection criteria will consider the participations in the FIM X-Trial World Championships, X-Trial International events, FIM Trial and International Trial Events of year N-1.

These criteria can go up to N-3 for injured Riders or other special case judged by the FIM / Promoter.

The FIM / Promoter also reserves the right to invite a Rider outside the criteria of this article, provided that this rider has the technical potential to participate in all or part of the FIM X-Trial World Championship.

The participating Riders will be 8 at each Event and will be selected by the Promoter and approved by the FIM as follows:

For the championship:

1. The FIM X-Trial World Champion of the previous year.
2. The FIM X-Trial Vice World Champion of the previous year.
3. A Rider of the FIM World Championships and of a Nationality different from that (s) represented above.
4. A Rider of the FIM World Championships and of a Nationality different from that (s) represented above
5. A Rider of the FIM World Championships and of a Nationality different from that (s) represented above.
6. A Rider of the FIM World Championships and of a Nationality different from that (s) represented above.

With the exception of the World Champion, the FIM / Promoter reserves the right to no longer select a Rider entered for the entire Championship if he is no longer among the top 5 in the provisional classification for the current year.

Reserve Rider: In the event that a Rider for the Championship is unable to participate in one or more Events, he will be replaced by a rider chosen by the Promoter and validated by the FIM.

For each Event:

All Riders will be nominated at least one month before each Event.

For the first Championship Event of year N:

7. The rider classified third in the FIM X-Trial World Championship of the previous year.

8. A “Wild Card” Rider.

Then for each of the following Events:

7. The rider classified third in the FIM X-Trial World Championship classification of the previous year if he is among the top 3 in the provisional classification or a "Wild Card" rider.

8.A “Wild Card” Rider.

If a Rider declines the offer to participate, is injured, cannot participate, or no longer meets the Selection criteria, a replacement Rider will be selected by the Promoter and approved by the FIM.

In addition to 2.5:**2.5 X-TDN X-Trial of Nations**

The 5 Nations will be selected as follows:

- a) The organizing Nation
- b) The first 3 Nations of the previous year during the X-Trial des Nations (or Trial Des Nations) not mentioned above.
- c) One or two nations chosen by the FIM/Promoter.

If a Nation declines to participate or can not participate, a Substitute Nation will be selected by the FIM/Promoter.

2.6 Entry

To participate in the FIM X-Trial World Championship, each rider must have entered into a contractual agreement with the Promoter on the terms of his participation in all or part of the Championship. This agreement can be directly co-signed by a Manufacturer or a team. This agreement specifying the conditions of participation guaranteeing the best conditions and in accordance with the FIM regulations, but also any performance bonus or other condition not provided for in the present regulations

Then the Rider will have to complete the entry form sent to him by the FIM Administration. This entry form specifies the conditions of participation, including the rider's commitment to participate in part or all of the Championship events. Each rider must send his duly informed entry form to the National Federation on which he depends for validation. The Entry Form must then be sent to the FIM Administration before a deadline which will have been previously fixed and communicated to the riders concerned by the FIM/Promoter.

In addition to 2.6:

2.6 X-TDN X-Trial of Nations

To participate in the FIM X-Trial of Nations, each FMN must complete and return the duly completed registration form sent to them by the FIM Administration. This entry form specifies in particular the joint commitment of the FMN, the Manager of the riders and the assistants for this event as well as to respect the modalities and regulations.

Composition of the teams: 1 Team Manager, 1 Assistant and 2 riders selected by their National Federation.

The composition must have the agreement of the FIM/Promoter.

2.7 Double entry

A selected Rider cannot participate in any Competition on the day prior to a FIM X-Trial World Championship Event.

However, if he wants to participate in another event, he must request the authorisation **from the Promoter, who will notify the FIM for validation.** Otherwise, he may be fined EUR 1500.-.

2.8 Unavailability or withdrawal

1. A Manufacturer or Team may withdraw its Rider from an event that has already started in the case of the Rider's injury or "force majeure". Withdrawal for medical reasons must be certified by the Chief Medical Officer of the event.
2. In the event that an injured Rider that wishes to return to compete in the next Championship event, he must send to the FIM/Promoter a medical certificate issued by the Doctor who treated him, attesting that he is able to return to competition. This certificate must be sent to the FIM/Promoter at least 5 days before the Championship event in which the Rider would like to participate.
3. A withdrawal for medical reasons must be proven by a certificate issued by the Doctor. This certificate must be sent to the FIM/Promoter at least 5 days before the Championship event in which the Rider would like to participate.

In addition to 2.8:

2.8 X-TDN X-Trial of Nations

The FMN of a Rider who does not inform the FIM and the Promoter of his inability to participate or who does not provide an acceptable reason for his absence may be sanctioned in accordance with the Article "Financial Penalties".

Upon request, the FMN must provide a medical certificate to the authorized FIM Commission in order to justify this absence.



2.9 Rider's Apparel

1. The apparel worn by Riders must be in conformity with the FIM Technical Regulations.
2. It is the responsibility of each Rider to select a helmet and full gear, which will provide appropriate protection.
3. The FIM approves materials; it does not endorse or guarantee specific products or manufacturers. Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability and assume all related risks.

In addition to 2.9:

2.9 X-TDN X-Trial of Nations

The helmet of each rider must wear the colors of his Nation in accordance with the Trial technical rules (Articles 01.73).

2.10 Riders' clothing

1. All Riders, assistants and team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. If a Rider does not meet the above conditions, he may receive a financial penalty.

