



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

TECHNICAL REGULATIONS MOTOCROSS

**(INCLUDING REGULATIONS FOR SUPERMOTO, QUADS, SNOWCROSS,
SUPERCROSS & ELECTRIC MOTORCYCLES)**

2025

RÈGLEMENTS TECHNIQUES MOTOCROSS

**(INCLUANT LES RÈGLEMENTS POUR SUPERMOTO, QUADS, MOTONEIGE,
SUPERCROSS ET MOTOS ELECTRIQUES)**

Technical Rules Motocross

(Including Rules for SuperMoto, Sidecars,
Quads, Snowcross, **Supercross and electric
motorcycles**)

2025

Règlements Techniques Motocross

(Règlements pour SuperMoto, Sidecars, Quads,
Motoneige, **Supercross et motos électriques** inclus)

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Note: The FIM Technical Rules Motocross provide for common articles applicable to the disciplines within the FIM Motocross Commission (CMS) as well as specific provisions/appendices for certain CMS disciplines. Specific provisions/appendices apply exclusively to certain FIM World Championships and Prizes and can be approved/amended solely by the corresponding competent body, including the body established by contract between the FIM and its promoters.

Any references to the male gender in these documents are made solely for the purposes of simplicity, and refer also to the female gender except when the context requires otherwise.

Articles amended for the season 2025 are in bold type
Articles amended since 01.01.2025 are in red and bold type

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01.01 INTRODUCTION

The term motorcycle covers all vehicles having, in principle, less than four wheels, propelled by an engine and designed essentially for the carriage of one or more persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain exceptional circumstances. Furthermore, in order to traverse certain surfaces one or all of the wheels can be replaced with skis, rollers or chains.

01.03 FREEDOM OF CONSTRUCTION

A motorcycle must conform to the requirements of the FIM regulations, to the Supplementary Regulations, as well as to a number of specific conditions that the FIM may require for certain competitions. No restriction is placed on the make, construction, or type of motorcycle used.

All solo motorcycles (Group A1) must be constructed in such a way that they are entirely controlled by a rider. Motorcycles with Sidecars (Group B) must be constructed to carry a passenger.

01.05 CATEGORIES AND GROUPS OF MOTORCYCLES

Motorcycles are divided into categories which must be observed for all meetings and world record attempts.

In principle, it is forbidden for different categories, groups and classes to compete in the same race, unless the Supplementary Regulations state otherwise.

Category I

Motorcycles propelled by the action of one wheel in contact with the ground.

Category II

Special vehicles propelled by the action of two wheels in contact with the ground ~~but which are not covered by the conditions of Category I.~~

Group A1 - Solo Motorcycles

Two-wheel vehicles making only one track on the ground.

Group B1

Vehicles with three wheels, making two tracks on the ground, consisting of a motorcycle making one track and a sidecar for a passenger making the other track.

Group B2

Vehicles with three wheels, making two or three tracks on the ground in the direction of forward travel, with a permanently attached Sidecar forming a complete integral unit. If three tracks are made, the centre-lines of the two tracks made by the motorcycle wheels must not be more than 75 [mm] apart. A track is determined by the longitudinal centre-line of each of the vehicle's wheels in the direction of forward travel.

Category III

Vehicles propelled by the action of multiple driving wheels in contact with the ground in only one direction.

~~Group C - Special 2-wheel driven motorcycles~~

~~Group D - Special 3-wheel, 2-wheel driven motorcycles~~

Group E - Snowmobiles

~~Group F - Sprinters and Dragsters~~

Group G - Quad racers **(propelled by the action of two wheels)**

~~Group J - Electric Powered Vehicles (EPVs, see Art. 01.50)~~

01.07 CLASSES

Groups are again separated into classes according to cylinder capacities **or nominal voltage** as detailed below. Generally, these classes must be observed for all meetings. (However, see Art. 032.3.2 of the Motocross Rules).

Category I

Group A1 - Solo Motorcycles

Class	over (cc)	up to (cc)
50	-	50
65	50	65
85 (2-stroke) (4-stroke)	65	85
	85	150
100	85	100
MX2 (2-stroke) (4-stroke)	100	125
	175	250
175	125	175
MXGP (2-stroke) (4-stroke)	175	250
	290	450
350	250	350

750	500	750
1000	750	1000
1300	1000	1300

Note: For 50, 65, 85, 100, and 125 cc, only single cylinder engines are allowed.

For Supercross: Electric powered A1 solo motorcycles:

Nominal voltage	From (Volts)	up to (Volts)
Electric - Class A	0	60
Electric - Class B	Over 60	800

WSX SX1	Only class B is allowed	Power limitation according to EOT / BOP rules for WSX
WSX SX2	Only class B is allowed	Power limitation according to EOT / BOP rules for WSX

Groups B1, B2 - Sidecars

Over 350 cc and up to a maximum of 750 cc for 2-stroke engines or a maximum of 1000 cc for 4-stroke mono and bi-cylinder engines.

Category II

Group E Snowmobiles

Class	over (cc)	up to (cc)
250	-	250
350	250	350
500	350	500
750	500	750
1050	750	1050
1300	1050	1300

Group G Quad racers

Four-wheeled, two-wheel driven, balloon-tired off-road vehicles having a wheel at each diagonal extremity and consisting of a complete integral unit, having accommodation for a rider only sitting astride, and steered by a handlebar. Same classes as Category I, Group A1.

Class	Cylinders	over (cc)	up to (cc)
Quad	(2-stroke)	250	500
	(4-stroke)		
	(2-stroke)		350

01.11 MEASUREMENT OF CAPACITY

11.11 Reciprocating movement engine, "Otto" cycle

The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder; the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

$$\text{Capacity} = \frac{D^2 \times 3.1416 \times C}{4}$$

where D = bore
and C = stroke

When a cylinder bore is not circular, the cross-sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 [mm] is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement should be taken with the engine cold, to 1/100 [mm] limits.

11.13 Rotary engines

The capacity of an engine which determines the class in which the motorcycle shall compete in a meeting shall be calculated by:

$$\text{Capacity} = \frac{2 \times V}{N}$$

where V = total capacity of all the chambers comprising the engine
and N = number of turns of the motor necessary to complete one cycle in a chamber

Classified as a 4-stroke.

11.15 Wankel system

For Wankel system engines with a triangular piston, the capacity is given by the formula:

$$\text{Capacity} = 2 \times V \times D$$

where V = capacity of a single chamber
and D = number of rotors

This engine is classified as a 4-stroke.

01.17 SUPERCHARGING

Supercharging by means of a device of any kind is forbidden in all meetings.

An engine, whether 2-stroke or 4-stroke, coming within any one of the recognised classes (determined by the capacity of the working cylinder) shall not be considered as supercharged when, in respect of one engine cycle, the total capacity measured geometrically, of the fuel charging device or devices, including the capacity of the working cylinder (if used for injecting the fuel), does not exceed the maximum capacity of the class in question.

01.18 TELEMETRY

Information must not be transmitted in any way to or from a moving motorcycle.

An official signalling device may be required on the machine.

Automatic lap timing devices are not considered as “telemetry”.

Automatic lap timing devices must not disrupt any official time keeping methods and equipment

Telemetry is not allowed (remote signals to or from the motorcycle), except for the compulsory championship devices (transponders and FIM control devices) always upon the final approval of the FIM Technical Director.

01.18.01 OFFICIAL PROMOTER/FIM GPS TRANSPONDER + RPM SENSOR

From 16.04.2025: all permanent MXGP and MX2 teams must use the official compulsory Promoter/FIM GPS + RPM electronic complete system (including GPS transponder, GPS antenna, RF antenna, RPM Logger and wiring harnesses).

It is the responsibility of the team/rider/mechanic(s) to ensure that the full system (detailed here above) is fully operational (i.e. all signals/channels/data works properly).

The complete operation system is compulsory for the entire event (from the preliminary technical controls until the end of the official event).

All technical information of the system are available upon request to the Promoter/FIM.

01.19 MOTORCYCLE WEIGHTS

19.01

The minimum weights of the motorcycles (without rider and/or passenger, with all operational fluids) are:

for the 65 cc class	Up to 65cc – 2S	53 [kg]
for the 85 cc SW class (small wheels)	65cc up to 85cc – 2S	63 [kg]
	100cc up to 150cc – 4S	71 [kg]
for the 85 cc LW class (large wheels)	65cc up to 85cc – 2S	65 [kg]
	100cc up to 150cc – 4S	73 [kg]
for MXGP motorcycles	175cc up to 250cc – 2S	98 [kg]
	290cc up to 450cc – 4S	99 [kg]
for MX2 motorcycles	100cc up to 125cc – 2S	88 [kg]
	175cc up to 250cc – 4S	95 [kg]
for WSX SX1 motorcycles	175cc up to 250cc – 2S	98 [kg]
	290cc up to 450cc – 4S	99 [kg]
	Electric motorcycles	According to EOT / BOP WSX [kg]
for WSX SX2 motorcycles	100cc up to 125cc – 2S	88 [kg]
	175cc up to 250cc – 4S	95 [kg]
	Electric motorcycles	According to EOT / BOP WSX [kg]

The fuel tank shall contain a maximum of 0.5 [litres] of fuel, when the machine is checked before the race.

These are absolute limits and no tolerance is applied when the machine is checked before the practice/qualifying race/race.

The minimum weight of the verified motorcycle must not at any time be less than the minimum weight required.

A 1% tolerance in the weight of the machine is accepted when checked during or after the race, in order to take into account the variability of the test conditions.

A scale with a minimum resolution of 100g must be used.

19.02

The use of ballast to stay over the minimum weight is forbidden. The term "ballast" refers to as any component, device or part, the primary function of which is to add weight to the machine. All components, devices and parts must be firmly fixed to the motorcycle.

Only for electric motorcycles, the use of ballast is allowed in order to meet the minimum weight limit required in the EOT / BOP documents.

19.03

During the initial technical control, at the end of the scrutineering procedure, an frame marking (e.g. sticker or seal) or other piece of material (preference goes to plastics) must will be fixed applied to the front of the main frame (and with preference on the same side (right preferred) of the frame on all the motorcycles).

19.04

For Groups B1 and B2 at all competitions a passenger must be carried.

01.21 DESIGNATION OF MAKE

When two manufacturers are involved in the construction of a motorcycle, the name of both must appear on the machine as follows:

- The name of the chassis manufacturer
- The name of the engine manufacturer

01.23 DEFINITION OF A PROTOTYPE

A prototype motorcycle is a vehicle which must conform to the safety requirements as required by the FIM Sporting Code and Appendices applicable to the type of competition for which it is to be used.

01.25 GENERAL SPECIFICATIONS

The following specifications apply to all vehicles of the groups indicated and to all types of competitions except where otherwise stated in the corresponding section of the FIM Sporting Code.

They should also be applied to all national competitions unless the FMNR (National Motorcycling Federation) has otherwise directed.

Further specifications for some competitions may also be required and these will be detailed in either the appropriate FIM Appendix or in the Supplementary Regulations for the competition in question.

Concerning material verification, in case of doubt, a sample or the part in question shall be taken and analysed at a Material Testing laboratory.

25.01 Use of titanium and light alloys

The use of titanium alloy in the construction of the frame, the front forks (referred only to structural parts: legs, tubes, etc), the handlebars, the swinging arms, the wheel- and swinging arm-spindles is forbidden.

The use of light alloys for wheel spindles is also forbidden.

The use of titanium alloy nuts and bolts is allowed.

25.03 Carbon fiber

The use of carbon fiber reinforced materials is authorised (with the exception of handlebars, ~~and~~ wheel rims, **frame, swingarm and suspensions (front and rear)**).

25.04 Ceramic materials

The use of ceramic parts is allowed for the following parts:

- Mechanical seal
- Spark plug
- Air fuel ratio sensor (Lambda)
- Throttle sensor assembly
- Bearing (ceramic non-OEM parts must be declared to the FIM Technical Director).

25.05 Other equipment

The use of data recording devices and automatic electronic ignition is authorised.

No signal of any kind may pass between a moving motorcycle and any person **or device, including radio, Bluetooth communication, WiFi, and 3G/4G/5G**. The exception is for the signal from the time keeping transponder, automatic lap timing devices or from the approved on-board cameras (with prior written approval from the Championship Promoter/Organiser).

In order for the FIM to develop new control procedures, the use of any electronic device (such as coil wire, extra sensor and wiring harness, RPM data logger, transponder, etc.) imposed by the FIM Technical Director is compulsory. The team must comply and collaborate with the FIM to proceed to such tests and controls at any time of the event. The FIM will send all technical specifications of the device to the manufacturers at least 3 months before its official application (some preliminary tests can be carried out during this period with the approval of the team requested to do these tests).

25.05.01

Wheels speed sensors are forbidden.

25.06 Number of cylinders

The number of cylinders in an engine is determined by the number of combustion chambers.

