



**FEDERATION INTERNATIONALE  
DE MOTOCYCLISME**

**FIM YAMAHA BLU CRU R3 WORLD CUP  
REGULATIONS**

**2025**

*RÈGLEMENTS DE LA COUPE DU MONDE  
FIM YAMAHA R3 BLU CRU*





# FIM Yamaha R3 bLU cRU World Cup Regulations

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**Articles amended as from 1.1.2025 are in bold type**

## FIM Yamaha R3 bLU cRU WORLD CUP REGULATIONS

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## GENERAL UNDERTAKINGS AND CONDITIONS

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.

The FIM Yamaha R3 bLU cRU World Cup is organised by Yamaha Motor Europe and JiR acting as Promoter of the series with the support of the FIM and Dorna WSBK Organisation. It consists of 6 rounds. These events will run during the WorldSBK events.

All riders, team personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever participating in the FIM Yamaha R3 bLU cRU World Cup, (hereinafter collectively referred to as the “Championship”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE
6. ANTIDOPING CODE
7. **SUSTAINABILITY CODE**
8. CODE OF ETHICS

as supplemented and amended from time to time (hereinafter collectively referred to as the “Regulations”).

All the persons mentioned above may be penalised in accordance with the provisions of the Regulations.

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

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## **ANTIDOPING CODE**

All the persons concerned must at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

## **1. SPORTING REGULATIONS**

### **1.1 INTRODUCTION**

#### **1.1.1**

A series of motorcycle races counting toward the R3 World Cup for Riders will be organised.

### **1.2 EVENTS**

#### **1.2.1**

The Event shall be deemed to commence at the scheduled time for Technical and Administrative Controls and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM Stewards during that period.

#### **1.2.2**

Events must be staged on race circuits that have been homologated by the FIM for the Championship.

During the previous afternoon of the first practice, the Safety Officer will carry out the final inspection to homologate the circuit.

#### **1.2.3**

Organisers will be nominated by DWO and FIM.

#### **1.2.4**

The Organizer is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

### 1.2.5

DWO shall obtain or shall arrange for the provision by each organiser of an insurance for third party liability for each meeting to cover DWO liability and that of all participants, the manufacturers, riders, sponsors, teams, service companies and officials in case of accidents to third parties during a meeting or during the practices.

The insurance policy shall also cover any possible liability of the FIM and the organiser to third parties. A copy of the policy written in English shall be made available to the organiser, DWO and to the FIM not later than 20 days prior to the event.

The cover provided for each event shall be **€uros 10 million**.

The validity of the insurance must start at 08:00 hrs on the Tuesday (or Monday in case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race. In case the organiser subscribes his own Third Party Liability Insurance in full conformity with the above specification of the present Art. 1.2.5, the organiser may send the certificate of insurance duly filled in, signed and stamped by an authorised Representative of the Insurance Company, to DWO and to the FIM Executive Secretariat.

This original declaration (form to be provided by DWO) shall be sent to DWO by mail or courier at least 20 days before the event.

### 1.2.6

At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM and Yamaha Motor Europe and JIR:

- a) Confirmation of the name and address of the Promoters/Organisers, including telephone and e-mail addresses for correspondence.
- b) The date and place of the Event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.

- d) The name and address of the company providing the third party liability insurance cover and the number of the policy.
- e) Name and address of FMNR.
- f) The name of the Clerk of the Course (with FIM Clerk of the Course Superlicence).
- g) The name, address and telephone number of the Chief Medical Officer.
- h) The name, address and telephone number of the hospitals designated for the event.

N.B. The Organiser is not required to produce or publish any Supplementary Regulations for the event.

### **1.2.7**

At least 60 days before the Event, Yamaha Motor Europe and JIR must publish the above information and post it to all teams with an entry for the Event.

## **1.3 THE PADDOCK**

### **1.3.1**

The Paddock, pit boxes and all other facilities should be available to teams at least on the Wednesday prior to a Saturday race and remain available to competitors for at least one day and, if possible, two days after the event.

### **1.3.2**

Due to contingency plan regulations all the person entering the Paddock for the first time must access between these timing:

- Wednesday: from 09:00 to 20:00
- Thursday: from 08:30 to 20:00
- Friday: from 07:00 to 18:00
- Saturday: from 08:00 to 18:00
- Sunday: from 08:00 to 14:00

Once the person has been checked in for the 1<sup>st</sup> time (according to schedule above), the Paddock circulation entry/exit will be on a 24h. basis.

### 1.3.3

At all times that the Paddock is occupied, there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock (if the person has checked in for the 1<sup>st</sup> time according to schedule above).

### 1.3.4

When the Paddock is occupied, there must be an adequate medical and firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, DWO, YME, JIR, etc.

At minimum the services must be available from 08.00 – 18.00 hrs on the day prior to the “setting up of teams day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day.

### 1.3.5

Full security must be supplied to the Paddock area from at least midnight of the Tuesday prior to a Saturday race until midnight of the Sunday following the race.

## 1.4 OFFICIALS

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event:

### 1.4.1 Permanent Officials

The Officials for the FIM Yamaha R3 bLU cRU World Cup are the same Officials of the WorldSBK, WorldSSP, WorldSSP300 World Championship: Race Direction, Race Director, FIM Safety Officer, FIM Technical Director, FIM Medical Director, Starter, Clerk of the Course and other executive Officials.