2.11 Rider Behaviour and Assistance

1. At all times, Riders must comply with the FIM Regulations.
2. To ensure the safety of everyone involved in the event, a Rider must be physically and mentally fit to control his motorcycle.
3. The Rider must report to the Referee any medical condition or of any possible hidden injury.
4. At all times during the event, a Rider will be responsible for keeping his motorcycle in conformity with the regulations.
5. At all times during the event, at the request of the Chief Technical Steward, the Riders must present themselves or present their motorcycle(s) and/or device(s) to the technical control.
6. Riders may be prohibited from riding a Trial Motorcycle during specific



- times, whether or not they are participating in the Event.
7. A Rider must obey the signs that communicate instructions.
 8. The Rider undertakes to read and respect the FIM Ethical Code.
 9. In particular: A Rider may not challenge either verbally or with gestures a decision of the Section Observer, of the Referee or any other official, on pain of incurring a Penalty.
 10. A Rider must not change the nature of Sections or signalling throughout the event.
 11. A Rider may be held responsible for the actions of his assistant, member of his team and/or entourage.
 12. The Rider must attend all Riders' briefings and be aware of all the information given.
 13. During the event, a Rider must always make a bona fide attempt. Otherwise he will not be allowed to continue the competition and is liable to a penalty.
 14. Riders must ride in a responsible and disciplined manner on all places of the Event and should not endanger other Riders, assistants, members of Teams, the public and or any other person present at the Event. They should not ride at an excessive speed and not exceed the speed of 20 Km/h apart from on the Floor and unless otherwise directed by the Referee.
 15. Riders must always go to the Warm-up area in accordance with the specific instructions given and the specified times and places.
 16. A Rider present at an event and who does not participate in the competition and/or leaves the event must always give the reasons for his non-participation and have the permission of the Referee, subject to Article 2.7.
 17. Riders might be asked to turn off their engines on or outside of the Floor when waiting to ride the Sections or in any other circumstances foreseen by the Stage Manager, the Clerk of the Course or the Referee.
 - 18. He must comply with the specific instructions of the Event Manager or Referee for matters of safety, the environment or any other need.**
 19. During the Competition, a Rider or his Assistant must not leave the paddock unless called by the Event Manager.

2.12 Registered Assistants and behaviour

1. The registered Assistants (one for each Rider) must be at least 18 years old and have in their possession a valid FIM Trial Assistant's or Trial World Championship and Prize licence. However, a registered Assistant could use a valid National Trial licence in his own country.
2. In the event that the Rider cannot have an Assistant before or during the competition, the Rider will be responsible for his decision to participate without an Assistant. If he can have another Assistant present on the premises, this will be possible provided that all the registration formalities are completed and after approval by the Referee. If a Rider A has the possibility of having the Assistant of another Rider B, after approval by the Referee and agreement of the Rider B. The Rider A will be responsible for any sanction due to this Assistant who will remain attached to the Rider B. Rider B will not be able to protest against any prejudice to this decision.
3. At all times, the Assistants must comply with the FIM Regulations as well as the instructions communicated by the Referee, the Clerk of the Course or the Stage Manager.
4. Registered Assistants must remain in the authorised areas and comply with the instructions of the Referee, the Clerk of the Course or the Stage Manager.
5. During the Competition an Assistant may be present on the Track only when his Rider is riding his Round.
6. An Assistant may be present in one or more Sections, **at specific locations, defined at the request of his Rider as well as on the basis of the information and agreements made with the Referee during the Visit to his Sections and / or the information meeting.**
7. An Assistant cannot provide his Rider with any help of any type on the Track.
8. **He is not authorized to coach or communicate with his Rider when the latter is in a Section or on the Track. Encouragement is not considered communication.**
9. He cannot challenge, either verbally or by hand gesture, a decision of the Section Observer or the Referee or any other official under penalty of Sanction.
10. An Assistant cannot change the nature of the Sections or any signage

throughout the Event.

11. An Assistant must be physically and mentally fit to perform his role.
12. The Assistant must report to the Referee any medical condition or masked injury that he may have.
13. The Assistants may be prohibited from riding a Trial Motorcycle at certain specified times.
14. A Rider may be held responsible for the actions of his Assistant.

In addition to 2.12:

2.12 X-TDN X-Trial of Nations

Only one Assistant per Nation is registered.

The Assistant is jointly responsible for his actions with the Riders he is assisting and the National Team he represents.

3 MOTORCYCLES

If the Rider has a mechanical failure during the competition, he can use only one other of his own motorcycles. This motorcycle must have previously been identified, subjected to the specific Technical/Administrative controls and with the agreement of the Officials. Following the same processes, in the case of a Rider who does not have another motorcycle of his own. He may use only one other motorcycle from another Rider, if it is of the same brand (Manufacturer) and if the main Rider has agreed during the Technical/Administrative controls. The Rider will not be able to protest against any consequences to the use of his motorcycle by another rider or for any other reason.

3.1 Equipment of motorcycles

At all times during the event, a Rider will be responsible for keeping the motorcycle he uses in conformity with the Trial Technical rules.

See “Trial Technical Rules”.

3.2 Cleaning of motorcycles

The cleaning of motorcycles by means of a power washer or a hose pipe is not permitted.

3.3 Technical assistance

In case of technical incidents, Riders must immediately use their second motorcycle.

No additional time will be granted.

In the event of a significant delay in the return of the Rider to the next Section, the Referee may apply Articles “5.22 Time Penalties” and “5.28 Attempt to succeed”.

In the event that a rider does not have another motorcycle, it will be possible for him to leave the track and go to the Waiting Area to repair it. His departure time will remain unchanged and will be under the articles “5.22 Time Penalties”, “5.22.1 Timeout” and “5.28 Attempt to succeed”.

4 CONDITIONS OF THE EVENT

4.1 Paddock

The Paddock must be located on a horizontal surface and in a place approved by the Event Manager. It must be opened at least 6 hours before the start of the event.

Access to the Paddock is only allowed for the following persons: Riders, assistants (1 per Rider), mechanics (1 per Rider), Team Managers (1 per Rider) and officials.

4.2 Warm up Area

Preferably a covered warm-up area must be installed by the organisers for the Riders.

The Riders can only warm up in this area at the planned schedules.

4.3 Floor

1. The Stage Manager and the Referee will inspect the course, especially the spaces provided to ensure the safety of the Riders.
2. The enclosure where the Sections are placed must be completely fenced with only one access door and will be referred to as the Floor.
3. Between the barriers of the Floor and the stands, an enclosure at least 1 metre wide shall be laid out.

