



FEDERATION INTERNATIONALE
DE MOTOCYCLISME

EQUIVALENCE OF TECHNOLOGIES (EOT)
-
BALANCE OF PERFORMANCES (BOP)

2026

ENDUROGP CLASSES ONLY (E1, E2, E3)



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

(applicable in FIM Enduro World Championship)

2026

Version 0 - 12.03.2026

Version 0
Applicable as from 12.03.2026

YEAR 2026		
Version	Applicable as from	Modified paragraphs
0	12.03.2026	

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.

Concept definition:

To be eligible to compete in FIM Enduro world Championship (E1, E2, E3 classes), with the Internal Combustion Engine (ICE) motorcycles, the electric motorcycles must comply with the EOT/BOP requirements defined by the FIM hereunder.

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

- minimum weight of the machine in running order : **No minimum weight**
- minimum wheel-base (**both wheels off the ground**): **1450 mm**
- maximum torque limitation: **TBA at a later stage**
- maximum electric power output from the battery pack will be based on manufacturer voltage declaration during scrutineering and live DC current measurement:

	E1 Class	E2 Class	E3 Class
360 V < declared voltage < 420 V	100A max	125A max	No limit
For other voltage range, please contact nicolas.therouin@fim.ch to add it in the list			

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 FIM Enduro world championship published on the FIM website**

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 Current :**
Current sensor : 2D IN-AUI300B_Split-000 (mounted around the cable in between the battery and the inverter).

The FIM Technical Director (or delegated person) will control the above data recording at any time during the event, including after practice finish of the motorcycle, also after any race. **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's responsibility to ensure that the complete system (data logger + all sensors) is operational before to go 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.

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.

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.

In addition to the above, all electric motorcycles entered in the E1, E2 or E3 classes of FIM Enduro world championship must comply **in every respect** with the latest update of the FIM Electric regulations (especially about electric safety requirements) :

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

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/fr/documents?tx_solr%5Bq%5D=electric+procedure

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

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

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

- **Mr Nicolas THEROUIN – FIM CTI Electric :** nicolas.therouin@fim.ch
- **FIM International Technical Commission – FIM CTI :** cti@fim.ch



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