All permanent officials shall be appointed for the Championship by the SBK Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

## **Race Director**

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the Event Management Committee and the FIM WSBK Stewards Panel.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with their express agreement:

- a) The control of practice and the race, adherence to the timetable and, if they deem it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if they deem it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

## **Technical Director**

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Director has the power to disallow the use of any parts based on safety concerns at their sole judgement and discretion. The Technical Director is responsible for technical decisions during the course of the event.

## **Medical Director**

Responsible for liaison with the Chief Medical Officer who is appointed by the FIM to ensure compliance with the Medical Code.

## **FIM Safety Officer**

Responsible for the supervision of all aspects of safety.

## **Starter**

Responsible for the start procedure.

## 1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR/ Promoter and shall be approved by the FIM.

They are:

### i) Clerk of the Course

Responsible for:

- a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- b) Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-Taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

The groups of Medical personnel and Track Marshals should be separated by approximately 5 metres in order to clearly identify the different groups.

The Race Director, the FIM Safety Officer, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, the yellow flags, LED panels and other equipment requested by the FIM Safety Officer must be displayed at each marshal post.

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the FIM WSBK Stewards Panel.
- f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.

## **ii) Secretaries**

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the Event Management Committee, the Race Direction and the FIM Stewards.

## **iii) Other Officials**

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

### **1.4.3 The Race Direction**

The Race Direction shall be appointed for the Championship by the SBK Permanent Bureau.

### **1.4.4 The FIM Stewards**

The FIM Stewards shall be nominated by the FIM and approved by the SBK Permanent Bureau.

## **1.5 EVENT MANAGEMENT**

### **1.5.1**

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

- The Race Director - who will chair the Meetings
- The FIM Technical Director
- The FIM Medical Officer
- The Clerk of the Course
- The Delegate appointed by DORNA
- The FIM Safety Officer
- The FIM WSBK Chief Steward

### 1.5.2

At any time, the duties of the members of the Event Management Committee are:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the Race Direction concerning any organisational matter that is in contradiction to the Organiser's protocols or the Regulations.
- c) To report to the FIM WSBK Stewards Panel any infringements of the Regulations.

### 1.5.3

The Event Management Committee will meet, either in person or electronically at any time required during the event, but at least:

- a) Prior to the first practice session.
- b) At the end of each practice day.
- c) At the end of the event.

### 1.5.4

The quorum for a meeting of the Event Management Committee is three persons.

### 1.5.5

All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

### 1.5.6

The other FIM Stewards may attend the meetings of the Event Management Committee. The Race Director may also invite the participation of Officials or other persons to assist in the Event Management Committee meetings. However, these invited officials or other persons will have no right of vote.

### 1.5.7

**The duties of the Event Management Committee are:**

- a) To receive reports from the various Officials concerning scrutineering, practice and races.
- b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

## **1.6 RACE DIRECTION**

### **1.6.1**

The Race Direction will comprise the following persons:

- The FIM Representative, who will chair the Race Direction meetings
- The Race Director
- The DORNA Representative

These persons can perform other functions during the event.

### **1.6.2**

The quorum for a meeting of the Race Direction is two persons.

### **1.6.3**

Each member has one vote. Decisions are based on a simple majority. In case of a tie, the chairman of the

Race Direction has a casting vote.

### **1.6.4**

The Race Direction will meet at any time required during the event.

### **1.6.5**

The duties of the Race Direction are:

- a) To take decision as provided in the Regulations.
- b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM Yamaha R3 bLU cRU World Cup Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the R3 World Cup Regulations. In such exceptional cases, such decision may prevail over specific provisions of the R3 World Cup Regulations.
- d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by R3 World Cup Regulations.

## **1.7 THE FIM WSBK STEWARDS PANEL**

### **1.7.1**

There will be a panel comprised of three persons **who are** holders of an FIM WSBK Superlicence.

- Three Stewards will be appointed by FIM

Each FIM Steward may be a permanent appointment, or appointed by rota, and approved by the SBK Permanent Bureau.

### **1.7.2**

The quorum for a meeting of the FIM WSBK Stewards Panel is two persons.

### **1.7.3**

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.

### **1.7.4**

The FIM WSBK Stewards Panel will meet at any time required during the event.

### **1.7.5**

The FIM WSBK Stewards Panel is responsible for:

- a) Taking decisions as provided in the Regulations.
- b) Imposing penalties for any infringements of the Regulations.
- c) Adjudicating on any protest relating to infringements of the Regulations.

### **1.7.6**

All decisions of the FIM WSBK Stewards Panel must be communicated in writing to the Race Direction and all affected parties.

Decisions of the FIM WSBK Stewards Panel taken during track activities (practice and races) may be communicated on monitors. Such communications on time-keeping screens or on other public screens are considered valid notification

## 1.8 THE CALENDAR

### 1.8.1

The provisional calendar of races counting for the Yamaha R3 bLU cRU World Cup will be, in principle, published by no later than 30<sup>th</sup> December of the preceding year.

### 1.8.2

The Yamaha Motor Europe and JIR with approval of Superbike Commission reserves the right to propose the inclusion, substitution or cancelation of events in the provisional calendar.

## 1.9 CLASSES

### 1.9.1

Class will be for the following categories:

**Yamaha R3**

### 1.9.2

Technical Regulations are provided under chapter 2 of the Regulations.

## 1.10 ELIGIBLE COMPETITORS

### 1.10.1

The rider must be in possession of the adequate FIM CCR Licence issued by an FMN.

#### 1.10.1.1 Minimum age

FIM Yamaha R3 bLU cRU World Cup	14 years old
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The limit for the minimum age starts on the date of the rider's birthday.