4.4 Course and Sections

1. The Floor must include a Course with the number of sections that are established in each event and that can be crossed in several directions. If this arrangement is impossible, the Referee may decide that the Section can be crossed in a single direction.
2. The construction of all the Sections must be finished at the latest **before the start of the visit of sections** . The SB and the Referee inspect the Sections taking into account safety, the level of difficulty and the length.
3. The organiser and/or the Promoter must ensure that the materials and staff are available to perform any corrective work deemed necessary during the visit.



4. The Sections must be securely anchored and not move or tip over.
5. The entries and exits of the Sections must be clearly delimited, and each Section must be clearly numbered and its crossing direction marked; it must be marked as forming part of the 1st Round, the 2nd Round, and/or the Final (1R1, 2R1, 3R1 etc... 1R2, 2R2, 3R2, etc..., and 1F, 2F, 3F etc.). Entry signs will indicate the entrance and at the exit two signs define the end gate.
6. The distance between the start Gate and the first obstacle of the Section must be at least one metre. The distance between the last obstacle of the Section and the Exit Gate must be sufficient (approximately 1 metre) for the Rider to touch the ground before going through the exit Gate.
7. The Sections must be built in such a way that the Riders do not touch the ground between the first and the last obstacles.
8. All the Sections must have a direct exit towards the ground to allow the Riders to alight from their motorcycles.
9. The minimum width of the obstacle will be **80** cm when the height of the obstacle exceeds 200 cm.
10. The width of an obstacle will be a minimum of **300** cm when the height is over 4 metres and the Sections must have platforms and other safety barriers.
11. The surface on which the Sections are placed must be dry and made of non-slip material. When wood chips or other slippery materials are used around a Section for decoration, non-slip material must be placed underneath to avoid a Rider slipping in case of a fall. An exception will be done in the case of a “Waterfall” or “pool” Section.
12. The width of a Section may be reduced if it has “gates”.
13. If the “gate sign” is torn or removed, it must be replaced before the passage of the next Rider.
14. Any Section created in the stands of a Sports Arena must have a safety enclosure of at least 3 metres to separate the Section from the spectators.

4.5 Administrative Controls

The staff who will perform the Administrative Controls must be ready at their posts on the event site 8 hours before the start of the 1st Round at the latest.

4.6 Technical Verifications

The staff who will perform the Technical Verifications must be at their posts on the event site at the same time as the staff performing the Administrative Controls.

4.7 Schedules

The timetables of the event will be put forward by the Promoter for approval by the CTR. They will be published in the Supplementary Regulations of the Event.

4.8 Start and Finish points

The start and finish points will be decided by the Referee and the Event Manager.

4.9 Sound system

1. A combined sound (public address) system for the Riders and spectators must be installed. The level of audibility must be satisfactory in all the public areas.
2. An announcer from the organising country must be able to make various announcements in one of the two official languages of the FIM.

4.10 Lighting of the Course

1. For any event taking part in the evening/at night or inside, all the Sections along the course must be sufficiently lit to enable the Riders to negotiate the obstacles in good conditions, notably as regards safety.
2. Two separate power sources with instant switch-over in case of a breakdown are highly recommended.

4.11 Results display board

1. A results display board and a clock of sufficient size must be clearly visible for everyone (Riders, Officials, the Public) and must indicate the official results and times.
2. The clock must display figures to tenths of a second minimum.
3. The results display board must display a score in 2 figures (tenths).

4.12 Scoring system

An official scoring system shall be used on the basis of a system provided by the FIM/the Promoter.

This system must be able to process the Section Observer's scores on the basis of the regulations and display them instantaneously on the Results Table.

4.13 Medical Service

Must comply with the FIM Medical Code.

4.14 Facilities for FIM Officials

A suitable and secure workspace (chairs, table, electricity and internet connection) must be provided by the organisers for the FIM Officials.

A space around the track must also be reserved for FIM Officials.

5 RUNNING OF THE EVENT

5.1 Coordination meeting

A Meeting will take place the day before the Event between the local Promoter/Organiser, FIM Referee, the Championship Promoter, the Clerk of the Course, the Event Manager, the SB, the CTR Representative and if applicable.

5.2 Administrative Controls

1. The Riders entered in the event are asked to present their FIM Trial World Championship licences and start permissions from their FMNs and sign an individual entry form during the Administrative Controls performed by the FIM Championship Promoter.
2. The Promoter of the FIM Championship must confirm to the Clerk of the Course and the FIM Referee that all the Riders present at the event:
 - a) Are in possession of a valid FIM X-Trial World Championship licence;
 - b) Have the authorisation (start permission) from their FMNs to participate in the event;
 - c) Have duly filled out the official entry form for the FIM X-Trial World Championship.

5.3 Passes

1. The FIM X-Trial World Championship and FIM X-Trial of Nations are the object of a contract signed by the FIM and a Promoter.
2. Consequently, and for safety and practical reasons, only passes issued by the Promoter, the FIM's contractual partner, are valid.
3. Passes, FIM licences for manufacturers of motorcycles and accessories and for teams issued for the personal use of employees of or persons authorised by the company are not valid.

5.4 Technical verifications

1. Before the start of the warm-up, preliminary checks must be performed relating to administrative matters, verification of licences, Technical checks of motorcycles, helmets, equipment and protective clothing.
2. The Technical checks of the motorcycles must take place at the site of the event.
3. At any time during the event, usually after the Rounds, or the Final, a Technical Director/Steward or any other officials can ask the Riders to present themselves and/or their motorcycles and/or equipment for technical control.

5.5 Visits of the Sections

During the visit of the Sections, the SB, in agreement with the Referee, the Clerk of the Course and the Promoter/organiser, will indicate to the Riders all the possibilities for crossing the Sections.

The Riders are authorised to visit the Sections on foot before the event according to the Schedule.