25.07

If separate combustion spaces are used they must be connected by an unrestricted passage of minimum cross-sectional area at least 50 % of the total inlet port area.

01.26 DEFINITION OF A FRAME OF A SOLO MOTORCYCLE

01.26.1 Definition of a frame of a solo motorcycle:

The structure(s) used to join any steering mechanism at the front of the machine to the engine/gear box unit **(or battery pack / electric powertrain for electric vehicles)** and to all components of the rear suspension.

01.26.2 Definition of a main frame of a Sidecar:

The frame, structure(s) used to join the steering head at the front of the machine to engine/gear box unit and to all components of the rear suspension only.

01.26.3 Definition of a Side (car) frame of a Sidecar:

The frame structure(s) used to join the main frame to the passenger's platform and to all components of the side suspension only, regardless of the fixing to the main frame (bolted, welded ...).

01.27 STARTING DEVICES

Starting devices for the engine are compulsory.

01.28 FUEL TANKS

The fuel tank and fuel cap must be leak proof at all times.

Fuel tank shall only be filled in the paddock, waiting zone or pit lane.

The fuel tank must be:

- well-engineered (i.e. manufactured in the state of the Art). In case of dispute the decision of the FIM Technical Director is final.
- positioned on top or within the structure of the main frame.
- firmly fixed.
- protected against projections.
- not placed in front or above the handlebar.
- hose connections must be leak-proof.

Additional fuel tanks are forbidden.

The following articles are applicable for Sidecars only:

The fuel tank(s) and fuel cap(s) must be leak proof at all times.

Fuel tanks shall only be filled in the paddock, waiting zone or pit lane.

Additional fuel tanks are allowed provided that it must be:

- approved and supplied by the chassis manufacturer (Manufacturer Certificate of Origin must be provided to the FIM Technical Director before any use on a FIM official event).
- firmly fixed.
- protected against projections.
- not placed in front or above the handlebar.
- be installed within the frame.
- hose connections must be leak-proof.

Only one additional fuel tank is permitted. Additional fuel tank must be presented - already mounted - for inspection at the Technical Verifications.

In any case the fuel tank cannot protrude a triangle build by handlebar, rear fender's highest point and passenger's bar, not to touch the ground on roll over.

Installation of the additional fuel tank on a side frame is permitted if the following requirements are met:

- it is not placed above or directly behind the radiator.
- located outside the passenger's movement area.
- located far enough from the exhaust system to avoid heat, if needed additional heat protection must be mounted.
- fuel lines and connections must be protected from external impact, also from the cooling system and exhaust system heat.
- it is supplied complete including mounting hardware, fuel lines, fuel pumps, wiring, protections and fittings.
- it has a safe external shape without sharp profiles.
- made from aluminium or another suitable metal.
- plastic tanks are allowed if they are well protected against external impacts or accidental contact of the driver/passenger.
- it must be approved by the FIM Technical Director during the Technical Verifications.

01.29 OPEN TRANSMISSION GUARDS

A guard must be fitted to the countershaft sprocket.

29.01

If the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be designed so that rider or the passenger cannot under any circumstances come into accidental contact with the transmission parts. It must be designed to protect the rider from injuring their fingers.

29.02

A chain guard must be fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

01.31 EXHAUST PIPES AND SILENCERS

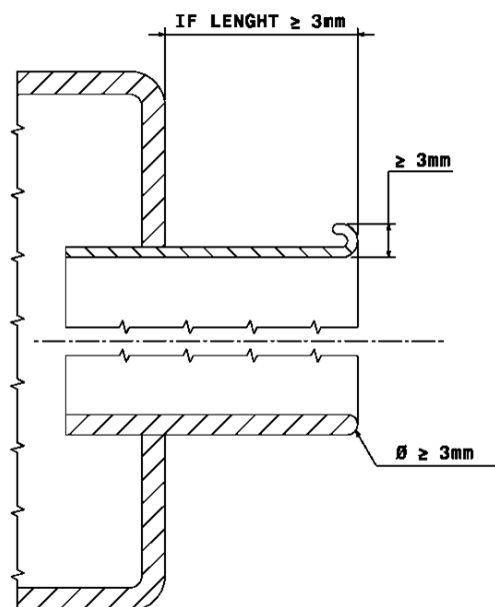
Exhaust pipes and silencers must fulfil all the requirements concerning sound control (see also Art. 01.79).

31.01

The axis of the silencer end must be parallel (tolerance 15°) to the two principal longitudinal planes of the vehicle. The extremity of the silencer must not pass the vertical tangent of the rear tyre.

31.02

The edge of the silencer shall not be dangerous in case of accidental contact with the riders or helpers. If the final tube protrudes more than 3 [mm], the edge must be rolled to an angle of 180° or radiused (see pictures below). In both cases, the edge thickness shall be 3 [mm] minimum.



31.03

Exhaust fumes must be discharged towards the rear but not in such a manner as to raise dust, foul the tyres or brakes, or inconvenience the passenger (in the case of sidecars), or any other rider.

31.04

On a Sidecar machine the exhaust must discharge horizontally and towards the rear, at a maximum angle of 30° to the axis of the machine.

31.05

Any NON-ORIGINAL valve systems installed on the exhaust system with a view to influencing (or modifying) the sound level meter test is forbidden. Only exhaust valve systems (e.g. Exup) provided by the manufacturer on the manifold are authorised. The setting is free.

01.33 HANDLEBARS**33.01**

The width of handlebars must be not less than 600 [mm] and not more than 850 [mm] (see Diagrams).

33.02

The handlebars must be equipped with a protection pad on the cross bar. Handlebars without a cross member must be equipped with a protection pad located in the middle of the handlebars, covering widely the handlebars clamps.

33.03

Handlebar clamps must be very carefully radiused and engineered so as to avoid any fracture points in the handlebar.

33.04

Exposed handlebar ends must be plugged with a solid material or rubber covered.

33.05

When hand protectors are used, these must be made of a shatter-resistant material and have a permanent opening for the hand.

33.06

Handlebars made of composite materials are not authorised.

33.07

Repair by welding of light alloy handlebars is prohibited.

33.08

Solid stops (when on full-lock, other than steering dampers) must be fitted. These must ensure a minimum clearance of 30 [mm] between the handlebar with levers and the tank to prevent trapping the rider's fingers.

01.35 CONTROL LEVERS

35.01

All handlebar levers (clutch, brake, etc.) must be in principle ball ended (diameter of this ball to be at least 16 [mm], see Diagrams). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 [mm]). These ends must be permanently fixed and form an integral part of the lever. If the gear lever consists of a tube, then its edge must be rounded.

35.02

Each control lever (hand and foot levers) must be mounted on an independent pivot.

35.03

The brake lever if pivoted on the footrest axis must work under all circumstances, such as the footrest being bent or deformed.

35.04

Hand- and foot-controls may be modified for mobility challenged riders.

01.37 THROTTLE CONTROLS

37.01

Throttle controls must be self-closing when not held by the hand. The throttle operation (opening and closing) shall only be activated by mechanical cable from the twist grip directly attached to the throttle valve. Electronically controlled throttle valves are forbidden. All air intakes into the cylinder must pass through the throttle body. No other means allowing ambient air into the inlet track of the cylinder head are allowed.

(Ride-By-Wire) RBW throttle system is allowed for electric motorcycles only.

37.02 Ignition cut-out switches

Sidecars, Quads and Snowmobiles must have a cut-out fitted to operate when the rider leaves the machine. This cut-out system must stop the engine.

This ignition cut-out must be operated by a lanyard of non-elastic string of adequate length and thickness. Once the rider steps off the vehicle, the lanyard must disconnect from the cut-off switch and the engine. The lanyard must be fastened to the cut-out

switch firmly in a way that it cannot be disconnected inadvertently but only when the rider leaves the machine.

The cut-out switch cannot be taped, glued, wired, or fitted solidly in place.

For Sidecars, Quads and Snowcross, the cut-out switch must be strapped to the rider's right-hand wrist or attached properly to the rider's waist. For Snowmobiles, it must be attached properly to the rider's waist.

~~In the case of vehicles belonging to Group J (Electric vehicles), refer to Art. 50.04.6.~~
In the case of electric vehicles, same logic will be applied to disable "drive mode" once the rider leaves the machine thanks to the lanyard (no more power from battery to motor when lanyard is disconnected).

37.03

Solo motorcycles must be equipped with a functional ignition kill switch or button mounted on either right or left side of handlebar (within reach of the hand while on the hand grips), that cut the power to the engine.

In the case of electric motorcycles, in addition to kill switch on the handlebar, as there is no risk of engine stall it's mandatory to have a device to disable drive mode by using a lanyard or strategy based on lean angle / tilt sensor as described in the FIM electric regulations, article 2.10.

01.39 FOOTRESTS

39.01

Footrests must be solidly fixed or of a folding type but in this case must be fitted with a device which automatically returns them to the normal position, and an integral protection is to be provided at the end of the footrest which must have at least 8 [mm] radius (see Diagrams). The footrest teeth shall not be sharp. The height of the footrest teeth must be 10 [mm] maximum.

01.41 BRAKES

41.01

All motorcycles must have at least two efficient brakes (one on each wheel) operated independently and operating concentrically with the wheel.

41.02

Vehicles in Group B must be fitted with at least two efficient brakes operating on at least two of the wheels, operated independently and operating concentrically with the wheels.

41.03

Snowmobiles must have at least one functional brake.

41.04

Electric powered vehicles: if the motorcycle is fitted with electric braking features (also known as regenerative braking), a back-up operational braking system must be anyway present and be operated in case of need (one on each wheel).

41.05

In exceptional circumstances (i.e., a rider with a recognized/identified handicap), the FIM Technical Director may grant an exemption for a specific adapted mounting method of the braking system(s) actuators. It is the responsibility of the team/rider to inform the FIM Technical Director during the initial technical inspection. The team/rider must obtain the approval from the FIM Technical Director prior to its use on track.

01.43 MUDGUARDS AND WHEEL PROTECTION

Motorcycles must be fitted with rounded mudguards.

43.01

Mudguards must project laterally beyond the tyre on each side.

43.02

The front mudguard must cover the circumference of the wheel at an angle sufficient enough to protect the rider from mud.

43.03

The rear mudguard measure described in the Diagrams ("L" distance) must not exceed 130 [mm] at the most extended positions of the front and the rear suspension, at full extension.

43.04

The ends of the mudguards must be rounded. The radius must be at least 3 [mm]. Mudguards must be made of flexible materials only (e.g. plastics).

43.05

If cast or welded wheels are used, a protection must be provided by enclosing the spokes with solid discs. Any open area between the outer edge of the solid disc and the wheel rim shall be maximum 10 [mm] (tyre inflation valve excepted).

01.45 STREAMLINING

No type of streamlining is allowed.

Radiator covers (shields) must be made of flexible materials only (e.g. plastics).

01.46 SUSPENSION

Electronically controlled suspension systems are not allowed.

01.47 WHEELS, RIMS, TYRES, **WHEELBASE**

47.01

All tyres will be measured mounted on the rim at a pressure of 1 [kg/sq.cm] (14 [lb./sq.in]); measurements are taken at a tyre section plane with a 90° angle with the ground plane.

47.02

Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer, or of a traditional detachable rim other than for spokes, valve or security bolts, is prohibited.

The only exception made is for tyre retention screws, sometimes used to prevent tyre movement relative to the rim.

If the rim is modified for these purposes, bolts, screws, etc., must be fitted.

47.03 Restrictions for wheel (rim) dimensions

Capacity	Maximum front wheel (rim) size	Maximum rear wheel (rim) size
65cc	14 [inch]	12 [inch]
85cc SW (small wheels)	17 [inch]	14 [inch]
85cc LW (large wheels)	19 [inch]	16 [inch]
125cc and up	21 [inch]	19 [inch]
WSX SX1 WSX SX2	21 [inch]	19 [inch]

47.04 Wheelbase

Class	Minimum wheelbase	Maximum wheelbase
WSX SX1 WSX SX2	1450mm	-

01.49 TYRES

49.01

Scoop or paddle (continuous radial rib) tyres and/or tyres with lugs having a height of over 19.5 [mm] are forbidden.

49.02

The tyre surface shall not be fitted with subsequently mounted elements such as anti-skid spikes, special chains, etc.

49.03

The use of tyre warmers is not allowed.

01.50 ADDITIONAL SPECIFICATIONS FOR ELECTRIC POWERED VEHICLES (Category 1 and 2, group A1 Electric class)

Please refer to the latest FIM electric regulations document online hereunder:

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

01.51 ADDITIONAL SPECIFICATIONS FOR SUPERMOTO

The following specifications will apply for motorcycles entering the SuperMoto World Championship:

- Minimum weight: 110 [kg]

The fuel tank shall not contain more than 0.5 litres of fuel, when the machine is checked before the race.

These are absolute limits. No tolerance is applied when the machine is checked before the practice/qualifying race/race.

At any time, the minimum weight of the verified motorcycle must not be less than the required minimum weight.