### **1.10.1.2 Maximum age**

For the R3 World Cup, the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 20.

### **1.10.1.3 Rider's Nationality**

The rider will only represent one Nation listed as per their passport.

In case of multiple nationalities, the rider chooses which Nation he/she will represent at the beginning of their career when ordering their first FIM Licence.

In case of loss or change of nationality or force majeure, the rider can request a change in sport nationality to the FIM, only before the start of a season (when they order their new FIM Licence).

The rider will compete during the whole season under their national flag, earning poles, podiums, wins and titles for that nation only.

## **1.11 ENTRIES**

### **1.11.1**

The entry fee has to be paid before the start of the season to the Promoter.

The organisers draw up a complete Entry List of the accepted Riders. The maximum number of permanent riders allowed is 30 (to which will be added 2 wild cards per event). This List will be submitted to DWO and the FIM for final approval.

The Entry form must be sent to the Organiser of the meeting.

### **1.11.2**

A rider, entered in a round of the R3 Cup cannot participate in a support race during the same event and on the same track.

### **1.11.3 Wild Card**

The deadline for a Wild Card entry is 30 days before the event starts.

#### **1.11.4**

A compulsory briefing will be held for all the riders, and their parent's (guardian) who have not participated at any briefing of the actual year, on Thursday of the event at 5:00 p.m.

Failure to attend the briefing in full may result in a penalty. A waiver can be granted to a rider by the Race Direction.

#### **1.11.5**

A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.

#### **1.11.6**

A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

### **1.12 STARTING NUMBERS**

#### **1.12.1**

Each rider accepted for the R3 World Cup will be allocated a specific starting number which will be valid for the whole Championship season.

In general, the precedence in the choice of starting number will be based on the result of the rider in the previous year's Championship season.

The numbers 1, 2 and 3 in class are reserved for the first three of the Cup of the previous year.

The rider's numbers will be assigned as requested by the participating riders. In case of a double number, a ballot will decide which rider may hold his number and which rider has to change.

All the numbers must be in the range from 1 to 99.

It is forbidden to have a different number from the starting number, on the bike, helmet or suit (except for specific sponsor reason with the former approval of the Race Direction).

## 1.13 SCHEDULE

### 1.13.1

The Event schedule will be as follows and can only be varied:

- i) Prior to the event by the FIM and DWO;
- ii) During the event by the Race Direction.

From Tuesday to Thursday: arrival and setting up of the teams.

#### THURSDAY

TIME		DUR (Hrs, min)	CATEGORY	PROGRAMME
11:00				FIM Track Safety Inspection
13:00	14:00	1:00		DWO TV Track Activities & Safety Car Laps
15:30	17:00	1:30		Riders Track Familiarization
17:00				First Time Riders Briefing
10:30	19:00			Technical Checks

#### FRIDAY

TIME		DUR (Hrs, min)	CATEGORY	PROGRAMME
07:50	08:00	0:10	Timekeeping	Track System Test
08:20 /// 08:30			FIM Medical Inspection /// FIM Track Inspection	
09:00	09:25	0:25	<b>WorldWCR</b>	Free Practice
09:40	10:05	0:25	<b>WorldSSP300</b>	Free Practice
10:20	11:05	0:45	<b>WorldSBK</b>	Free Practice 1
11:20	12:00	0:40	<b>WorldSSP</b>	Free Practice
12:15	12:40	0:25	<b>Yamaha R3 bLU cRU FIM World Cup</b>	Free Practice
13:30	13:55	0:25	<b>WorldWCR</b>	Tissot Superpole
14:15	14:40	0:25	<b>WorldSSP300</b>	Tissot Superpole
15:00	15:45	0:45	<b>WorldSBK</b>	Free Practice 2
16:00	16:40	0:40	<b>WorldSSP</b>	Tissot Superpole
17:00	17:25	0:25	<b>Yamaha R3 bLU cRU FIM World Cup</b>	Superpole

**SATURDAY**

TIME		DUR (Hrs, min)	CATEGORY	PROGRAMME
07:50	08:00	0:10	Timekeeping	Track System Test
08:20 /// 08:30			FIM Medical Inspection /// FIM Track Inspection	
09:00	09:20	0:20	<b>WorldSBK</b>	Free Practice 3
09:30	09:40	0:10	<b>WorldWCR</b>	Warm Up
09:50	10:00	0:10	<b>WorldSSP300</b>	Warm Up
10:10	10:20	0:10	<b>WorldSSP</b>	Warm Up
11:00	11:15	0:15	<b>WorldSBK</b>	Tissot Superpole
11:50			<b>WorldWCR</b>	RACE 1
12:45			<b>WorldSSP300</b>	RACE 1
14:00			<b>WorldSBK</b>	RACE 1
15:15			<b>WorldSSP</b>	RACE 1
16:10			<b>Yamaha R3 bLU cRU FIM World Cup</b>	RACE 1

**SUNDAY**

TIME		DUR (Hrs, min)	CATEGORY	PROGRAMME
07:50	08:00	0:10	Timekeeping	Track System Test
08:20 /// 08:30			FIM Medical Inspection /// FIM Track Inspection	
09:00	09:10	0:10	<b>WorldSBK</b>	Warm Up
09:20	09:30	0:10	<b>WorldWCR</b>	Warm Up
09:40	09:50	0:10	<b>WorldSSP300</b>	Warm Up
10:00	10:10	0:10	<b>WorldSSP</b>	Warm Up
11:00			<b>WorldSBK</b>	TISSOT SUPERPOLE RACE
11:50			<b>WorldWCR</b>	RACE 2 *
12:45			<b>WorldSSP300</b>	RACE 2 *
14:00			<b>WorldSBK</b>	RACE 2
15:15			<b>WorldSSP</b>	RACE 2 *
16:10			<b>Yamaha R3 bLU cRU FIM World Cup</b>	RACE 2 *

From Thursday latest till 12.00 the rider is required to be present on track.