5.6 Acceptance of the Sections by the Riders

1. After the visit of the Sections and during the Briefing, the Referee will officially ask for the Riders' acceptance of the form of the Sections.
2. This acceptance is a commitment to respect Article 5.28 "Attempt to succeed".
3. Modifications of the Sections can be discussed and considered for safety reasons. Their validations or invalidations will be considered as accepted by the Riders.
4. Once the Riders have accepted the Sections, no change will be made except for reasons of force majeure.
5. After each round, the Referee, the CoC, the Section Builder, the Promoter and the Local Organizer will hold a quick meeting to evaluate if any section needs to be modified. If so, the Referee will take a final decision and the Riders will be informed accordingly.

5.7 Briefing

A briefing will be held before the event. This briefing must be held in a room close to the Arena.

The Riders, their Assistants their Team Managers, the Clerk of the Course, the Referee, the Event Manager, the SB, The Section Observer, the Press Manager, the TV Producer, the CTR Representative, any other FIM Official and a representative of the Organiser shall take part in this Briefing. Other persons may participate to this briefing if they are invited and accepted by the Referee. This briefing shall take place immediately after the visit of the Sections.

The Riders must be present at the Briefing. If a Rider is not present or disrupts the Briefing, he will be fined.

5.8 Sections

A motorcycle is considered as being in a Section from the moment the front wheel spindle has passed the sign mentioning the number of the Section until the moment the front wheel spindle has passed the end sign.

The Sections shall only be passed by one Rider at a time and obligatorily in the pre-established numerical order.

Once a Rider and his motorcycle have passed through the first obstacle in the Section, they may not touch the ground again until they have passed through the last obstacle in the Section.

There may be spaces (obstacle or part of an obstacle) where no contact with the motorcycle is allowed (red sticker) and where contact with a single wheel is possible (blue sticker).

For security reasons, the referee and the Clerk of the Course can decide on the interdiction of “jumping back” from an obstacle, this will be sanctioned as failure. This obstacle will be marked with a red cross.

When the same Section consists of a series of obstacles to be crossed in both directions (“round trip”), the possibility of being able to touch the ground at one end of the Section will be indicated by two blue stickers.

5.9 Section Boundaries and Signage

The width of a Section boundary may be reduced by the placing of “gates”. In this case, the Riders must pass between these “gates”. The front wheel must precede the back wheel when passing through the “gates”, otherwise a penalty for failure will be applied.

5.10 Number of Sections

The 1st Round, the 2nd Round, and the Final may comprise between 5 and 8 Sections as specified in the Supplementary Regulations. The Referee will validate it during the information session.

In a case of force majeure, the Referee can modify the number of Sections on his own initiative or following a request by the Clerk of the Course **and/or from the Promoter.**

5.11 Damaged Section

If a Section is damaged during the passage of a Rider, the Referee will decide if the damage warrants the Rider having another attempt at that Section.

If the damaged Section cannot be repaired and no Rider has completed this Section, it will be abandoned for all the Riders and no Rider will incur any penalty for the Section.

If the damaged Section can be repaired, it will be abandoned whilst it is being repaired and, under the control of the Referee and Event Manager, all the Riders who were unable to attempt this Section will attempt it, once it is repaired.

5.12 Starting order for the Event

The starting order for the 1st Round will be determined as follows:

- a) For the first event, all the Riders will be assigned an order number from 1 to 8 by the FIM/Promoter on the basis of Article 2.5 “Selections” and specified in the Supplementary Regulations of the Event.
- b) The Riders will start in the reverse order of the numbers allocated, that is, from 8 to 1.

In addition to 5.12:**5.12 X-TDN X-Trial of Nations**

Will leave first and in the order defined:

- a) The two Nations selected by the FIM/Promoter.

The Nation ranked lower in the X-Trial of Nations or Trial of Nations of the previous year will start first.

- b) The organizing Nation if it is not part of the following Criteria.

- c) The first three nations of the previous year at the X-Trial of Nations (or Trial of Nations), following their ranking. Ex: The winning nation will go last.

The Team Manager must inform the Referee and the Steward, which Sections will be crossed by each rider of his team (3 sections for each rider).

It must be done 1 hour before the start of the first Round.

5.13 1st Round

All 8 Riders will start individually.

Rider N° 8 will attempt the Sections in the established order.

Then Rider N° 7 will ride the Sections in the same conditions, followed by Rider N° 6.

Etc...

In addition to 5.13:**5.13 X-TDN X-Trial of Nations**

Participation of all riders of the 5 Nations.

Only one team at a time with a rider who will cross **half or the half plus one** Sections and the second rider who will cross the other Sections.

The first team to start will be the one defined in Article 5.12.

5.14 Classification of 1st Round and Qualified Riders

The penalties for each Rider will be taken into account to define the 1st Round Classification starting with the smallest number of penalties and finishing with the largest.

The 6 Riders having the smallest number of penalties will be qualified for the 2nd Round.

The 6 Riders qualified for the 2nd Round will be defined as Riders Nos 1, 2, 3, 4, 5 & 6 respectively according to their 1st Round results, the winner being N°1.

The non-qualified Riders are the 7th and 8th.

The penalties scored by the non-qualified Riders will be taken into account to determine the standings for the Event.

In case of a tie between Riders, the classification will be established in accordance with Art. 5.30.

In addition to 5.14:

5.14 X-TDN X-Trial of Nations

The penalties of each rider of the same team will be added together to define the total of the team.

The ranking of the first round will be done taking into account the smallest number of penalties to the greatest of each team.

The 5 teams will qualify for the 2nd Round.

In case of a tie between the teams, the classification will be established in accordance with Art. 5.30.

5.15 2nd Round

The 6 best Riders coming out of the 1st Round will keep their penalties from the 1st Round.

Rider 6 will go through Sections first in the established order.

Then Rider N° 5 will at his turn ride the Sections in the same conditions. Then Rider N° 4. Etc ...