After the race, a 1% tolerance in the weight of the machine is accepted when checked taking into account the variability of the test conditions.

A scale with a minimum resolution of 100g must be used.

- A safety device (pin or lock nut) should be installed on the brake pad fixture.
- The safety wire used on the bolts of the brake callipers must be visible.
- All engines must be connected to a properly fastened oil catch tank of 0.2 litres minimum capacity, or have a closed breather system (engine breather system connected to the airbox).
- Motorcycles must be equipped with a protective shield, installed under the engine, to act simultaneously as a protection and as a reservoir to collect losses of oil or coolants which may occur in case of an engine breakdown.
- One or several leak-proof catch tanks must be provided for the radiator water and for the breather system of the fuel tank when not fitted with a self-blocking overflow valve. These catch tanks must be emptied before each start.
- The only authorised cooling liquid is water.
- The safety wire used on oil and water filler caps, as well on drain plugs, must be visible.
- Motocross, enduro, or trial tyres are prohibited.
- The maximum tread depth on the front and/or back tyres used must be 10 [mm] in the middle.
- Additional tread grooves, cuts, etc. are allowed on the front and/or back tyres.
- Protectors sliders under Footrest are compulsory. Protectors sliders should be in plastic material. Protectors sliders in metal are forbidden.

01.52 ADDITIONAL SPECIFICATIONS FOR QUADS

***The present Art. 01.52 prescribes additional rules for Quads, while the rest of the book applies.**

There is no restriction placed on the make, construction of type of Quad, other than specified below.

Quads are set in one Group:

01.52.1 Group G/ Quad Racers:

Propelled by the action of two wheels (2 wheel driven). The drive must be through the rear wheels only via a solid axle.

52.02 Engine

~~The engine must be produced from a recognised and FIM licenced manufacturer.~~

~~The engine number (stamped on the crankcase) must remain visible at all times.~~

52.03 Steering

The machine can operate on the front wheels only.

52.04 Chassis and ancillaries

Shock absorbers and associated springs are free.

Wheelbase, front and rear track are free, but the overall width is defined by Art. 52.10.

~~The main chassis must be marked with the original Vehicle Identification Number (VIN). The frame number (VIN) must remain visible at all times.~~

The chassis shall not be replaced during the event and must be checked by the Technical Steward.

52.05 Number plates

Four number plates are required:

- One plate fixed to the front of the machine at the level of the head lamp, facing forward.
- One plate attached to the rear bumper, facing backward.
- One number plate fixed to the rear of the vehicle so that the number can read on both sides (flag type).

The numbers must be placed centrally and as vertical as possible. See Art. 01.55 for dimensions.

52.06 Wheels, rims and brakes

The rear wheel rim diameter cannot exceed 12 [inches]. Wire spokes are not authorised.

The front wheel rim diameter is not restricted. Wire spokes are not authorised.

Carbon-reinforced wheels are forbidden. See Art. 25.03

Every front wheel must have a single, functional brake installed on each axle and be operated by a handlebar mounted lever.

At the rear, the vehicle must have a brake on each wheel or a brake installed jointly on the rear wheel axle, operated by a foot pedal. For disabled rider (with an identified handicap) it can be operated either by a lever on the handlebar. The

team/rider must present and receive the approval from the FIM Technical Director before the use of this part. The decision of the FIM Technical Director on the conformity and approval of the part is final.

52.07 Mudguards

The front and rear wheels must be covered by mudguards made of flexible materials, covering each wheel over an area of minimum 30 degrees (refer to Diagram Q).

52.08 Fuel tank(s)

~~Original fuel tank location must be used.~~

The fuel tank must be:

- well-engineered. In case of dispute the decision of the FIM Technical Director is final.
- positioned on top or within the structure of the main frame.
- firmly fixed.
- protected against projections.
- not placed in front or above the handlebar.
- hose connections must be leak-proof.

52.09 Protection (Diagram Q)

A chain guard must be fitted in such a way to minimize risk of trapping between the lower chain run and the final driven sprocket at the rear wheel. The decision of the FIM Technical Director on the approval of refusal of the part is final.

Protection bar or a plate made of durable, impact-resistant material must be placed behind the rear sprocket and brake disc.

A crash 'bar' or 'guard' must be fixed at the front of the vehicle. This protective barrier must be fitted in such a way that it is in alignment with the outside flange of the wheels, tolerance +/- 50 mm. is accepted.

A protective barrier (or 'guard') of a round profile (minimum diameter: 25 [mm] or 1 [inch]) must be installed on each side of the vehicle. This protective barrier must be fitted in such a way that it is in alignment with the wheels to eliminate entanglement. There shall be no prominent (sharp) parts.

A crash bar must be placed at the rear of the vehicle behind the seat.

This protective barrier must be fitted in such a way that it is in alignment with the outside flange of the wheels, acceptable tolerance inwards up to 50 mm, outwards up to 150 mm.

The exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the rear crash bar.

A structure of crossed belts or a metallic grid must be fitted to fill the opening between the wheels and the barrier, to prevent the riders' foot from accidentally touching the ground.

52.10 Dimensions

The width cannot exceed 1300 [mm].

01.53 ADDITIONAL SPECIFICATIONS FOR SIDECARS

53.01

The Sidecar must be fixed to the motorcycle in at least three points, if it is not an integral part of the chassis.

The fixing points must not allow movement at the joints (articulated Sidecars are strictly forbidden). If the angle of the inclination is changeable, it must be locked in such a way that the fixing method is completely secured and not only clamped on.

A structure of crossed belts or a metallic grid must be fitted to fill the opening between the wheels and the Sidecar, to prevent the rider's foot from accidentally touching the ground.

The fuel tank(s) must be appropriately and independently protected from possible contact with the ground. See also Art. 01.28.

53.02

The drive shall be transmitted to the ground only through the rear wheel of the motorcycle.

53.03

The distance between the tracks left by the centre lines of the rear motorcycle wheel and the Sidecar wheel must be at least: 800 [mm] and not more than 1150 [mm].

53.04

To reduce the torque in the steering, a maximum displacement of 75 [mm] is permitted between the front and the rear wheel.

53.05

The steering of the front wheel must be accomplished without any intermediate articulated steering joints directly by a classic telescopic fork or a swinging arm fork with the wheel supported equally each side (long or short leading link type). All other types of front wheel steering and suspension are forbidden.

53.06

The minimum dimensions of a Sidecar available for passenger accommodation are:

Length: 1000 [mm] - Width: 400 [mm]

Height of the screen protecting the passenger: 300 [mm] minimum (see Diagrams).

53.07

The minimum ground clearance of a laden Sidecar when measured must not be less than 175 [mm].

53.08

The position of the engine is optional, except that it must be positioned in front of the rear wheel.

If the engine and gearbox are mounted on plates, the minimum thickness of the steel plates must be 4 [mm], and 5 [mm] for light alloy plates.

53.09

Handlebars must be firmly secured to the forks. They must be at a height above the mid-point in the seat.

The motorcycle must have a steering head which must be fitted like the handlebar, and must not be attached to the unsuspended part of the front wheel suspension.

53.10

For Sidecars, the Sidecar wheel must be covered or protected with solid material.

53.11

Referring to the longitudinal axis of the motorcycle, the exhaust pipe shall not protrude beyond the width of the Sidecar (if on the Sidecar side) or protrude by more than 330 [mm] (if on the motorcycle side) (see Diagrams).

If the exhaust pipe is on the Sidecar side, it must not exceed the vertical line drawn at a tangent to the rear edge of the Sidecar platform.

01.54 ADDITIONAL SPECIFICATIONS FOR SUPERCROSS

Please refer to the specific articles related to the FIM Supercross World Championship here under.

54.01 WSX EOT – BOP requirements

All electric motorcycles competing in FIM Supercross World Championship (SX1 and SX2 classes) must conform in every respect with the latest WSX EOT-BOP requirements in force hereunder:

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

54.02 Fuel specification

For permanent teams/riders: only Panta MTV4T-01 fuel specification, compliant with the current FIM Fuel Category 2 regulations, is permitted for use.

For Wild Card teams/riders: any other fuel compliant with FIM Fuel Category 2 may be used.

54.03 Brakes

The rear brake must be operational and operated by the rear brake pedal. In addition to the rear brake pedal actuation (NB: not in replacement), it is allowed to add a second braking circuit (hose, master cylinder and lever/pedal) to operate it from another position (example: left hand lever). If used, this second hose must be connected to the initial rear braking system circuit (example: with a double banjo bolt))."

01.55 NUMBER PLATES

55.01

Number plates must be made of flexible materials only (e.g. plastic). The shape of the front number plate is free and may be part of the general design of the motorcycle.

55.02

The plates curved not more than 50 [mm] out of a true plane must not be covered or bent.

The English form for numbers must be used. That is single vertical line for the "one" and a simple sloping line without a horizontal line for the "seven" (see Diagram O).

Reflecting numbers and number plates are forbidden.

The numbers must be clearly legible. In case of a dispute, the decision of the FIM Technical Director will be final.

55.03 Front number plates

One plate must be fixed to the front inclined not more than 30° towards the rear from the vertical plane. Holes can be perforated between the numbers on the number plate. However, under no circumstances must the actual numbers be perforated.

The following minimum dimensions must be respected on the front number plate:

- | | |
|---|----------|
| • Height of the number | 140 [mm] |
| • Width of each digit | 70 [mm] |
| • Width of the stroke | 25 [mm] |
| • Space between two digits | 15 [mm] |
| • Space between the FIM logo and the number | 10 [mm] |

55.04 Side number plates

For MXGP, MX2 and WMX classes only: the side number plates are not compulsory but recommended (remain compulsory for all other classes).

The side number plates must be positioned above a horizontal line drawn through the rear wheel spindle and the front edge of the plate must be behind a vertical line drawn at 100 [mm] to the rear of the rider's footrest. They must be fixed in such a manner as to be clearly visible and they must not be masked by any part of the motorcycle or by the rider when seated in the riding position. In place of separate plates, a space of equivalent size in matt colours can be painted or fixed on the bodywork.

The side number plate or area considered as such must be minimum L (Length) 240 [mm] X H (Height) 150 [mm], with sufficient area to take 3 digits (i.e. 888) as specified in the FIM Regulations. This area is considered the side number plate.

The following minimum dimensions must be respected on the side number plates:

- Height of number 100 [mm]
- Width of each digit 70 [mm]
- Width of stroke 25 [mm]
- Space between two digits 15 [mm]
- Space between the FIM logo/publicity and the number 10 [mm]

55.05

All other number plates or markings on a motorcycle liable to cause confusion with the number must be removed before the start of a competition.

55.06

Electric powered vehicles: must have yellow background plates (RAL 1026) with black number (RAL 9905) for front and side number plates.

01.63 FUEL REGULATIONS

Please refer to FIM Fuel Regulations (Category 2) on the following link:

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

01.65 EQUIPMENT AND PROTECTIVE CLOTHING DURING PRACTICE AND RACE

The FIM cannot be held liable for any injuries that a rider or passenger may sustain from the use of a specific item of equipment or protective clothing.

65.01 Clothing and protectors

In general, it is recommended to use suit, trousers, long-sleeve shirts and undergarments made of textiles which are not fully constituted of nylon or spandex (e.g. Lycra, Elastane), in order to avoid degradation in case of abrasion (friction).

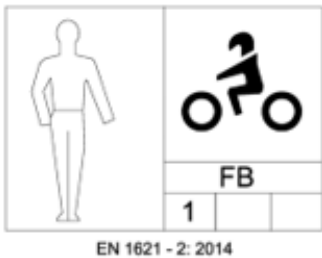
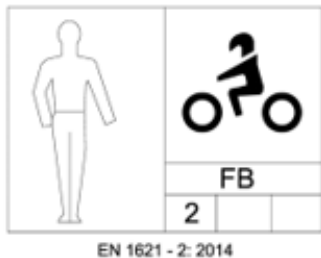
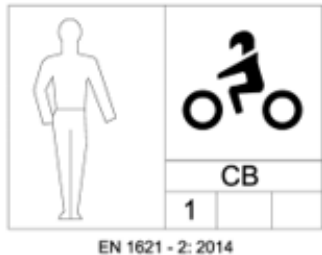
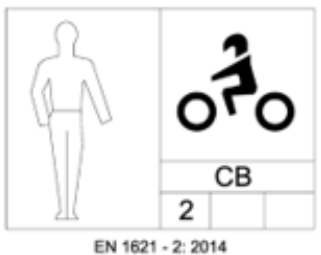
Any modifications made to the protectors will void the official certification of the equipment and thus will not be accepted.

If the clothing and/or protectors listed below do not meet the technical requirements or are found to be defective, the Technical Steward must clearly mark in red (e.g. with a red dot) all international marks without destroying them and retain the items until the end of the event. The rider must submit another clothing and/or protectors for approval by the Technical Steward. After an accident involving impact, the back and chest protector must be presented to the Technical Steward for examination.