**1.13.2**

The schedule may include an allotted time for riders and teams to make familiarisation laps by non-motorised bicycle or by foot. All traffic at this time must be in the circuit direction.

**The riders and teams can go on track only during the track familiarisation period which will be communicated with the event schedule. Any infringement of this rule may be penalised.**

The use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

## **1.14 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL – ALCOHOL CONTROL**

### **1.14.1**

All motorcycles should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule. At the Discretion of the Technical Director, machines may be checked earlier than the schedule if the machines are ready.

Teams may present for Technical Control one (1) motorcycle per rider for the R3 World Cup which will be specially identified by the Technical Stewards.

Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

### **1.14.2**

The procedure for Technical Control is described in the Technical Regulations.

The procedure for Medical Control is described in the FIM Medical Code.

The procedure for the Alcohol Control is described in the FIM Medical Code (appendix N).

### **1.14.3**

All articles regarding anti-doping procedures are mentioned in the FIM Anti-Doping Code.

## **1.15 PRACTICE**

### **1.15.1 Practice Sessions**

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.

- iii) The end of practice will be indicated by the waving of two chequered flags, at which time the pit exit will be closed. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping.

A rider's time will continue to be recorded until they pass the finish line after the allotted time has elapsed. After the chequered flag, riders complete one pit-in lap prior to entering the pits.

- iv) If practice is interrupted due to an incident or any other reason, then a red **light/flag** will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the red **light/flags** were displayed.

During the whole event, once practice has started, nobody can alter the condition of the racing surface of the circuit. Even track marshals cannot clean the track without prior instructions and/or authorisation of the Race Director and the Safety Officer.

### 1.15.2 Motorcycles

During the event a rider may only use one motorcycle, as presented for Technical Control according to the procedures described in Technical Regulations.

### 1.15.3 Lap Time

All laps of the riders will be timed.

A new lap record for a circuit can only be established by a rider during a race.

For both practice and race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

Official circuit records will be recognised as the following:

- All Time Lap Record – the fastest lap time in history, including all sessions at a race event.
- Best Race Lap – the fastest lap time in history recorded during a race.

#### **1.15.4 Superpole practices results**

The results will be based on the fastest time recorded by the riders in Superpole.

In the case where Superpole have been cancelled, the results will be based on the fastest time recorded by the riders in free practices.

In the event of a tie, riders' second and subsequent best times will be taken into account.

#### **1.15.5 Qualification for the Race**

To qualify for the race, a rider must achieve at least a time equal to 115% of the qualifying time recorded by the fastest rider of their class.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the official timed practice sessions they have achieved a time at least equal to 115 % of the fastest rider in the same session.

### **1.16 GRID POSITIONS**

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit. The Grid will be arranged in the "in echelon" 3-3-3-3 configuration.

Each line will be offset.

There will be a distance of 9 metres between each row.

#### **1.16.1 Grid positions for the Race 1**

The final grid of each class will be published after the Superpole has been completed, at the latest one hour before the start of the race.

#### **1.16.2 Grid positions for the Race 2**

Grid positions will be determined as follows:

- The first nine grid positions will be based on the fastest lap time recorded by the riders during race 1 (or during the final race 1 results in case of an interrupted race (ref. Art. 1.27.7)).
- As from row 4 (Grid position 10 and onwards) according to the qualifying time.
- In the event of a tie, riders' second and subsequent best lap time will be taken in account.

- First lap of the race and a rider's lap with a yellow flag sector will be not taken in account.
- In the case where race 1 has been cancelled, the grid position for Race 2 will remain the same as for Race 1.

## 1.17 RACES

**R3 World Cup:**            minimum 35 km            maximum 60 km

### 1.17.1

The length of a race may only be varied by the Race Direction.

### 1.17.2

If the Timekeeping and Race Control rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptable Power System) and to a generator.

The Clerk of the Course is responsible of the proper operation.

## 1.18 START PROCEDURE

### 1.18.1 Normal Start procedure

1. Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their motorcycle on to the grid from the pit lane.
2. Approximately **5** Minutes before the Start of the R3 bLU cRU Race - Pit lane exit opens for sighting lap.

Green lights on (and possibly green flags waved) at the pit lane exit.  
**The pit lane exit will be opened for 120 (one hundred and twenty) seconds only.**

Riders **will make** one sighting lap **at unrestricted speed to the starting grid.**

Any rider who crashes or encounters problems during the sighting lap(s) is permitted to reach the pit lane safely under the instructions of the officials and make reparations in the pit lane (not in the box). Race Direction is not responsible for ensuring the machine and rider reach the pit lane in time to start. However, all reasonable efforts will be made to assist the team and rider.

**Their** bike will be checked in the pit lane, for safety reasons, by the Technical Director (or their appointed deputy).