In addition to 5.15:**5.15 X-TDN X-Trial of Nations**

The 5 teams keep the penalty points of the 1st Round.

The starting order of the 2nd Round will be the reverse order of the ranking of 1st Round.

The process is the same as of 1st Round

In case of a tie between the teams, the classification will be established in accordance with Art. 5.30.

5.16 Classification of the 2nd Round

The penalties of each Rider during the 2nd Round will be taken into account to define the Classification of the 2nd Round, taking into account the smallest number of penalties to the largest.

In addition to 5.16:**5.16 X-TDN X-Trial of Nations**

The penalties of the 2nd Round of each rider of the same team will be added to the penalties of the 1st Round to define the total of the team.

The two first Teams will qualify for the Final.

The 2 Teams qualified for the Final will be defined as the Teams respectively N°1, 2. The N°1 will be the one of the two winners who made the smallest number of points in the 2nd Round.

Penalties of unqualified teams will be taken into account to establish the ranking of the event.

The unqualified teams will be the 3rd, 4th and 5th.

In case of a tie between the teams, the classification will be established in accordance with Art. 5.30.

5.16.1 Classification of Round N° 1 and Round N° 2 and Qualified Riders

The penalties for each Rider from Round N° 2 will be added to those of Round N° 1. The total of the 2 Rounds will be taken into account to define a provisional classification at the end of the two Rounds, taking into account the smallest number of penalties to the largest.

At the end of this classification, the 3 Riders with the fewest penalties will be qualified for the Final.

The 3 Riders qualified for the Final will be defined as Riders N° 1, 2 & 3 respectively, the winner having N° 1.

Unqualified Riders are 4th, 5th and 6th.

The penalties of unqualified Riders will be taken into account to establish the classification of the Event.

5.17 Final Starting order

The 3 Riders, N°3, N°2 and N°1, will ride section N°1, a Rider after another. For the starting orders of the following Sections, it is the Rider ranked lower than the other during the Final, who will start before. In the event of a tie between two or three Riders, the passing orders do not change.

In addition to 5.17:

5.17 X-TDN X-Trial of Nations

Both Teams, No. 2 and No. 1, will cross the same number of Sections, one rider selected from each team after the other and one team after the other, on the basis of the information given by the Referee and the Stage Manager during the information session.

5.18 Classification of the Final

The Riders will start the final without any penalty, in Play Off.

The penalties of each Rider will be taken into account to define the classification of the Final by taking into account the smallest number of penalties.

The Rider with the smallest number of penalties will be the winner.

In the case of a tie between the Riders, the classification will be established in accordance with Art. 5.32.

In addition to 5.18

5.18 X-TDN X-Trial of Nations

The penalties of each rider at the Final will be added to the penalties of the 1st and 2nd Rounds to define the ranking of each team.

The penalties of each team will define the ranking of the Final.

The team with the least penalties will be the winner.

In case of a tie between the teams, the classification will be established in accordance with Art. 5.32.

5.19 Classification of the Event

The classification of the Event will take into consideration the classification of the Final for the 3 first Riders, followed by the classification of the 2nd Round as regards Riders N° 4, 5 and 6, followed by the classification of the 1st Round as regards Riders N°7 and 8.

In addition to 5.19:

5.19 X-TDN X-Trial of Nations

The ranking at the end of 2nd Round will determine the classification of Team 3rd, 4th and 5th.

The ranking at the end of the Final will determine the winning Team and the second Team.

5.20 Time Allowance and Control

For the 1st and the 2nd Round, a maximum time allowance will be given to each Rider from the start to the end of the last section.

The maximum time allocated will be equivalent to 1 minute per section .

The maximum attributed time will be as follows:

For 4 sections = 4 minutes
5 sections= 5 minutes
6 sections = 6 minutes
etc...

For Final, each Rider shall have 1 minute per Section.

Beyond that time, a Failure will be awarded and the Rider will have to leave the Section.

If a Rider is not ready to start a Section as indicated, his time can be started in his absence.

In addition to 5.20:

5.20 X-TDN X-Trial of Nations

For the 1st and 2nd Rounds, a maximum of 6 minutes will be allocated to each team for the rider to leave the last section he will cross.

5.21 Definitions of penalties for faults

All penalties in this Article do not prevail in any way to the application of Article “5.28 Attempt to succeed”.

Inside of a Section according to Article 5.8.

5.21.1 Footing

Footing will be considered to have occurred if a foot and/or any part of the body of the Rider touches the ground or leans on an obstacle, whether the motorcycle is moving or not.

5.21.2 Motorcycle leaning

Motorcycle leaning will be considered to have occurred if any part of the motorcycle (with the exception of the tyres) leans on an obstacle, whether the motorcycle is moving or not.

Exceptions:

However, if a penalty for “leaning”, because of the engine protection plate is judged by the Section Observer, as simultaneous to one or two “feet on the ground”, while the foot or feet are well positioned on the foot rest, the Section Observer may consider this case as being a combination of one and the same penalty.

If a penalty for "leaning", due to the engine protection plate, is judged by the Section Observer and a succession of other lateral supports are observed on the same obstacle, without having advancement and retreat of the Motorcycle, the Section Observer may consider this case to be a marked as one and the same penalty.

Under certain conditions, the fact that a mudguard touches an obstacle is not considered as leaning.

5.21.3 Failure

A failure will be considered to have occurred if:

- a) The Rider foots whilst moving backwards;

Note: if a Rider foots whilst moving forward or is stationary, he will be penalised for footing and not for a failure.

- b) The Rider dismounts from the motorcycle and he has both feet on the ground, on the same side or behind the axe of the back wheel of the

motorcycle.