It is compulsory that all protective devices are clearly marked with the relative norms and comply with the following standards:

- EN 1621-1, Level 1 or 2, for shoulders, elbows and knees
- EN 1621-2, Level 1 or 2, for the back: CB (Central Back) and FB (Full Back)
- EN 1621-3, Level 1 or 2, for the chest

BACK PROTECTOR: must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.

Newer Labels (1621-2:2014)			
Full Back Level 1 or 2			
	EN 1621 - 2: 2014	EN 1621 - 2: 2014	
Central Back Level 1 or 2			
	EN 1621 - 2: 2014	EN 1621 - 2: 2014	

CHEST PROTECTOR: must comply with EN1621-3.

EN 1621-3 Level 1 or 2		
	Pr EN 1621 - 3	Pr EN 1621 - 3

The use of a functional/operational FIM category 3 airbag system is allowed.

The airbag manufacturer must declare to the FIM its airbag system category 3 by using the dedicated self-certification form. The airbag electronic algorithm (for crash detection) must be adapted to the specific disciplines as detailed in the FIM requirements for airbag category 3.

The list of the eligible airbags category 3 is available in the following link:

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

Its use must be declared during the Technical Verifications to the FIM Technical Director. The proper use of this device remains under the responsibility of the rider at all times.

The neck-brace is not compatible with the airbag and therefore is prohibited if the rider is using an airbag.

NB: The structure of the airbag system must comply with the body (chest and back) protectors' standards in force.

It is compulsory that all riders and passengers, in all categories, wear chest and back protectors.

For Motocross/Sidecar/Quads:

It is compulsory that all riders/passengers wear either a suit or trousers, and a long-sleeve shirt.

It is strongly recommended to wear shoulder, elbow, and knee protectors as well.

For Junior riders:

Protectors for shoulders, elbows, and knees are compulsory. They must comply with EN 1621-1, Level 1 or 2.

For Snowmobiles:

The rider must wear suitable clothing (a suit or trousers, and long-sleeve shirt) to afford protection against the cold.

For SuperMoto:

Riders must wear a complete leather suit in one piece, with a minimum thickness of 1.2 [mm], and with additional leather padding or other protection on the principal contact points (elbows, shoulders, fore-arms, hips, knees, etc.).

Sections of the leather suit not directly subject to 'crash' damage may use a small limited area or strip not made of leather.

65.02 Footwear

Footwear, in good condition, made of leather or other materials having equivalent properties, shall be worn and have a minimum height of 300 [mm].

65.03 Gloves

All disciplines riders/passengers shall wear gloves made of leather or other materials having equivalent properties.

65.04 Eye protection

Riders/passengers shall wear goggles (in case of an off-road helmet) or a full closed visor (in case of a full-face circuit racing helmet).

The use of glasses, helmet visors and 'tear offs' or 'roll offs' are also permitted. The material used for glasses, goggles and visors must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet.

Eye protectors which cause visual disturbance (e.g. scratched) must not be used.

01.67 WEARING OF HELMETS

- It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.
- A protective lower face cover must be present and must be not detachable and not moveable.
- Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).
- A retention system with a strap and the double D ring closing system is recommended.
- All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70. Any FMN approval marks do not substitute the official international standard marks.
- A helmet is made to provide protection. A helmet is not a platform to attach foreign objects.

Failure to observe the above rules will entail exclusion.

01.69 HELMET OPERATIVE INSTRUCTIONS

69.01

Scrutineers, under the supervision of the Chief Technical Steward, may check prior to practice and the races that all helmets meet the technical requirements.

69.02

If a helmet does not meet the technical requirements or is found to be defective, the Technical Steward must clearly mark in red (e.g. with a red dot) all international marks without destroying them and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical Steward for examination.

69.03

All helmets must be intact and no alteration must have been made to their construction.

69.04

The Chief Technical Steward/Technical Steward may ask a rider for the following checks before the rider is permitted to take part in practice or race:

69.04.1

That the helmet fits well on the rider's head.

69.04.2

That it is not possible to slip the retention system over the chin, when fully fastened.

69.04.3

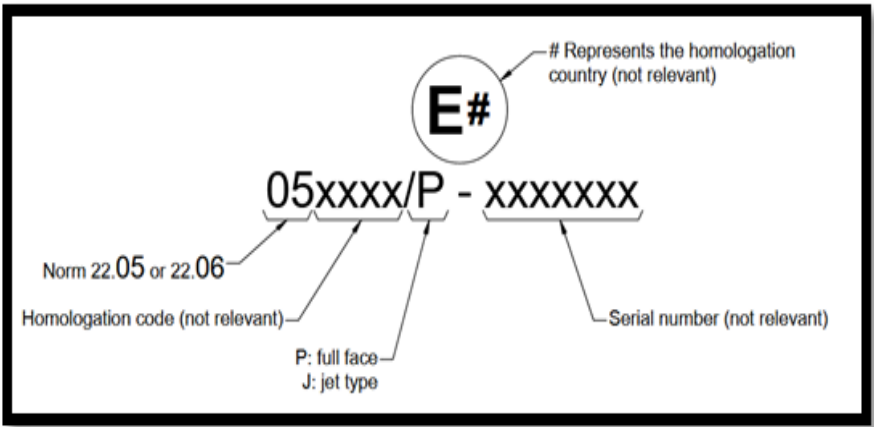
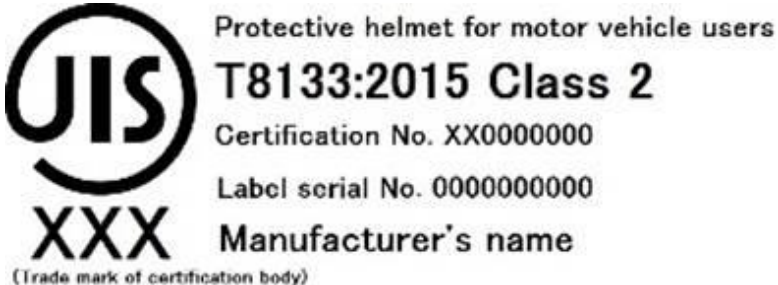

That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

01.70 RECOGNISED INTERNATIONAL HELMET APPROVAL MARKS

Helmets must conform to one of the recognised international standards:

FIM	FRHPhe-01 (till 31.12.2025) or FRHPhe-02
EUROPE	ECE 22-05 or ECE 22-06 (only "P" type)
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015 or SNELL M 2020D or SNELL M 2020R or SNELL 2025R or SNELL 2025D

Examples of labels are reported below:

EUROPE	
JAPAN	
USA	

	
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FIM homologated helmets according to the FRHPhe-02 (with a valid FIM homologated label) are strongly recommended and will be mandatory as from 01/01/2026. All the other standards will be forbidden.

A list of FIM Homologated helmets is available on www.frhp.org.

FRHPhe-01 (FIM)	
FRHPhe-02 (FIM)	

01.73 NATIONAL COLOURS FOR HELMETS

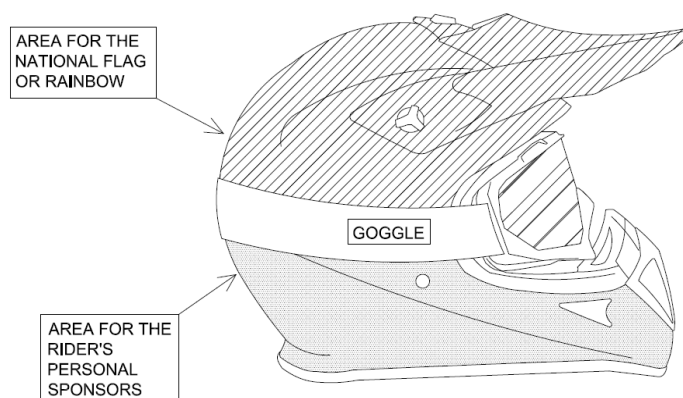
In competitions between national teams (e.g. FIM Motocross of Nations), it is recommended that the helmet's overall graphics represent the colours of the team's national flag or the colours as mentioned in the table below. The national flag can be replicated in stripes, bands or other patterns.

Andorra	FMA	White with vertical blue, yellow, and red bands
Argentina	CAMOD	White with blue horizontal band
Australia	MA	Green and yellow sides, red, white, and blue representation of the Australian flag across the top
Austria	OeAMTC	Bright red with a 60 [mm] wide black band and the label of the OeAMTC in a white field on the front side
Belgium	FMB	Yellow
Brazil	CBM	Yellow and green
Bulgaria	BMF	Green and red
Canada	CMA	White and 3 Red Maple leaves, one on front and one on each side
Chile	FMC	Red with blue and white bands and white stars
China	CMSA	Red and yellow
Czech Republic	ACCR	Blue with red, white, and blue border
Denmark	DMU	Red and white
Finland	SML	White with blue cross
France	FFM	Blue
Germany	DMSB	White with black border
Great Britain	ACU	Green
Greece	AMOTOE	White with blue border
Hungary	MAMS	Red and green
Ireland	MCUI	Green and orange
Italy	FMI	Red with one green and one white horizontal band
Japan	MFJ	White with red circle on top
Kenya	KMSF	Black, red, green, with white bands and the country name KENYA on both sides.
Luxembourg	MUL	Purple
Mexico	FMM	White with green and red border
Monaco	MCM	Blue and white
Netherlands	KNMV	Orange
New Zealand	MNZ	White with black kiwi on front
Norway	NMF	Red and blue
Peru	FPEM	Red with 75 [mm] wide white strips and blue and yellow chequered border
Poland	PZM	White with red band
Portugal	FNM	White
Rumania	FRM	Black with vertical blue, yellow, and red bands with national emblem
Russia	MFR	White with a red border and a vertical red band with star
San Marino	FSM	White with the San Marino national emblem
Slovakia	SMF	Blue, red, and white
South Africa	MSA	Black, green, blue, and red with yellow and white bands
Spain	RFME	Yellow and red

Sweden	SVEMO	Blue and yellow
Switzerland	FMS	Red with white cross
Uruguay	FUM	Light blue
USA	AMA	Blue with 2 white bands

In addition, the defending FIM Team World Champion is allowed to wear the rainbow colours on the helmet.

The rider's personal sponsors may be part of the overall graphics or displayed in a separate and dedicated area below the goggles strap (usually horizontal). The helmet model and graphics of each of the riders of a team may be different.



The overall graphics on the helmet must always be approved, in any case, by the FMN of the team.

Whenever a team is using a helmet and there is a case of *force majeure* (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year and has been presented to the Technical Stewards of the event.

01.75 BADGE OF THE FIM

Under certain circumstances the FIM may permit the use of the FIM badge on certain equipment in order to show that the latter conforms to the standards laid down by the FIM. When this authorisation is granted and provided the equipment on which it appears is in good condition, the badge is then the guarantee of conformity with the standard set by the FIM.

01.76 NUMBER SASHES (BIBS)

Starting numbers to be worn on sashes (bibs) or printed on the riders' jersey must conform to the following:

76.01

The rider's starting number must appear on the back of his jersey. The number on the jersey must be the same as the one that has been allocated to the rider for the event.

The family name of the rider must appear on the shoulder line of his jersey. If a back protector is worn over the jersey; the family name and number must appear on the back protector (same principles as for the jersey).

