FEDERATION INTERNATIONALE
DE MOTOCYCLISME

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

2026

FIM HARD ENDURO WORLD CHAMPIONSHIP

HARD
ENDURO
WORLD CHAMPIONSHIP
FIM

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

(applicable in FIM Hard Enduro World Championship)

2026

Version 0 - 11.03.2026

Version 0
Applicable as from 11.03.2026

YEAR 2026		
Version	**Applicable as from**	**Modified paragraphs**
0	**11.03.2026**	

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.

1. EOT/BOP Concept definition:

To be eligible to compete in FIM Hard Enduro World Championship, 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: **No weight limit**
- minimum wheel-base (both wheels off the ground): **1450 mm**
- maximum electric power from the battery pack: **No power limit**

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 Hard enduro published on the FIM website**

1.2 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.

1.3 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.

1.4 Electric safety – Electric motorcycles: preparation and compliance:

In addition to the above, all electric motorcycles entered in the FIM Hard 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

1.5. Application of extra lights on race motorcycles:

1.5.1. This regulation applies to all electric motorcycles participating in any FIM Hard Enduro World Championship event.

1.5.2. For the purposes of these regulations, all electric motorcycles competing at FIM level are subject to the additional requirements herein.

1.5.3. Mandatory Side Lights

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

1.5.3.2. 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.

1.5.3.3. 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 :

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

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