- c) The motorcycle crosses a boundary with either wheel on the ground; the motorcycle passes the wrong side of a boundary marker before the front wheel spindle has passed the “Section ends” gate or rides in a space declared not allowed by the Clerk of the Course/Referee during the visit of the Sections.
- d) The Rider or his motorcycle breaks, removes, knocks down or rides over a marker and/or gate which needs to be reinstalled by an official.
- e) One of the motorcycle wheels rides over a gate sign.
- f) One of the motorcycle wheels rides above or on the wrong side of a gate sign.
- g) The motorcycle or the Rider receives outside assistance.
- h) The motorcycle retraces its marks after having done a complete loop while the motorcycle is considered to be in a Section; the fact of passing a Section in both directions (“round trip”) is not considered as a loop in accordance with Article 5.8 Sections.
- i) The front wheel spindle exits the Section via the beginning of the Section.
- j) The handlebar of the motorcycle touches the ground.
- k) The engine stops with the Rider footing.
- l) The engine stops whilst any part of the motorcycle, with the exception of the tyres, touches the ground; under certain conditions, a mudguard can touch an obstacle (Art. 5.21.2).
- m) The front wheel does not precede the back wheel when passing through a gate with the exception of the “End Section” gate.
- n) A rider jumps back of an obstacle which has been interdicted by the Referee at the Visit of the Sections and/or signalled by a red cross.
- o) The maximum time limit to complete the Round (1st and 2nd Round) or riding a Section (Final) is reached while the Rider is still in a Section.
- p) The Rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a Section.

If a rider does not enter a section, it will be considered a failure without excluding the application of the Article 5.28 Attempt to succeed.

5.22 Time Penalties

Time penalties will be given as follows:

For the 1st and 2nd Round:

- If the assigned time limit is not exceeded = no penalty
- If the assigned time limit is exceeded = 5 penalty points for all the Sections not attempted or completely ridden, without prejudice of the application of Article 5.28 Attempt to succeed.

For each Section of the Final:

- If the maximum of 1minute is not exceeded = no penalty
- If the maximum of 1minute is exceeded = 5 penalty points per Section, without prejudice of the application of Article 5.28 Attempt to succeed.

5.22.1 Rider Timeout (article concerning only Riders having only 1 motorcycle)

A Rider “Timeout” must be indicated to the referee by the rider raising his arm to signal his request. A timeout must only be requested for a mechanical issue. Misuse of the timeout for any other reasons will result in the rider receiving maximum penalty points in all of the remaining sections. Only one timeout can be granted to each rider in round 1, round 2 or the final. The technical steward must have access at all times to witness any repairs or motorcycle changes in the designated waiting area. At the completion of each round and of the final the technical steward must confirm to the referee that the correct procedures and conditions were followed.

Failure to comply may result in application of Art. 5.26, Art. 5.27 and or Art. 5.30.

- a) The rider’s remaining lap time for rounds 1 and 2 will be paused once the referee confirms the timeout has been permitted. The timeout period will be 2 minutes. This will be displayed on a 2-minute countdown clock. Once the timeout period has ended the riders lap time will automatically resume its countdown. Failure to return after the 2-minute timeout period has ended to complete round 1 and or round 2 will result in the rider receiving maximum penalty points in all of the remaining sections.

b) The same conditions will apply in the final. If the rider has not



returned by the end of his timeout period, the competition will resume with the other rider in the next section. Failure to return after the 2-minute timeout period has ended will result in the rider receiving a maximum penalty point in the next section and so on.

Failure by the rider to return to the sections will automatically make the other rider to continue riding the sections without waiting.

In addition to 5.22.1:

5.22.1 X-TDN X-Trial of Nations

- c) Each rider from each Nation are entitled to only one timeout in round 1 and round 2 and the final. In round 1 and round 2 failure to return after the 2-minute timeout period has ended will result in the rider from his Nation riding the next section. If he has already completed his maximum number of allocated sections, his Nation will receive a maximum penalty point in the next section and so on.
- d) The same conditions will apply in the final. Failure to return after the 2-minute timeout period has ended will result in the other rider from your Nation riding the next section, unless he has already completed his maximum number of allocated sections. This being the case your Nation will receive a maximum penalty point in the next section and so on. Failure by the rider to return to the sections will automatically permit the other Nation to continue riding the sections without waiting.

5.23 Penalties in each Section

In each Section, penalties for footing, leaning and failure will be given in accordance with the following rule:

0 penalty (footing or leaning):	0 point
1 penalty (footing or leaning):	1 point
2 penalties (footing or leaning):	2 points
3 penalties (footing or leaning):	3 points
More than 3 penalties (footing or leaning):	5 points
Failure (Art. 5.23.3)	5 points

However, if a penalty for “leaning”, because of the engine protection plate is judged by the Section Observer, as simultaneous to one or two “feet on the ground”, while the foot or feet are well positioned on the foot rest, the Section Observer may consider this case as being a combination of one and the same penalty.

Exceeding maximum time (Art. 5.24)	5 points
------------------------------------	----------

5.24 Disqualification

The following rule infringements will automatically entail disqualification of the Rider from the round concerned.

He shall be liable to an additional penalty by the Referee.

Any disqualification will automatically entail the invalidation of the results obtained by the Rider during the Competition in question, with all the resulting consequences including forfeiture of any points, prizes or medals.

- a) Riding a motorcycle without a helmet.
- b) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre.
- c) Use of a non-authorized fuel.
- d) Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code.
- e) Refuelling outside the outside the authorized area.
- f) The construction or condition of his motorcycle is considered to be or may become a source of danger.
- g) Failure to comply with the minimum weight allowed as defined by

Article 01.19 of the FIM Technical Regulations.

- h) Failure to comply with the sound limit in force as defined by Article 01.79 of the FIM Technical Regulations.
- i) Other cases of inappropriate behavior by a Rider towards any official, Section Observer or any other person involved in the organisation of the event.
- j) Failure to comply with the conditions in Art. 5.24.1 Rider Timeout.

5.25 Financial Penalties for Riders and/or Assistants and/or Team Managers

The following infractions will carry financial penalties of up to: EUR 500.-

These penalties shall be applied by the Clerk of the Course, subject to ratification by the Referee who will make a note of them on his report.