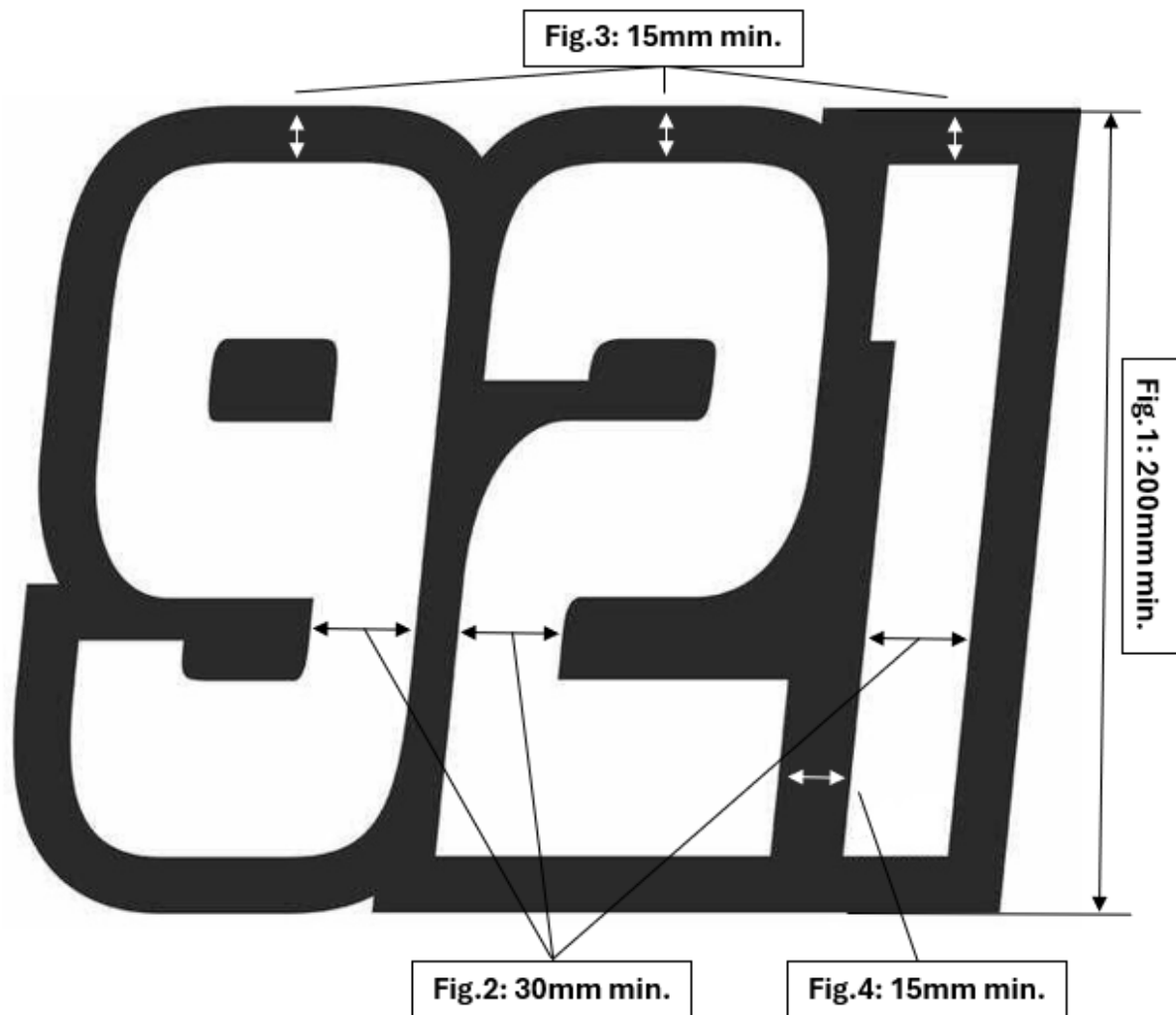
The name and the number must be in contrasting colour from the jersey/back protector colour surrounding the placement of the name / number. The rider's name may be outlined. The rider's number must be outlined. The colour of the outlining must be in contrast to the jersey/back protector colour as well as the name/number colour.

Minimum dimensions (in millimetres):

- **Number height (including outline):** 200 mm min. (Figure 1)
- **Width of number (excluding outline):**
 - **for one-digit numbers:** 100 mm min.
 - **for two-digit numbers:** 200 mm min.
 - **for three-digit numbers:** 250 mm min.
- **Number width of stroke:** 30 mm min. (Figure 2)
- **Outline around each number:** 15 mm min. (Figure 3)
- **Space between two numbers:** 15 mm min. (Figure 4)

- **Numbers must not overlap on each other.**
- **Free space around the number without publicity (excluding outline):** 65 mm min.
- **Colours:** either black number(s) on white background or heavy contrast colours between the numbers and the background (example hereunder).

In case of dispute the decision of the FIM Technical Director is final.



76.02

Bibs, if manufactured from plastic material, must be perforated to provide adequate ventilation.

76.03

Starting numbers used by riders on number sashes or T-shirts must be in compliance with the starting number of the race in question. Furthermore, the numbers must be worn during the practices as well as during the races.

01.77 TECHNICAL VERIFICATIONS

77.01 Preparation

- Prior to the Technical Verifications, it should be decided who is doing what and note decisions. "Efficiency" must be the watchword. Always keep cheerful and remember the reasons for scrutineering: SAFETY AND FAIRNESS.
- Before the START of the competition, a closed and guarded area (closed parc/parc-fermé) shall be prepared.
- Inspection must take place under cover with a large enough area.
- Inspection area must be supplied with the necessary equipment, including tables, chairs, electric light and power outlet.
- Weighing apparatus must be accurate, practical and have a minimum resolution of 100g. Weighing scales must have been certified by a National Institute within the period of 24 months before the event. Certified master weights and their certificate must be available for verifying.
- The necessary tools are listed below:
 - ✓ Revolution meter
 - ✓ Sound meter, calibrator, and spare batteries
 - ✓ Slide calliper (for verifying engine capacity, carburettor diameter, etc.)
 - ✓ Depth gauge
 - ✓ Steel measuring tape
 - ✓ Arrangement for measuring ground clearance (for Sidecars)
 - ✓ Seals
 - ✓ Weighing apparatus and set of reference weights (to be furnished by the Organiser)
 - ✓ Tools for measuring the engine capacity
 - ✓ Lampoil tester is recommended and when used, it indicates the cylinder capacity. When a more precise measurement is required, the Chief Technical Steward may ask to take the cylinder head off the cylinder.
 - ✓ Colour for marking parts
 - ✓ Heat resistant stickers or paint for marking the silencer (and solvent)
 - ✓ Magnet
 - ✓ Adequate fuel sample bottles
 - ✓ PC with CD Drive + updated operating system
 - ✓ Printer, etc. are recommended
 - ✓ Calculator
- The necessary documents are listed below:
 - ✓ Supplementary Regulations
 - ✓ FIM Technical Rules - current year
 - ✓ FIM Rules of the discipline concerned
 - ✓ FIM Sporting Code
 - ✓ Homologation papers (if applicable)

- ✓ Writing material
- ✓ Technical Verifications forms
- All necessary measures and administrative equipment should be in place at least 1/2 hour before the start of the Technical Verifications is due to open (time in Supplementary Regulations).

77.02 Verifications

- The Technical Verifications before the official practice and before the race should last at least one hour, after the race last at least 30 min.
- The Technical Verifications must be carried out in conformity with the procedure and times fixed in the CMS Rules and the Supplementary Regulations of the event.
- The Sound control must be carried out first. The Sound level will be recorded in the technical card. The exhaust silencer will be marked with paint or sticker.
- An example of minimum verifications that shall be performed is given below:

INITIAL TECHNICAL VERIFICATIONS	MOTOCROSS
Make + model	✓
Sound	✓
Cut-off switch	✓
Self-closing throttle	✓
Lights (front, rear, brake)	
Race fuel certificate	✓
Vehicle identification plate/chassis number	
Crankcase	
Wheels (hubs)	
Registration plate + insurance (green card)	
Weight + ballast	✓
Fuel tank	
Silencer	✓
Carburettor	
Guard for the countershaft sprocket and rear sprocket	✓
Handlebar ends + protection + levers	✓
Front/rear brake disc protection	
Side stand	
Tyres	✓

Helmet(s) + national colours	✓
Protective clothing	✓

- An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. On accepted motorcycles a sticker or paint will be applied on the front of the main frame.
- The Technical Verifications will only be carried out when the Technical Verifications form of the motorcycle has been presented by the rider or their mechanic.
- The fuel tank shall contain a maximum of 0.5 litres of fuel. In case of doubt, the Chief Technical Steward will measure the weight with an empty tank.
- For the Technical Verifications taking place after the race, it shall be ensured that the selected machines used during the race go directly to the Closed Parc (Parc Fermé).

77.03 FMNR Chief Technical Steward and technical stewards

- The Chief Technical Steward must be in attendance at an event one hour before the Technical Verifications are due to begin. They must inform the Clerk of the Course/FIM Race Director and FIM Technical Director, if present, of their arrival.
- The Chief Technical Steward must ensure that all technical stewards appointed for the event carry out their duties in a proper manner. The Chief Technical Steward shall appoint the technical stewards to individual posts for the race, practices and final control.
- Scrutineers can have different tasks, but the team of scrutineers must have a minimum of six persons. The FMNR Chief Technical Steward must be a holder of an FIM SENIOR Technical Steward's licence and at least one Technical Steward must hold a FIM Technical Steward's licence (SuperMoto excluded). A minimum number of scrutineers is required according to the following:
 - Checking of documentation: one person
 - Sound test, silencer marking: two persons
 - Machine weight: one person
 - Machine inspection, helmet and clothing: two persons
- The Sound Control Officer (SCO) must be a holder of a valid FIM Technical Steward's licence, come with good knowledge and experience of the sound control and application of the test method. The FMNR may propose the services from a special technician (acoustic engineer) if there is no FIM licensed Technical Steward available to act as SCO.
- 10 minutes before each start and in the waiting area, the technical steward will carry out the control of the seals and marks on the exhaust systems and the riders' equipment.

- During the event, the technical steward will control the seals, marks on the exhaust systems, and the riders' equipment in the repair zone. The technical steward must also follow the work being carried out on the machines to ensure that no motorcycle becomes a source of danger.
- Immediately after the last race, the first three motorcycles will be placed in a closed park for technical control. The machines must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.
Competitors must retrieve their machines within 30 minutes after the opening of the closed park area, except for the machines which are chosen for disassembly.
After this time limit, the closed park officials will no longer be responsible for the machines left behind.
- After the technical control has been completed, the Chief Technical Steward will submit to the Clerk of the Course/FIM Race Director a list stating the names of the accepted riders and machines, the sound levels and weights of machines.
- If a motorcycle is involved in an accident, the technical steward must check the machine to ensure that no defect of a serious nature has occurred. However, it is the responsibility of the rider to present their machine for this re-examination together with the helmet and clothing worn.
- If the helmet is clearly defective, the technical steward must retain it. The organiser must send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.
- The Chief Technical Steward has the right to look over/inspect any part of the motorcycle at any time of the event.
- All technical stewards shall be well informed and shall make sure their FMN has supplied them with all technical "updates" that may have been issued subsequent to the printing of the Technical Rules books.

77.04 FIM Technical Director

- The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
- The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Rules.
- The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.

- The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Rules):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
 - b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
 - c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
 - d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

77.05 Rider and/or mechanic

- The rider and/or the mechanic and/or the Team Manager must attend at least once the Technical Verifications with the (rider's) machine within the time limits stated in the Supplementary Regulations.
- On request of the technical steward, the rider must present themselves to the Technical Verifications.
- The maximum number of persons present at the technical verification will be the rider and/or the mechanic and/or the Team Manager.
- A rider remains at all times responsible that their machine and their personal protective gear are in conformity with the FIM Technical Rules for Motocross motorcycles.
- The rider and/or the mechanic and/or the Team Manager must present a clean motorcycle in conformity to the FIM rules and a duly filled in and confirmed Technical Verifications form.
- A rider and/or the mechanic and/or the Team Manager must present one motorcycle for technical inspection under the rider's name and number. As for the second motorcycle, there are two possibilities:
 - 1) A rider and/or the mechanic and/or the Team Manager can present a second motorcycle for technical inspection under the rider's name and number.
 - 2) A team or a group of riders/mechanics/Team Managers can present a second motorcycle for technical inspection. It can then be used by several riders, on condition that the motorcycle has been marked under each rider's name and number. In this case, the team presenting the motorcycle must indicate at the moment of technical inspection the names and numbers of the riders eligible to use it.

- After the marking, rider or mechanic must confirm their agreement by signing the Technical Verifications Form (Technical Card), which must indicate seal numbers.
- The rider may change the motorcycle between races. The final choice must be made a minimum of 10 minutes before the start of each race.
- The rider and/or the mechanic and/or the Team Manager must present the rider's protective wear (equipment), e.g. helmet and bib with prescribed starting number.
- Any rider failing to report as required by the provisions below may be excluded from the meeting.
- The Clerk of the Course/FIM Race Director may prohibit any person who does not comply with the rules, or any rider who could be a danger to other participants or to spectators, from taking part in the competitions.

01.78 DANGEROUS MACHINES

If, during practice or the race, a Technical Steward finds that a machine is defective and might constitute a danger to other riders, they must immediately notify the Clerk of the Course/FIM Race Director or their deputy. It is their duty to exclude such a machine either from the practice or from the race itself.

01.79 SOUND CONTROL

Exhaust pipes and silencers must fulfil all the requirements concerning sound control.

Please refer to FIM Sound Regulations on the following link:

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

01.82 SPECIFICATIONS FOR SNOWMOBILES

82.01 Introduction

Snowmobiles are vehicles driven on one or more caterpillar tracks steered by skis generally situated at the front or side of the vehicle either permanently or temporarily attached. There are several types of snowmobiles.

82.01.1

Snowmobiles equipped with 2 caterpillar tracks with one or two steering skis in front of the vehicle.

82.01.2

Snowmobiles equipped with one caterpillar track with one or two steering skis in front.

82.01.3

Snowmobiles equipped with one caterpillar track and skis.
For safety reasons, no windscreen of plastic or similar material shall be used.

82.02 General specifications

82.02.1

The position of the engine is optional, except that it must be positioned in front of the rider.

82.02.2

The rider must be completely visible.

82.02.3

It is forbidden to add air foils or spoilers to the original hood or cowling.

82.02.4

The use of titanium is strictly forbidden.

82.02.5

The rear tunnel opening must be enclosed with a comparable tunnel material.