3. Approximately **3** Minutes before the Start of the R3 bLU cRU Race - Pit lane exit closes. Red lights on (and possibly red flags waved) at the pit lane exit.
4. **All riders will arrive slowly and safely on the starting positions, with engines running, no adjustments may be made. Any rider encountering difficulties on the “out lap” from the pit exit must enter the pit lane. When riders reach the grid after the sighting lap, they must stop on the grid with engines running. Riders on the grid may be attended by one mechanic only (without tools). All attendants on the grid must wear a “Grid Pass”. As soon as the rider arrive on the grid position mechanic must leave the grid.**
5. Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such riders do not respect the “back of the grid position”, they will be penalised by a ride through. In a case of a restarted race with less than 3 laps, the riders will take their original grid position but the ride through penalty will be applied.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

6. The Race Director may, at this stage, choose to declare the race as “wet” or “dry” and the starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be “dry”.
7. **Trolleys, air blowers, tyre warmers, race generators and starter engines are not allowed on the grid.**

8. Refuelling or changing fuel tank on the grid is forbidden.
9. **30 Seconds** before the Start of the Warm Up Lap - Display of **30 seconds** board on the grid. **These 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.**

**Any team responsible for causing a delay in the start procedure may be further penalised.**

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start their motorcycle will immediately be removed from the grid, under the control of the grid marshals. The machine will be moved to the pit lane where further attempts can be made to rectify the problem by the mechanics and or rider. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

10. 2 Minutes before the Start of the Race - Green flag waved to start warm up lap.

In the interest of safety, should a rider stall their motorcycle, they may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where their mechanics may provide assistance.

The riders will make one lap, at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.

Any rider who arrives at pit lane entry after safety car must enter the pit lane and start the race from there.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag motionless.

Any rider who crashes or encounters a problem with their motorcycle on the warm up lap may return to the pit lane and make repairs in the pit lane not in the box.

Any rider who stalls their engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.

Attempting to restart the motorcycle on the grid is not permitted. It is not permitted to delay the start by any other means. Under the supervision or assistance of an official, they will leave the grid to enter into the pit lane where their mechanics may provide assistance.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that they have stalled their motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

11. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car must overtake slow riders.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start or who is deliberately not placed in their starting box be penalised by the FIM WSBK Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on the FIM WSBK Stewards panel will be the sole judge of whether an advantage has been gained.

The FIM WSBK Stewards panel will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

12. If, after the start of the race, a rider stalls their motorcycle, then they may be assisted by being pushed by an official along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where their mechanics may provide assistance.

13. After the riders have passed the exit of the pit lane\*, **the pit lane exit will be opened (green light/flag on or red light/flag off)** to start any riders still in the pit lane.

**\* The exit of pit lane is defined as the point where the pit road joins the circuit, or as otherwise defined by Safety Officer (ref. Art. 1.21.20).**

Such riders may then start the race up until the point where the lead rider has crossed the finish line to complete the first racing lap.

The Race direction may apply a delay before the display of the green light according to the layout and distance of the pit exit. In that case an official information will be circulated.

14. Should there be a problem that might prejudice safety for the start, of the warm up lap or the race the Starter will invoke one of the following procedures:

#### **17.1 START DELAYED**

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.

- The machine(s) which caused the Start Delayed procedure will be removed by an official to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider is allowed on the grid. Only tyre warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 3 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Display of 1 Minute Board on the grid: Immediate removal of tyre warmers from machines on the grid. The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid.
- Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start their machine must remove it to the pit lane, under the control of the grid marshals, where he/she may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.
- Green flag waved to start warm up lap. In the interest of safety, should a rider stall their machine, he/she may be assisted by an official to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where their mechanics may provide assistance.
- The race distance will be reduced by one lap only if the Start Delayed signal is after the warm up lap.
- For a restarted race the race distance may not be reduced.

Any person who, due to their behaviour on the grid is responsible for a “start delayed” may be further penalised.

## 17.2 START DELAYED “BOX”

- A red flag is waved from the Starter’s rostrum and the red light stays on.
- The “Start Delayed Box” board is displayed from the Starter’s rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.
- Engines must be switched off.
- After display of the Start Delayed Box board, a maximum of 2 mechanics per rider is allowed on the grid to help riders to take the bike into the boxes.
- Race Direction will communicate the new Event schedule on the Official Time keeping monitors.

## 17.3 START DELAYED “QUICK START”

- A red flag is waved from the Starter’s rostrum and the red light stays on.
- The “Start Delayed Quick Start” board is displayed from the Starter’s rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.
- Riders must stay in their grid position, engines must be switched off.
- After display of the Start Delayed Quick Start, a maximum of 3 mechanics per rider is allowed on the grid. Works on bike are allowed.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 5 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Display of 3 minutes board on the grid: Generators must have been disconnected. Generators, trolleys and air blowers must be removed from the grid as quickly as possible.
- Trolleys and air blowers must be removed from the grid as quickly as possible.

- At this point, all persons except maximum two mechanics per motorcycle, the television crew of the host broadcaster and essential officials must leave the grid.
- All adjustments must be completed by the display of the 3 minutes board. After this board is displayed, riders who still wish to make adjustments must push their motorcycle to the pit lane. Such riders and their motorcycles must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid. Working on the machine on the grid after the 3 minutes board is presented may be penalised.
- Riders must put their helmets on.
- Display of 1 Minute Board on the grid: The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid. Tyre warmers and stands must have been removed from motorcycles on the grid or in the pitlane.
- Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start their machine must remove it to the pit lane, under the control of the grid marshals, where he/she may make further attempts to start it. Such rider may start the sighting lap from the pit lane and rejoin their grid position.
- Green flag waved to start the sighting lap. In the interest of safety, should a rider stall their machine, he/she may be assisted by an official to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where their mechanics may provide assistance.
- Any rider starting the sighting lap from the pitlane/back of the grid may re-join their grid position.
- After the sighting lap the start procedure will be re-commenced with a quick start procedure From the Grid (one mechanic may go to the grid to indicate the grid position, 30 sec. board, warm up lap).