- A Rider, his Assistant or his Team Manager does not follow the instructions of the Event Manager, the Clerk of the Course or the Referee, behaves in a disruptive manner or behaves in an inappropriate manner towards an official, the Section Observer or any other person during the Event.
- A Rider, his Assistant or his Team Manager does not respect the provisions of Articles 2.10 and 2.11 of this regulation.
- More generally, any failure to respect one or more FIM Code Articles; other penalties set out in these Codes may also be applied.

To assure respect of the FIM Rules, the Clerk of the Course may propose a greater penalty to the FIM Referee.

5.26 Financial penalties for non-participation

Any Rider failing to take part in an event or a round may incur a financial penalty that will be reported by the Referee to the FIM Administration who will impose the following penalties:

- First offence: fine of EUR 1'000.-
- Second offence: fine of EUR 2'000.-
- Third offence: fine of EUR 3'000.-

Sanctions without prejudice to a decision of the Promoter and / or the FIM not to select the Rider concerned anymore.

In case of duly justified absolute incapacity (e.g. illness, accident or injury) to participate in part or all of an Event, the Rider must obtain a medical certificate and immediately inform the FIM Administration before the event or round concerned.

5.27 Leaving the event

A Rider who passed the Administrative Controls of an Event and who does not take part in the Event without having informed the Referee or who leaves the event without prior approval of the Clerk of the Course is liable to receive a fine up to EUR 3'000.-.

5.28 Attempt to succeed

A Rider who at an Event makes no attempt to succeed is liable to be penalised by the Referee and to receive a fine up to EUR 3'000.-. He may also, in extreme cases, be asked to leave the competition immediately.

Failure to attempt one or more Sections for any reason other than an injury or mechanical failure (Art. 3.3) may be considered an infringement of this article.

5.29 Results and classifications

5.29.1 Classification in each event

Placed Riders will receive “Championship Points” according to their results during the Event.

The Rider having the fewest penalty points in Round N°1 will be awarded 1 additional “Championship Point” independently of the points awarded for his final classification of the Event.

The Rider having the fewest penalty points in Round N°2 will be awarded 1 additional “Championship Point” independently of the points awarded for his final classification of the Event.

For the Final Classification of the Event the “Championship Points” will be attributed as follows:

20 points	-	1 st
15 points	-	2 nd
12 points	-	3 rd
9 points	-	4 th
6 points	-	5 th
4 points	-	6 th
2 points	-	7 th
1 points	-	8 th

The display of points must show the points of the Final Classification of the Event independently of the Rider's additional points.

For example :

20 +1

15

12 +1

Any Rider who qualifies for the Final but does not take part in it will receive points according to the 2nd Round position of the Rider replacing him.

5.29.2 Premature Stoppage of the Event

If any Event is stopped prematurely by the Referee, it cannot be re-run.

If an Event is stopped before all the Riders have completed at least half the total number of Sections, the event will be declared null and void.



If an event is stopped at a later stage, the Referee shall decide whether the event is null and void or declare such results and awards as considered justified according to the circumstances.

5.29.3 Final classification of the World Championship

All the Championship points for each Event of the FIM X-Trial World Championship will count towards the final classification, whether the Rider took part in all the Events or not.

In addition to 5.29.3:

5.29.3 X-TDN X-Trial of Nations

This Championship being held on a single Event, the results of the Event will be those of the FIM Prize.

5.30 Ties

For Round 1 and Round 2

When two or more Riders are tied during the Round:

- The Rider having taken less time to ride all the sections will be declared the winner.
- If two or more Riders have not ridden the last section within the time limit, it is the Rider who has started first who will be declared winner.

For the total classification of Round 1 added to Round 2 and Qualified Riders:

In case of Ties between two or more Riders, it is the Rider best classified at Round 2 that will be declared as winner.

For the Final:

- If there are 2 or 3 Riders tied, they will take part in a run-off on a Section or an obstacle as proposed by the Referee.

The Riders' order to ride the run-off will be the same as the starting order of the last section.

The criteria below will be used to declare the winner of the Final so winner of the Competition:

- The Rider having less penalty points.
- In the event of a tie, the Rider who has crossed the Section faster.

- In the event of 2 or 3 Riders are still tied, the process will be repeated and so on until one of the 2 criteria above is met.

In addition to 5.30:

5.30 X-TDN X-Trial of Nations

For the 1st and 2nd rounds:

The Team with the shortest time to complete the Round will be declared the winner.

If the time limit is exceeded during the 1st Round the Team who started before the other Team which will be declared winner.

If the time limit is exceeded during the 2nd Round: the Team with the best in the 1st Round will be declared winner.

For the Final:

One of the 2 riders from each of the tied teams will take part in a run-off on a section on a section or an obstacle as proposed by the Referee.

5.31 Ties at the end of the World Championship

A tie at the end of the Championship will be decided by the following criteria:

- The greatest number of best placings.
- The best placing in their last result, of their participation to one same event, or the last but one or the last but two, etc.
- The best result during the last Event, the last but one the last but two etc.

5.32 Awards and Financial Conditions

5.32.1 Overall FIM X-Trial World Championship awards

The awards for the final classification of the FIM X-Trial World Championship are those stated in the Sporting Code.

5.32.2 Financial awards for the Riders

The payment of financial awards to all the Riders is the sole responsibility of the Promoter. Neither the Promoter nor the Team nor the Riders shall have any claim on the FIM in this respect.

The payment of financial awards to the Riders will be made in accordance with the provisions of the contracts between the Promoter and each of the Manufacturers or Teams. The Riders may not claim on the Promoter in this respect.

In addition to 5.32.2:

5.32.2 X-TDN X-Trial of Nations

The amount of the financial rewards is set by the Promoter. The payment must be claimed by the Teams directly from the Promoter. Payment will be made in Euro or another currency approved by the FIM.

The Riders, Teams and/or Promoter cannot claim any further claims from the FIM with regard to the amounts and payments of these financial rewards.

