FEDERATION INTERNATIONALE
DE MOTOCYCLISME

EQUIVALENCE OF TECHNOLOGIES
-
BALANCE OF PERFORMANCE

2025

WORLD
SUPERCROSS

FIM Equivalence Of Technologies (EOT) – Balance Of Performances (BOP)

(applicable in FIM WSX – SX1 and SX2 classes)

2025

Version 0 - 20.08.2025

Version 0
Applicable as from 20.08.2025

YEAR 2025		
Version	**Applicable as from**	**Modified paragraphs**
0	**20.08.2025**	

Articles amended for the season 2025 are in bold type
Articles amended since version 0 are in red and bold type

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 when the context requires otherwise.

1. EOT/BOP Concept definition:

To be eligible to compete in FIM WSX World Supercross Championship (SX1 and SX2 classes), with the Internal Combustion Engine (ICE) motorcycles, the electric motorcycles must comply with the EOT/BOP requirements defined by the FIM hereunder.

1.1. This EOT/BOP is based on different parameters such as (but not limited to):

- minimum weight of the machine in running order : **117 kg**
- maximum electric power output from the battery pack :
  - **SX1 : 54kW**
  - **SX2 : 44kW**

A 0,1KJ per lap tolerance is permissible beyond any above power limits excursions within the lap. Exceeding the tolerances will be penalised at the sole discretion of the FIM Technical Director.

- minimum wheel-base **(both wheels off the ground): 1450 mm**
- maximum torque limitation: **TBA at a later stage**

The FIM reserves the right to update the EOT/BOP at its discretion (and at any time) in the case of an imbalance. In case of dispute, the decision of the FIM Technical Director is final.

Please always refer **to the latest EOT/BOP WSX published on the FIM website** :

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=EOT+BOP+WSX

1.2. Compulsory electronic equipment:

The motorcycle must be equipped with the following data logger and additional sensors (compulsory) in operational order/settings according to FIM requirements:

- **Logger : 2D** LG-CANStick2C_V2-000
- **Loom : 2D** WL-LG_CanStick_V2-007
- **GPS 25HZ : 2D** BC-GNSS2CAN-000
- **DC Battery Voltage :**
  Voltage sensor 1000v : 2D IN-AV_iso-000 (mounted in between plus / minus battery. The plug must be well protected).
  or differential probe : Texense DP-AB-100
- **DC Battery Current :**
  Current sensor : 2D IN-AUI300B_Split-000 (mounted around the cable in between the battery and the inverter).

- **AC Current** (recommended and if possible only) :
  Current sensor : 2D IN-AUI300B_Split-000 (mounted around the cable in between the inverter and the electric motor).

The FIM Technical Director (or delegated person) will control the above data recording at any time during the event **upon direct request to the rider/team. The rider/team must comply with this request. That data recording is the base for compliance with EOT/BOP regulations.**

The data analysis will be made by the FIM Technical Director (or by his appointed technical delegate) to check the compliance of the motorcycle. The interpretation of the data collected will be at the sole interpretation of the FIM Technical Director. In case of dispute, the decision of the FIM Technical Director is final.

The correct mounting (position and method) of the electronic components here above (including generated 2D data) must be checked and approved by the FIM Technical Director **in prior of the event. The compulsory data-logging system must be fitted as detailed here above at all times.**

It is the team´ responsibility to ensure that the complete system (data logger + all sensors) is operational before going on track. In case of failure of the data collection, the FIM Technical Director will investigate and decide of the further actions to take. The decision of the FIM Technical Director in final.

1.3. Minimum weight:

During the random technical inspections at the end of each session, the selected motorcycle(s) will be weighed in the condition they finished the session, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids (if any). Any exceptional situation will be the subject of an investigation by the FIM Technical Director (and Race Direction) who will decide on the appropriate measures resulting from this exceptional situation.

1.4. Weight ballast:

If ballast is used to respect the minimum weight, the installation and the fixing method must be presented and validated by the FIM technical delegate prior to the start of the event.

1.5. Electric safety – Electric motorcycles: preparation and compliance:

In addition to the above, all electric motorcycles entered in the SX1 or SX2 classes of FIM WSX must comply in every respect with the latest update of the FIM Electric regulations (especially about electric safety requirements) :

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=electric+regulations

1.6. Application of extra lights on prototype race motorcycles:

1.6.1. This regulation applies to all electric motorcycles participating in any FIM Supercross World Championship event.

1.6.2. For the purposes of these regulations, all electric motorcycles competing at FIM level shall be classified as prototypes and subject to the additional requirements herein.

1.6.3. Mandatory Side Lights

1.6.3.1. All electric prototype motorcycles must be equipped with operational LED side lights.

1.6.3.2. The side lights must remain functional at all times during official practice sessions, qualifying, and race events, unless otherwise authorized by the FIM Technical Director.

1.6.3.3. The design, color, brightness, and placement of the side lights shall comply with the specifications set forth in the relevant FIM Technical Appendices.

We strongly recommend to the rider and his/her team staff to carefully read and be aware of the additional FIM documents :

- **FIM CTI Guidelines for Electric Motorcycles :**

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=electric+guidelines

- **FIM Electric Motorcycles – Procedures for Organisers and Officials :**

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=electric+procedures

For any question you may have, please send an email (in this order) to :

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