

CCR/002/2026

To:

- ALL FIM CCR Clerks of the Course
- FMNs and CONUs
- FIM CCR Promoters & IRTA
- FIM CCR Members

Mies, 9 January 2026

## **2026 FIM CCR Procedures for Non-Running Machines**

Dear Madam, dear Sir,

Following decisions made by the MotoGP and SBK Commissions in November 2025, please note an important update to the FIM Regulations concerning the handling of non-functional machines following an accident or technical issue.

A note has already been sent to the MotoGP Clerk of the Course.

To ensure the proper implementation of this intervention protocol, it has been decided to harmonise this rule IN ALL our FIM CCR championships.

We also encourage the National Federations (FMNs) to implement the following intervention protocol in their national series.

We are aware that this rule may present some challenges initially, but the overriding reason is to minimise the exposure of our track marshals to danger.

Effective immediately, the following procedures must be applied during ALL track sessions and clearly communicated to all marshals during their briefings:

### **1. Removal of Non-Running Machines**

- After a crash or technical problem, any non-running machine on the track or in run-off areas must be taken immediately behind the first line of protection by the marshals.
- Machines must not be restarted on the track or run-off area. They must be moved to the service road (or in a safe and protected place in case of absence of service road), where assistance to restart may be provided.

### **2. Repairs and Adjustments**

- All repairs or adjustments must take place behind the first line of protection (e.g., in the service road or in a safe and protected place).

- Only the rider may perform repairs or adjustments, with no outside assistance other than help from marshals.
3. Restart Assistance
- Marshals may assist the rider in pushing the machine and attempting to restart (in the service road when existing).
  - Push-starts are not permitted on the track side of the first line of protection under any circumstances.
4. Machines Running after a Crash
- Machines that remain running after a crash are free to rejoin the track and continue the session.
  - If marshals reach a machine with the engine still running, they should check for any obvious dangers, such as significant damage or fluid leaks. If the machine is not considered safe to rejoin, whilst they may not be able to stop the rider, they should give the rider a clear signal to stop.

This update aims to ensure consistency, improved safety for both marshals and riders, and clarity in the handling and recovery of machines.

Please ensure that all relevant personnel, particularly Chief Marshals, flag marshals, and track marshals, are fully briefed and fully understand these requirements before the next event.

Additionally, please remember that the current bike recovery tools (i.e. the Bar and Sling) should be used in most recovery situations. Particular attention must be paid to ensuring correct attachment, especially using the rear wheel, as there have been instances this season where incorrect procedures have resulted in avoidable machine damage. Particularly, using the bar and sling on the front wheel can result in damage (e.g. to the carbon brake discs on MotoGP machines).

This updated procedure will be discussed and detailed during our next FIM Seminars and Superlicence seminars, briefings, etc.

We thank you for taking note of the above.

Yours sincerely,

Paul DUPARC  
CCR SPORTING MANAGER