5.33 Prize-Giving Ceremony and Press Conference

A Prize-Giving Ceremony shall take place immediately after the last Rider has finished. For the ceremony, it is recommended to have an attractively decorated podium in clear view of the public. The first three placed Riders will receive a trophy and any other appropriate gift.

If a Rider is late for or absent from the Prize-Giving Ceremony or Press Conference, without the prior approval of the Clerk of the Course, the Referee and the Event Manager, he will be given a fine of EUR 3'000.-.

The first three Riders, together with all other Riders invited by the Event Manager, shall attend a short Press Conference to take place immediately after the Prize-Giving Ceremony.

During the last Round, the Promoter will arrange a FIM Prize-Giving ceremony to reward the first three placed Riders in the overall Championship.

The rewards will be presented by the nominated FIM Representative, the nominated CTR Representative or the Referee of the event.

5.34 Protests

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and Supplementary Regulations and be accompanied by a fee of EUR 660.- or the equivalent in local (convertible) currency, returnable if the protest is justified.

6. Officials and Procedures

6.1 Officials

The following officials must be in possession of a valid FIM licence:

- Referee
- Clerk of the Course (Sporting Steward Licence + briefing with Referee)
- Environmental Steward
- Technical Steward
- Chief Medical Officer

Any official appointed to an Event, including the Section Observer, shall not be a Rider, sponsor or Assistant participating in the Event.

6.2 Referee

The Event is controlled by a Referee appointed by the FIM. The Referee exercises supreme control of the event but only in respect of the application of the FIM Codes and regulations, and of the Supplementary Regulations (SR). Consequently, the Referee is only accountable to the FIM. He is responsible for the sporting side of the organisation of the event in which he has an executive function. All civil and legal liabilities lie with the organisers.

The Referee may authorise an alteration to the SR or to the programme provided the regulations, as set out in the Sporting Code, are observed. The Referee is not authorised to make alterations or additions to the FIM rules.

The Referee is entitled either on his own initiative or on request of the organiser or of the Clerk of the Course, to delay the start of an event, to have the ground and Sections improved, to prematurely stop or cancel part of or the entire event because of urgent safety reasons or for any other reasons of force majeure.

The decisions must be published in the official languages of the FIM.

The Referee may accept or refuse or, on his own initiative, take any decision necessary on the quality and/or standard of the Sections or any other part of the course at any time in order to improve the event.

He must also ensure that the results are published as soon as possible.

The Referee is the only jurisdictional body of the event competent to adjudicate upon any protest that may arise during a meeting, subject to the right of further appeal. The Referee must settle any case in which a disciplinary sanction may be applied according to the provisions laid down in the Disciplinary and Arbitration Code and in the FIM X-Trial Regulations.

6.3 Clerk of the Course

The Clerk of the Course is responsible for the conduct and efficient running of the event. He must be present at the course during the visit of the Sections and during the whole event. His essential duties are:

- To ensure that the Sections are in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- To verify the identity of the Riders, the correct numbering of the motorcycles, and that there is nothing to prevent a Rider from participating in the event, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of an event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the Sections; to stop an event prematurely or to cancel part of the course, the Sections or the entire event in accordance with the Referee;
- To prevent a Rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons in accordance with the Referee;
- To order the removal from the building and its vicinity of any person refusing to obey the orders of an official in charge;
- To notify the Referee of all decisions to be taken and of any protest addressed to him.

6.4 Event Manager

The Event Manager is appointed by the Promoter and is responsible for the conduct and efficient running of the event. He also is in charge of ensuring that the schedules, the information provided in the Work Book for the Organisers and CTR/FIM instructions are respected by all. He shall have access to all areas used for the event and is in charge of ensuring that the Riders respect the timing and organisational issues but he does not have any function regarding the sporting aspects of the event.

6.5 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the motorcycles and equipment in accordance with the FIM rules and the Supplementary Regulations.

6.6 Environmental Steward

The Environmental Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior to, during and after the event, to give recommendations to the Referee on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend the information session;
- Draw up a report on the basis of a check-list prepared by the CID and send it to the FIM Administration and hand a copy to the Referee.

6.7 Timekeepers

The timing service will be made available by the Promoter.

The Referee and the Clerk of the Course must be in a position to have all timing information available at all times.

The timing display must also be visible from the Track as well as for the Audience.

6.8 Section Builder (SB)

The SB is nominated in collaboration between the FIM and the Promoter.

When performing his tasks, the SB acts and works in collaboration with the Promoter and the FIM officials.

Once the Referee is on site, the SB will be under his authority and will work in permanent consultation with him.

Before the start of the Event , his tasks and decisions, which will have to be reported to the Referee, include but are not limited to:

- To arrange the obstacles of the Sections and ensure that they are in good condition and correspond to the FIM X-Trial Regulations, the Supplementary Regulations, the Conditions of Contract and the safety conditions.
- To check, advise and correct the levels of the Sections
- To control the Sections and areas around the Sections presenting a risk to the Riders, assistants, Managers, Press or any other person. He will make the necessary modifications.
- To inform the Referee and the Clerk of the Course of any information relating to safety or malfunction on the Track or Sections.
- To ensure that the Sections are in accordance with the decisions made by the Referee before the Event.

During the Event:

- To make any decision taken by the Referee.
- To organize and be ready with his team to intervene and make any repairs or other actions following the decisions of the Referee or the Clerk of the Course for safety issues.



6.9 Section Observer

The Section Observer will be nominated and/or designated by the FIM.

He will be at the Event venue for the Section visit at the latest.

He will work in permanent consultation with the Referee and will be under his authority from his arrival.

His main duties include but are not limited to the following:

- Check that the Section is free for the Rider to be able to ride it.
- Control the penalties of the Rider when he is riding the Section.
- Check the time, footing and leaning penalties before giving the penalties of the Section.
- If necessary indicate to the Rider where he received the penalties but refuse any further discussion or debate regarding them.

6.10 CTR Representative

For each Event, the CTR may appoint a CTR Representative, who will have supervision tasks.

6.11 Timetable

The timetable will be according to the SR of each Event.