82.02.6

Front headlights(s) must be removed or covered.

82.02.7

Machines must be equipped with red rear lamp, minimum power 20 [W]. Minimum dimensions of rear lamp: 40 [mm] x 50 [mm].

82.02.8

It is forbidden to drive on the track without hood or cowling.

82.03 Starting devices

Snowmobiles must be equipped with an on-board mounted starting device.

The stand (support) used to lift the vehicle when on hold behind the start gate should be used for the sound control.

82.04 Open transmission guards

Snowmobiles must be equipped with belt guards. The guards must be separate from the cowl configuration.

82.05 Exhaust pipes**82.05.1**

The number of exhaust (chamber) is limited to one (1).

82.05.2

Exhaust fumes must not discharge in a manner as to raise snow, foul the tracks or brakes, or inconvenience a passenger, if there is one, or any other riders. All possible measures must be taken to prevent the possible loss of waste oil so that it does not inconvenience a following rider.

82.06 Handlebars

The width of the handlebars must be no less than 500 [mm] and no more than 850 [mm]. No extensions are permitted. Ball ends on levers are not obligatory.

82.07 Control levers

Snowmobiles must be equipped with control levers. Art. 01.35 is applicable.

82.08 Throttle controls/Ignition cut out switch

Snowmobiles must be equipped with throttle controls.
A snowmobile must also be equipped with an ignition cut out switch.
Art. 01.37 is applicable.

82.09 Footrests (See Art. 01.39)

If snowmobile footrests are equipped with loops, the footrest must have a stopper which would prevent the riders foot entering by more than 1/3 of its length.

82.10 Brakes

There must be at least one brake.

82.11 Snow flaps

Snowmobiles must be equipped with snow flaps at the rear. They must be made of an adequate material. There must be at least 30 [mm] overlap on each side of the machine tunnel and a maximum of 100 [mm] ground clearance when the machine is unloaded. The use of springs and/or elastic material to hold down the snow flaps is forbidden (see Diagram M).

82.13 Driving tracks

These must be made of rubber or plastic. No modifications may be made to driving tracks. Anti-slip devices such as studs, spikes etc., cannot be fitted.

82.15 Steering skis

The steering ski shall be designed to push away obstacles sideways and vertically (see Diagram M).

The front edge shall be raised in a curve with a diameter of not less than 100 [mm] which shall continue as far as a vertical line running through the centre point of the circle created by the curve. Material to be used: minimum 12 [mm] outside diameter.

Any guide rail must be made of material with a circular section and a minimum diameter of 10 [mm]. If it is equipped with anti-skid rail, the minimum profile angle is 60° and the maximum length 260 [mm] (see Diagram M).

The edges of steering skis must be rounded with a profile of steel or another metal of at least 5 [mm] (see Diagram M).

82.17 Number plates

Number plates are compulsory. Art. 01.55 is applicable.

82.19 Fuel and oil

Fuels dispensed from service station pumps and racing fuels that are commercially available in fuel cans and drums are allowed with a maximum of RON 110. The use of oils, fuels (including gasohol), and additives that provide power-boosting characteristics are strictly forbidden. Fuel category 2 is also allowed and in this case FIM Fuel regulations are applicable.

Anti-freeze liquid is permitted.

82.20 Equipment and protective clothing

Art. 01.65 is applicable.

82.21 Bibs

Art. 01.76 is applicable.

82.22 Control/Verification

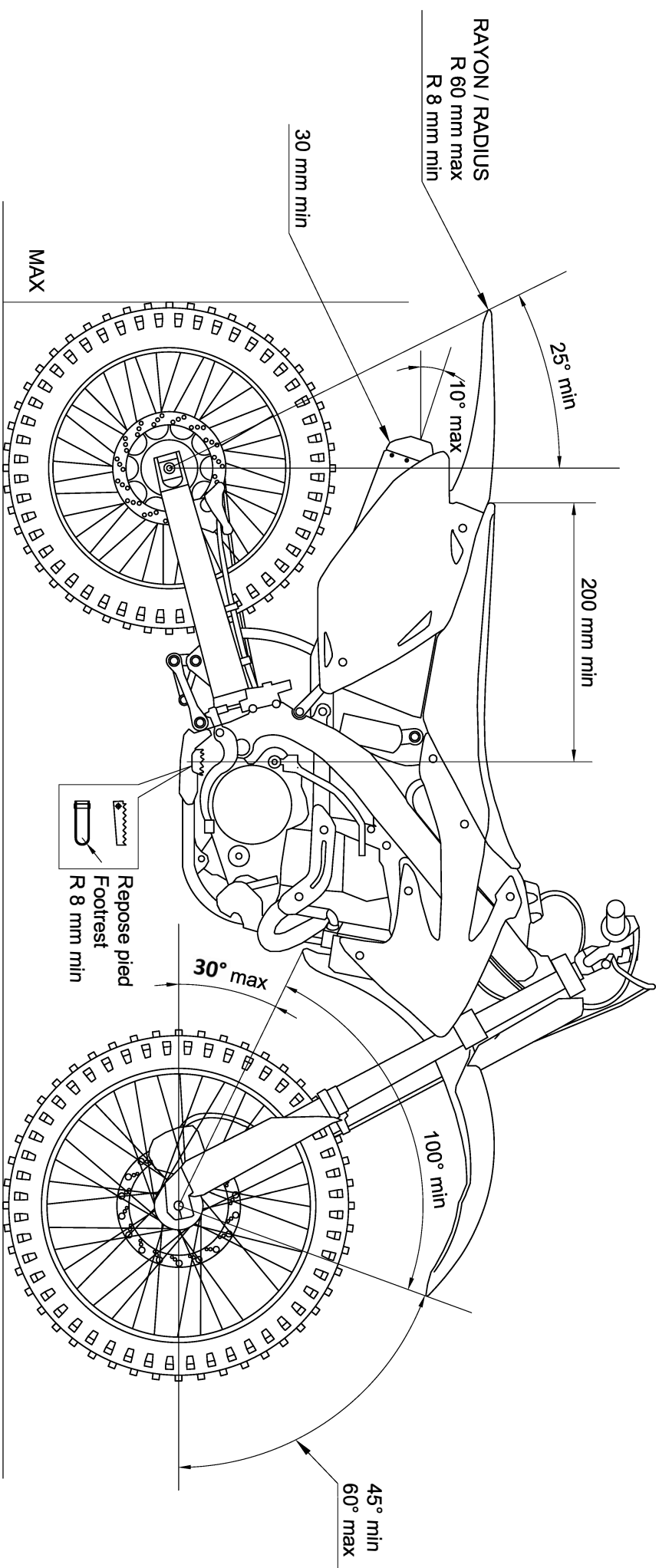
Art. 01.77 is applicable.

82.23 Sound control

Art. 01.79 is applicable.

During a snowmobile sound test, a stand must be used to lift the rear of the machine and the track (belt) from the ground. Hood and cowling must remain installed.

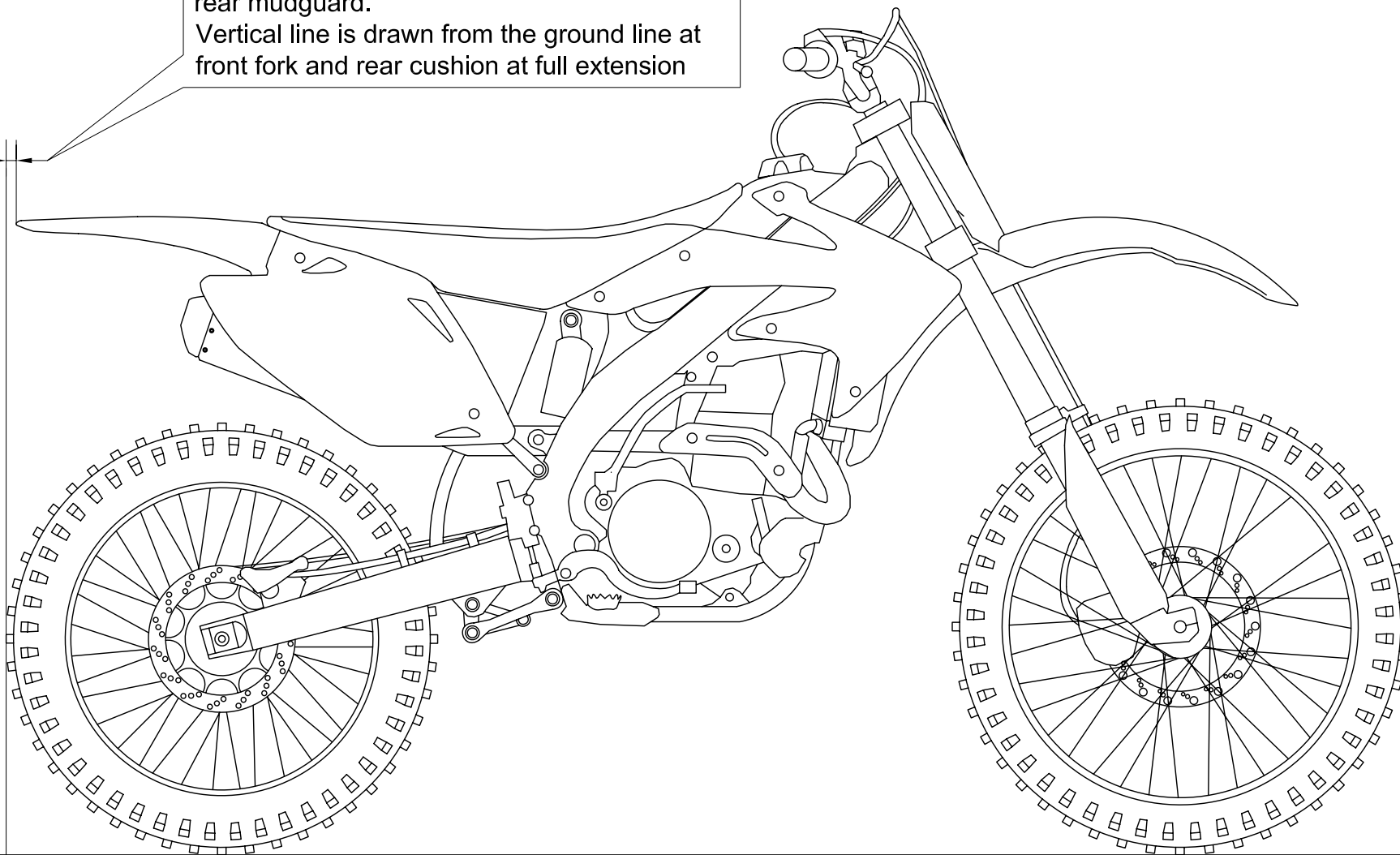
Diagrams



Define "L" from the vertical line drawn from the rear end of the rear tire to the rear end of the rear mudguard.

Vertical line is drawn from the ground line at front fork and rear cushion at full extension