- The race distance will be reduced by one lap if the Start Delayed quick start signal is after the sighting lap; and by two laps if its declared after the warm up lap.
- For a restarted race the race distance will not be reduced.
- Any person who, due to their behaviour on the grid is responsible for a “start delayed” may be further penalized.

## **1.18.2 Quick Start or Restart procedure**

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a second part to the race, minor repairs may be carried out. The following procedure will take place:

### **1.18.2.1**

Upon arrival in the pit lane, riders may make adjustments to their machine. Refuelling is permitted in the pit lane for teams with no garages. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).

### **1.18.2.2**

When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane.

- a) The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
- b) The time remaining to the opening of the pit exit will be displayed on timing screens and the 5, 4, 3, 2 and 1 minute(s) count-down boards are shown at the pit exit.

### **1.18.2.3**

When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.

### **1.18.2.4**

Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.

### **1.18.2.5**

After the closure of the pit lane exit, tyre warmers must be removed from all machines remaining in the pit lane.

### **1.18.2.6**

ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to their rider their position on the grid. In the case of a race impacting new grid positions, the mechanic should avail himself of their riders' new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.

### **1.18.2.7**

All riders will arrive slowly and safely on the starting position, with engines running, no adjustments may be made. When the rider takes their grid position, the mechanic must immediately leave the grid. Any rider encountering difficulties on the "out lap" from the pit exit must enter the pit lane.

### **1.18.2.8**

As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown. These 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.

### **1.18.2.9**

After 30 seconds have elapsed a green flag will be shown to start the warm up lap.

### **1.18.2.10**

The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. The pit lane exit will remain closed until after the start of the race. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.

### **1.18.2.11**

Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.

### 1.18.2.12

Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.

### 1.18.2.13

Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race or, in case of a restarted race, according to the position they qualified in the previous red flagged race.

Any rider arriving in the pit lane entry after the safety car must enter the pit lane and start the race from there.

### 1.18.2.14

After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the lead rider has crossed the finish line to complete the first racing lap.

### 1.18.2.15

The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

## 1.19 SPECIAL RACE PENALTIES PROCEDURES

Among various penalties, the FIM WSBK Stewards may apply the following ones:

### 1.19.1 Ride Through Procedure

During the race, the rider **may** be **instructed** to ride through the pit lane, stopping is not permitted. They may then re-join the race.

The rider must respect the speed limit (Art. 1.21.13) in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the FIM WSBK Stewards (default penalty is a 2X Long Lap Penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised. In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with or notified to, and if there is a second or subsequent parts, the rider will be required to complete the penalty after the start of the second or subsequent parts of the race.

**Visible boards (80 cm horizontal x 100 cm vertical)** displaying the rider's number (black colour) will be shown at the start/finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to, or has decided not to signal the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty.

If the infraction is committed during the last five laps, and the rider will not be able to enter the pit lane for complying their ride through, therefore an automatic time penalty will be applied.

This automatic time penalty cannot be subject of any protest or appeal.

This automatic penalty will be calculated thus: the time to pass through the pit lane from pit entry to pit exit at **maximum authorised speed limit + 20%** rounded down to the nearest second.

### **1.19.2 Long Lap Penalty Procedure**

During a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route, which is on an unpainted asphalt runoff area defined by white lines on either side.

The penalty will be communicated via dashboard signals (where possible) and a board displayed for the rider at the start/finish line or other pre-defined area.

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2x Long Lap penalty or other penalty as decided by the FIM WSBK Stewards.

In the case of a 2x Long Lap Penalty being given, these 2x Long Lap Penalty must be completed within 5 laps of the penalty notification. If the rider does not complete this 2x Long Lap Penalty after the board has been presented 5 times, they will be penalised with a pit lane ride through (or other penalty as decided by the FIM WSBK Stewards).

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the FIM WSBK Stewards. The rider carrying out the Long Lap penalty is responsible for leaving and re-joining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

The penalty **must** not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags.

In the case where the organisation has been unable to, or has decided not to signal the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the FIM WSBK Stewards.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part if the race is restarted, or other penalty such as an equivalent time penalty, as decided by the FIM WSBK Stewards.

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session.

## **1.20 “WET” AND “DRY” RACES**

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

### **1.20.1 R3 CUP**

#### **1.20.1.1**

**Dry Races** - A race classified as dry will be interrupted by the Race Director, if they considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

### 1.20.1.2

**Wet Races** - A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.

### 1.20.1.3

In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a “wet” race.

## 1.21 BEHAVIOUR DURING PRACTICE AND RACE

1. Riders must obey the flag signals, the light signals, the officials' instructions and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.23.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants or gain an unfair advantage, either on the track or in the pit- lane. Any infringement of this rule may be penalised.
3. Riders must use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may re-join it at the place indicated by the officials or at a place which does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting as detailed in the Race Direction protocols.

Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the FIM Stewards Panel.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and a board will be displayed for the rider at the start/finish line during a maximum of 3 laps.

If the rider did not comply after the board has been presented 3 times, (5 times in case of a 2X Long Lap Penalty) they will be penalised by the FIM WSBK Stewards (penalties may include Long Lap, 2 x Long Lap, Ride Through, Black Flag).

A time penalty may be imposed in place of a penalty where necessary. Further penalties may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance, except that rendered by the marshals. The marshals may assist the rider to the extent of helping them to lift the motorcycle and holding it whilst any repairs or adjustments are made. The rider may be assisted by marshals or others to re-start or to move the machine on track, trackside or in the service road.
5. If the rider intends to retire, then they must park their motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, they may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with their machine until they reach the pit lane. Their bike will be checked in the pit lane, for safety reasons, by the Technical Director (or their appointed deputy).
6. If the rider encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then they must not attempt to tour at reduced speed to the pits but must pull off the track and park his motorcycle in a safe place as indicated by the marshals.
7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
8. **At any time, it is not allowed to stop in the fast lane of the pit lane exit when pit lane exit is open. If a rider wants to stop, they must stop outside the fast lane of the pit lane in order not disturb other riders. Infractions may be penalised by the FIM WorldSBK Stewards.**
9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on their motorcycle (exception: Another rider or by another rider after the chequered flag or red flag).
11. Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
12. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, races, legible messages on a pit board, or body movements by the rider or team. On-board TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.

13. A speed limit of 60 km/h\* will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h\* is placed up to where the sign 60 km/h\* **cancelled** is placed.

**\* At some circuits, due to the narrowness of the pit-lane, the Safety Officer can set up a lower speed limit.**

Any rider found to have exceeded the limit during the practices will be subject to a fine of 200 €uros for the first offence. Repeat offences at the same event will incur a higher fine each time.

Any rider committing **multiple** offences at a single event may also be subject to further penalties from the FIM WSBK Stewards.

Excessive speed and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties from the FIM / WSBK Stewards.

For exceeding the pit lane speed limit during a race, the standard penalty will be a 2x Long Lap Penalty. However, the FIM WSBK Stewards may apply further or different penalties (for example for excessively high-speed causing danger).

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge.

14. Stopping on the track during practices and races is forbidden.
15. During the practice sessions, and warm ups, practice starts are permitted;
  - a) when it is safe to do so, at the pit lane exit before joining the track, **except at circuits where this is specifically prohibited as notified by Race Direction** and
  - b) after passing the checkered flags at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone and following the procedure, as communicated to teams prior to the first practice session. Practice starts during a red flag situation are strictly prohibited.

Any rider found to have infringed this rule will be subject to an instant fine of 150€. Further penalties may be applied.

16. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so.

Riders must not slow on the start-finish straight after the chequered flag unless they are in a safe position to do so and a sufficient distance from the finish line so as not to endanger or impede other riders.

It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

17. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.
18. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
19. Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event may be penalised by the FIM WSBK Stewards Panel.
20. Any rider whose machine enters the pit box or in the paddock during a race will be considered to have finished the race and CANNOT re-enter the track. Any rider who enters the pit lane twice during the race, to make adjustments (for other reasons than changing tyre), may be forbidden by the Race Direction to re-join the race.
21. The pit lane exit road will be defined by the Safety Officer and marked with painted lines. A **broken** white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).

Infractions may be penalised with an instant **fine** by the FIM WSBK Stewards panel.

22. Penalties for infringement of Engine allocation articles:

- Infringement before the race: the rider will start the next 2 races from the pit lane exit after the green light is on. Penalties will be applied from the first race of the season till the end of the current season.
- Application for a red flagged race with less than 3 laps completed: rider will start the restarted race from pit lane.

## 1.22 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

Light panels may be used in addition to, or instead of, flags and may have slight variations in appearance compared to the flag due to technical constraints. Flags and lights on track are both official signals.

The use of light panels in association with waved flags will be compulsory in all circuits.

### 1.22.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear.

This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up **session**, for the sighting lap and for the warm up lap.

This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up lap.

This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain, giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil gravel, grass or other debris

This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross  
(stroke width of the cross: between 10 and 13 cm)**

Drops of rain on this section of the track including rain affecting the track surface. This flag must be waved at the flag marshal post.

- **White Flag**

Waved at all the flag marshal posts, this flag indicates that it is raining at some parts of the circuit. Only the Race Direction can take the decision.

- **Blue Flag**

Waved at the flag marshal post, this flag indicates to a rider that he/she is about to be overtaken.

During the practice sessions, the rider concerned must avoid disturbing other riders by riding slowly on the racing line and allow the faster rider to pass them.

During the race, the rider concerned is about to be lapped. They must allow the rider(s) who are lapping them to pass them at the earliest opportunity. Passing within a group of lapped riders is forbidden under the blue flag.

Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

Any Infringement of this rule may be penalised by the Race Direction.

- **Chequered Black/White Flag**

This (these) flag(s) will be waved at the finish line on track level to indicate the finish of race or practice session.

- **Chequered Black/White Flag and Blue Flag**

The chequered black/white flag(s) will be waved together with the blue flag at the finish line on track level when a rider(s) closely precedes the leader during the final lap before the finish line (see Art. 1.25.1).

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

**1 minute after the green light which opens pit lane, and will be switched off when the red light is displayed.**

## 1.22.2 Flags Which Convey Information and Instructions:

- **Yellow Flag**

Waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track. Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The waving of a single or a double yellow flag does not signify a degree of danger, but only the location of the incident.