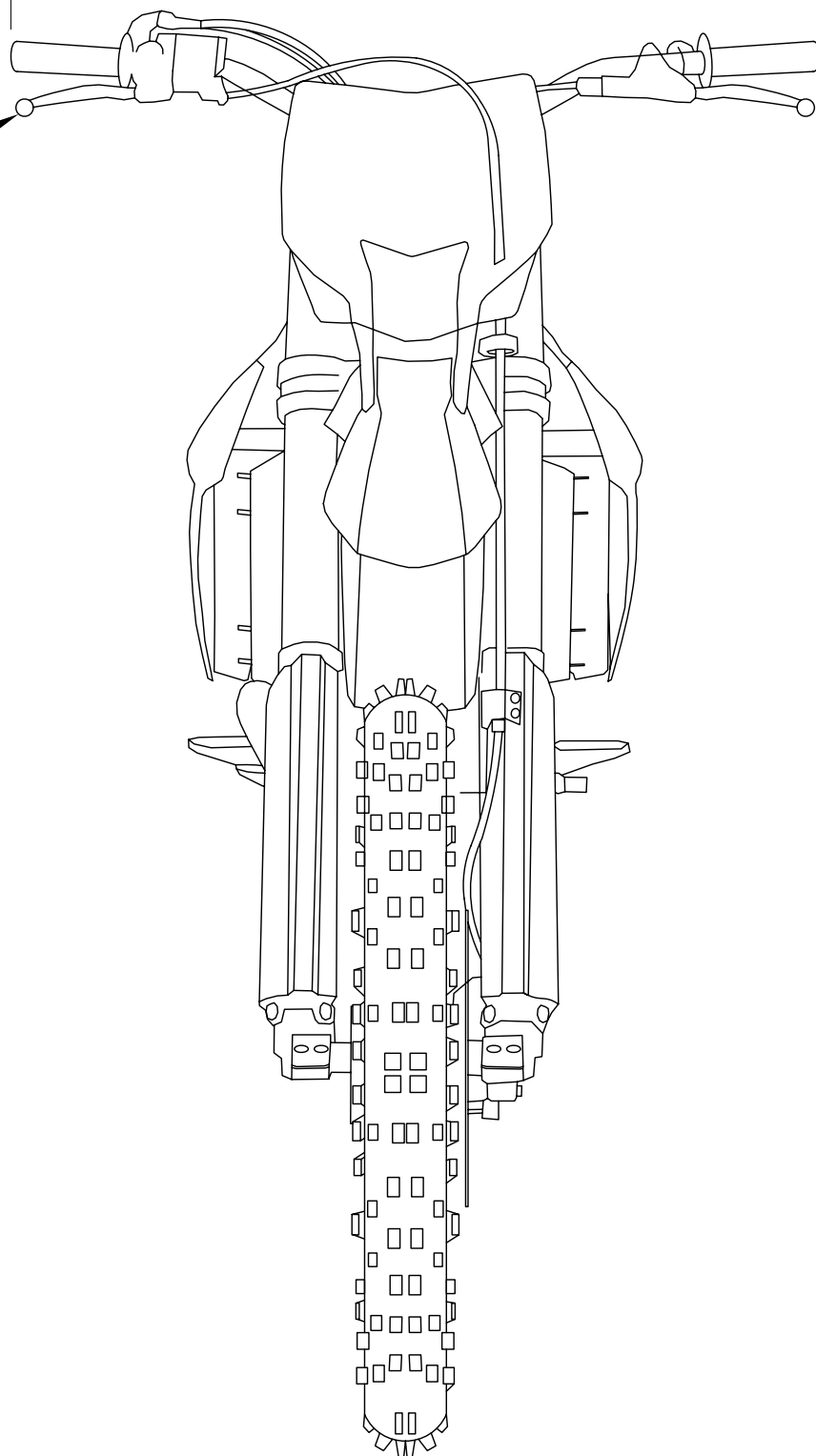
L



Largeur du guidon /
Width of handlebar

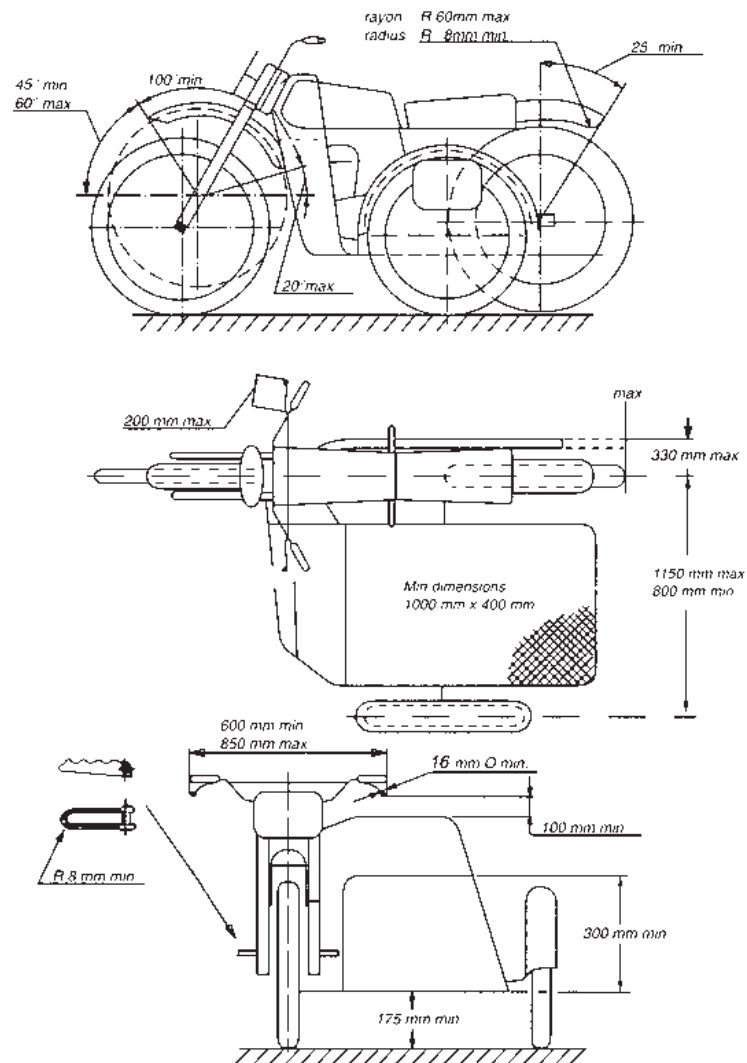
600 mm min
850 mm max

16 mm Ø min



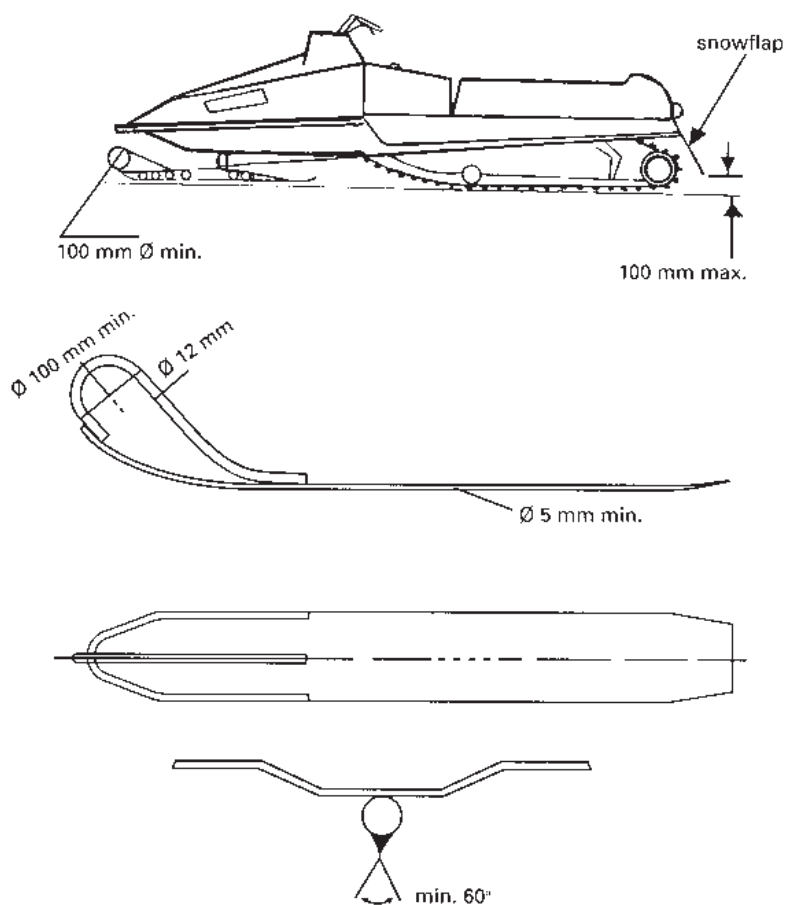
SIDECAR

F



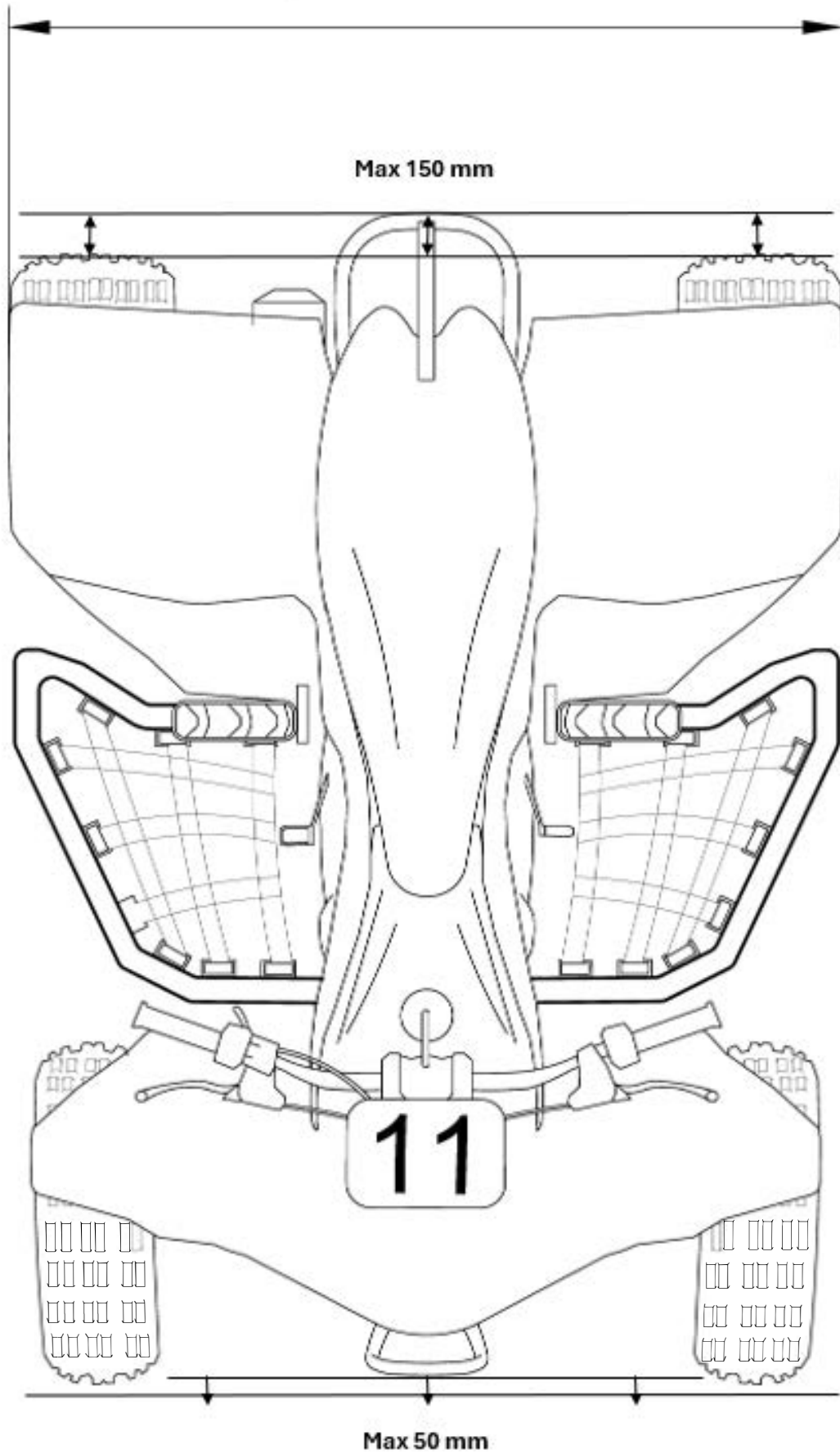
**SNOWMOBILE
SCOOTER/NEIGE**

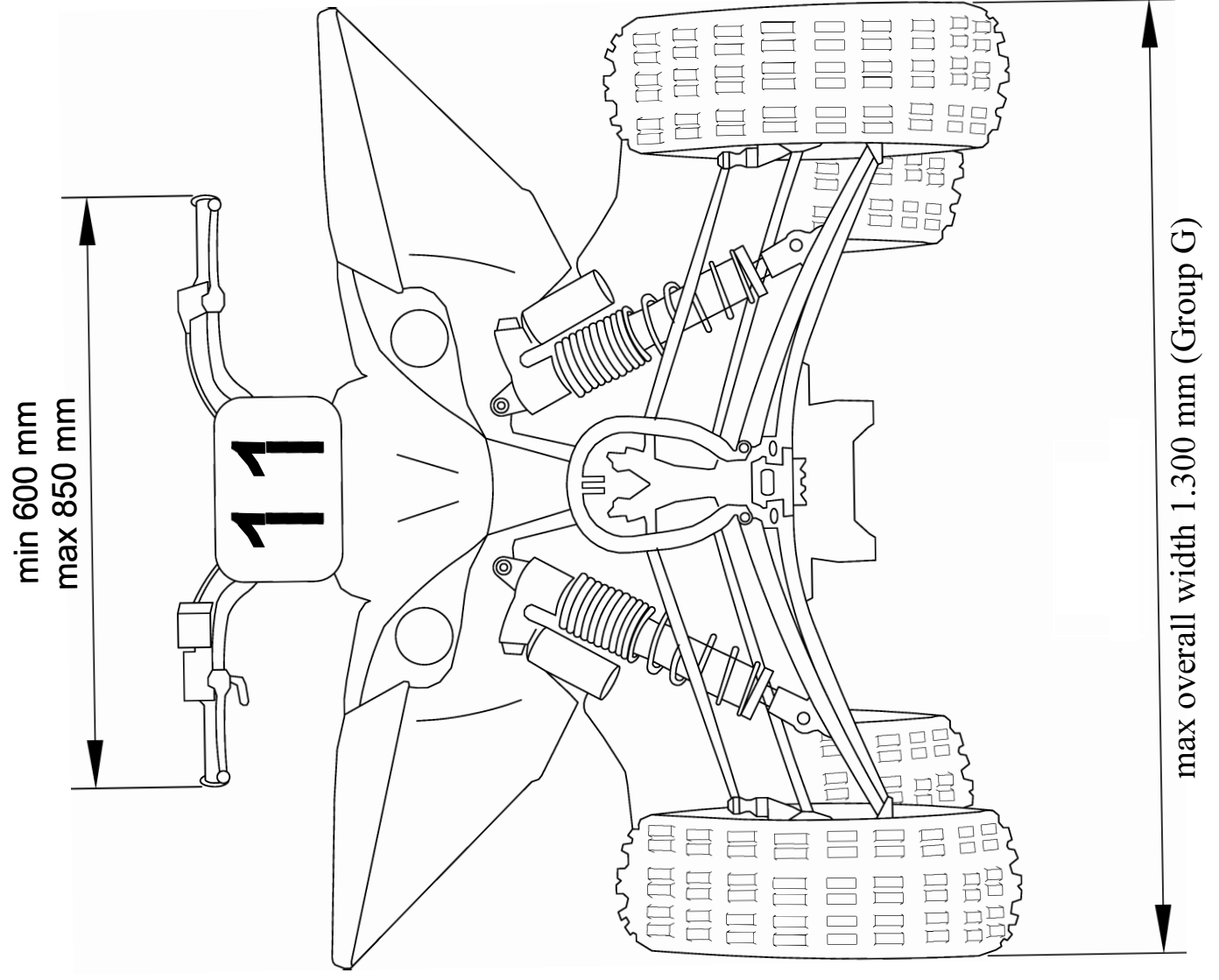
M

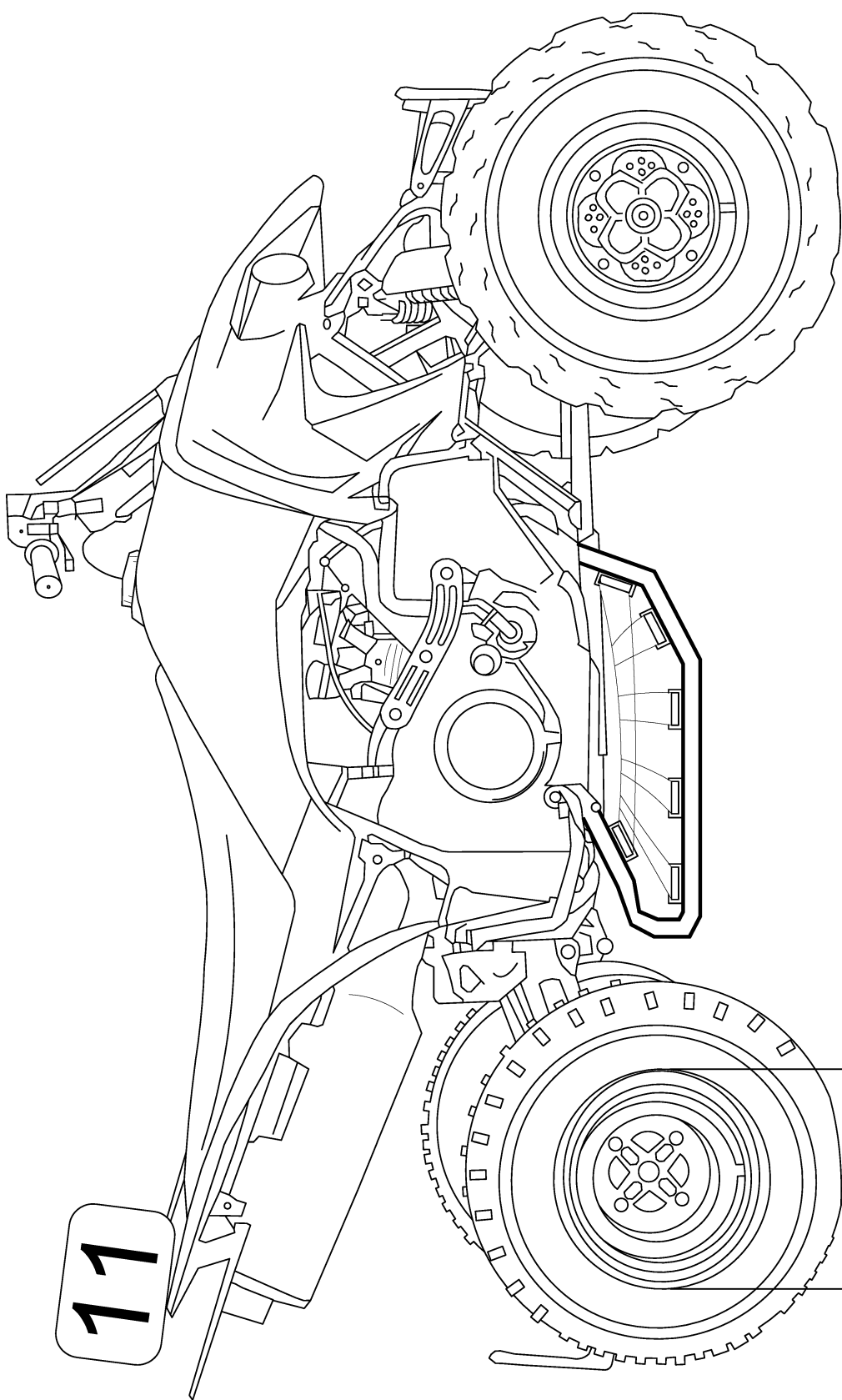


QUADS	GROUP G (2WD)
Max. overall width (mm)	1.300
Max. rim diameter (inches) REAR	12
REAR Max. seat height (mm)	950
Handlebar width (min-max, mm)	600 - 850

max overall width 1.300 mm (Group G)





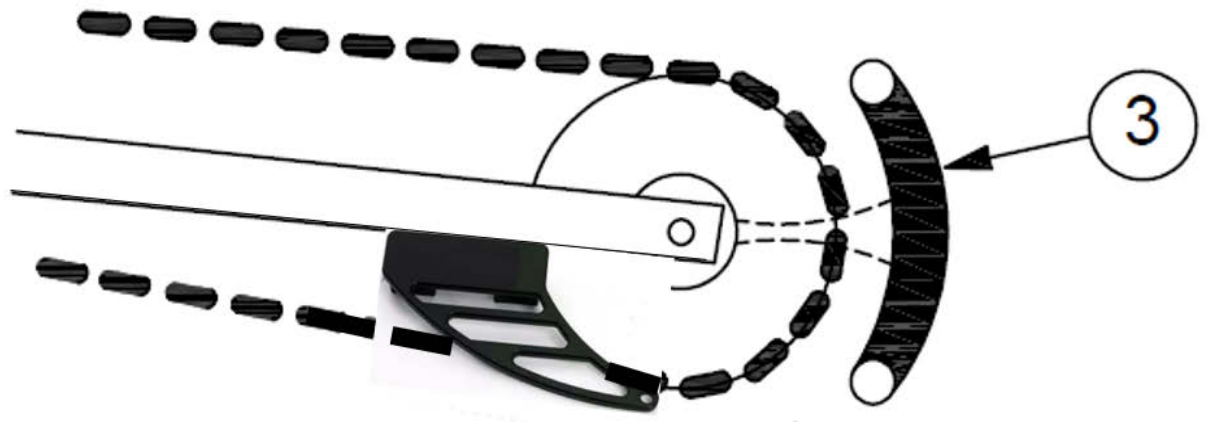


wheel rim
diameter
max 12" (Group G)

DIAGRAMME Q (suite)

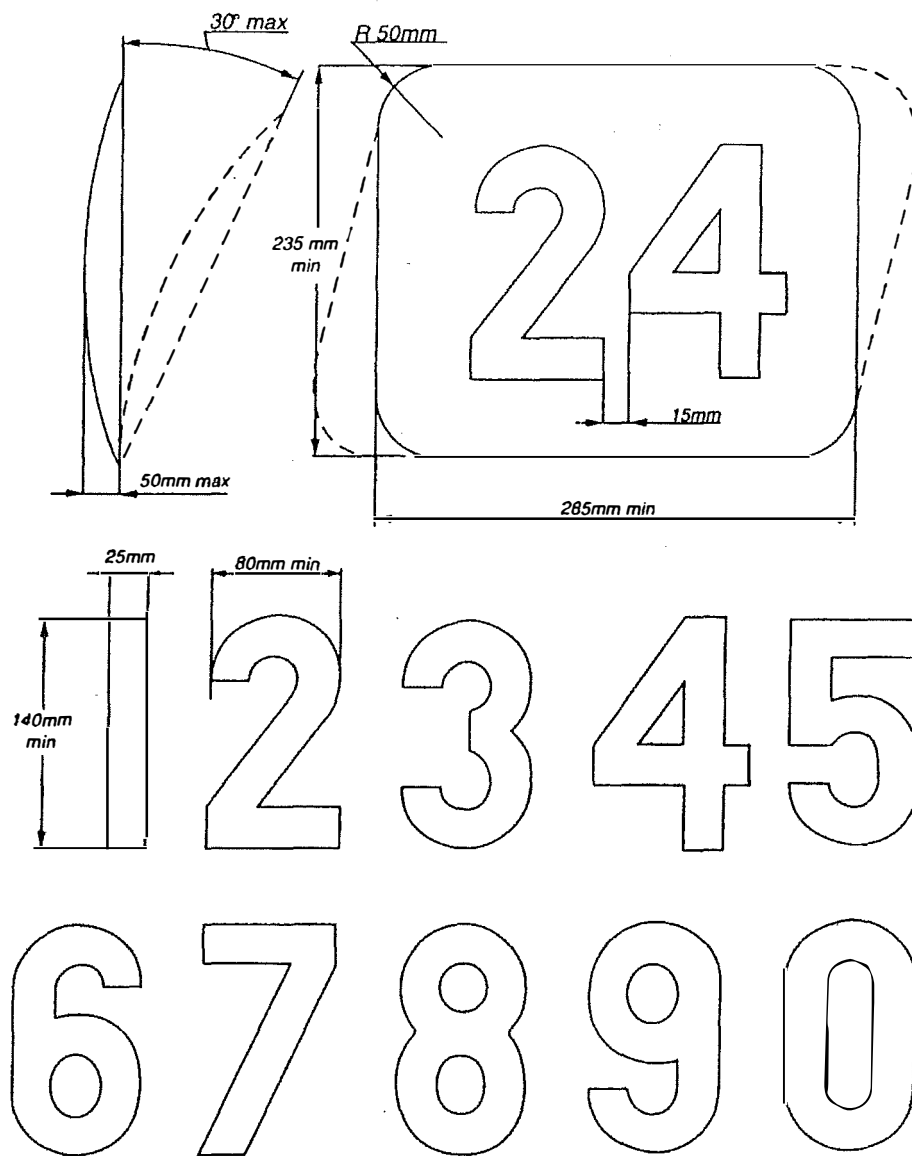
PROTECTIVE DEVICES (REAR): sprocket

(3) protective guard



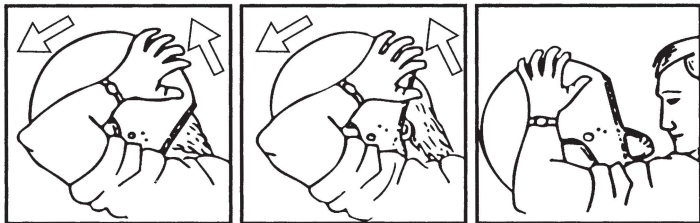
NUMBERS / NUMEROS

0



TEN FITTING TESTS FOR HELMETS **DIX TESTS D'ADAPTATION POUR LES CASQUES**

1. *Obtain correct size by measuring the crown of the head*
Avoir la bonne grandeur en mesurant le sommet de la tête
2. *Check there is no side to side movement*
Vérifier qu'il n'y ait pas de déplacement d'un côté à l'autre
3. *Tighten strap securely*
Serrer solidement la jugulaire
4. *With head forward, attempt to pull up back of helmet to ensure helmet cannot be removed this way*
Tête en avant, essayer de soulever le casque pour s'assurer qu'il ne peut pas être enlevé de cette façon



5. *Check ability to see clearly over shoulder*
Vérifier si vous pouvez voir clairement par-dessus l'épaule
6. *Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth*
S'assurer que rien ne gêne votre respiration dans le casque et ne jamais couvrir le nez ou la bouche
7. *Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap*
Ne jamais enrouler une écharpe autour du cou, car cela empêche l'air d'entrer dans le casque. Ne jamais porter d'écharpe sous la jugulaire
8. *Ensure that visor can be opened with one gloved hand*
S'assurer que la visière peut être ouverte avec une main gantée
9. *Satisfy yourself that the back of your helmet is designed to protect your neck*
S'assurer que l'arrière de votre casque a une forme telle qu'il vous protège la nuque
10. *Always buy the best you can afford*
Toujours acheter le meilleur que vous pouvez vous offrir



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

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