**Riders must slow down sufficiently to ensure the safety of other riders and intervention personnel on the track.**

**An infringement of this rule may result in penalty.**

**Furthermore**, during all practices, the lap time of riders passing a yellow flag(s) area will be cancelled. During a race, overtaking is forbidden up until the point where the green flag is waved.

If immediately after having overtaken, the rider realises that they committed an infraction, they must intentionally let pass the rider(s) they have overtaken. In this case, no penalty will be imposed.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and boards will be displayed for the rider on the finish line.

If the rider does not comply after the board has been presented 3 times, (5 times in case of a 2X Long Lap Penalty) they will be penalised.

A time penalty may be imposed in lieu of a penalty where necessary and further penalties may also be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, the light will be switched on and the red flag may be used in conjunction with the official red light signal. Riders are not allowed to exit the pit lane.

Any Infringement of this rule may be penalised by the FIM Stewards Panel. The red flag will be shown motionless on the starting grid at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap.

He cannot restart when this flag results from a penalty.

Any Infringement of this rule may be penalised by the FIM Stewards Panel.

This flag can also be presented to a rider for a reason other than a penalty eg. To rectify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the warm up lap arriving at pit lane entry after the safety car, that they must enter pit lane. In that case they can restart only when authorised by an Official.

- **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that their motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track.

Any Infringement of this rule may be penalised by the FIM WSBK Stewards Panel.

### 1.22.3 Flag Dimension

The flag dimension should be 80 cm in the vertical and 100 cm in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

#### **1.22.4 Flag Colour**

The Pantones for the colours are as follows:

Orange: Pantone 151 C  
Black: Pantone Black C  
Blue: Pantone 298 C  
Red: Pantone 186 C  
Yellow: Pantone Yellow C  
Green: Pantone 348 C

The flags' colours will be checked the day preceding the day of the first practice session.

#### **1.22.5 Rider' s number board**

Black board (70 cm horizontal x 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

#### **1.22.6 Flags Marshals posts**

The location will be fixed during the circuit homologation.

#### **1.22.7 Marshals Uniforms**

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151 C) and the rain coat to be transparent.

### **1.23 MEDICAL CARS**

The medical cars must be equipped with flashing lights. The words "MEDICAL" should be clearly indicated on the back and the sides of the car.

### **1.24 FINISH OF A RACE AND RACE RESULTS**

#### **1.24.1**

When the leading rider has completed the designated number of laps for the race, they will be shown a chequered flag by an official standing at the finish line, behind a 1<sup>st</sup> protection line. The chequered flag will continue to be displayed to the subsequent riders.

If the chequered flag is displayed at the incorrect time, the following will apply:

In the case of the chequered flag being displayed early (before the designated number of laps have been completed), the classification will be made as each rider crosses the finish line, passing the chequered flag, according to the lap/time procedure.

- If this chequered flag was displayed before a race-result distance is obtained, the race will be restarted according to the provisions of Art. 1.27.
- If this chequered flag was displayed after a race-result distance is obtained, the race will be deemed to be completed.

In the case of the chequered flag being displayed late (after the leading rider has completed the designated number of laps), the race is deemed to have been completed at the end of the lap when the leading rider completed the designated number of laps.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

### **1.24.2**

To be counted as a finisher in the race and be included in the results a rider must:

- a) Complete 75% of the race distance or laps completed, rounded down to the nearest whole number of laps.
- b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

### 1.24.3

The results will be based on the order in which the riders cross the line and the number of laps completed.

### 1.24.4

In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

### 1.24.5

The riders classified in the first three positions in the race will be directed by officials and proceed as quickly as possible and without stopping at the pit boxes, to the parc fermé area and podium for the awards ceremony. Celebrations on track after the end of the race are permitted.

Participation in the podium ceremony by these riders is compulsory.

### 1.24.6

If the podium is located in the pitlane or above, the pitlane cannot be open during the podium ceremony.

## 1.25 INTERRUPTION OF A RACE

### 1.25.1

If the Race Director decides to interrupt a race at any point from the start of the warm up lap onwards, then red **lights/flags** will be displayed at the finish line and at all marshals' posts and the red lights will be lit around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be established taking into account all the time keeping points along the track and only the virtual pit finish line inside the pit lane. Any time keeping point between the finish line and the pit out will not be taken into account if there are active riders in the pit lane. The order of classification shall be based upon the total number of completed laps and the order of last crossing point for each individual rider prior the showing of the red flag.

For any rider who is inside the pit lane (not in the garage) at the moment the red flag is displayed, the following procedure will be applied:

- If the rider has crossed the virtual finish line inside the pit lane, that time will be used as finish time
- if the rider has not crossed the virtual finish line inside the pit lane, their last time keeping point along the track will be used.
- In the particular case where the virtual pit finish line is between the pit garages, for any rider who has or has not crossed the virtual finish line inside the pit lane, their last time keeping point in the track will be used. In case a rider has a problem with their transponder, the FIM WSBK Stewards has the faculty to assign to that rider a position using the last working time keeping point and the TV / CCTV.

To be classified a rider must:

- Complete 75% of the laps of the leader of the race rounded down to the nearest whole number of laps;
- Enter the pit lane using the designated track within 5 minutes after the red flag has been displayed, pushing or riding on their motorcycle.

In exceptional circumstances an exemption may be analysed and considered by the FIM WSBK Stewards panel.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

### **1.25.2**

If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a new race will be run according to the article 1.26.4. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

### **1.25.3**

If three laps or more have been completed by the leader of the race, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.26.4.

If it is found impossible to re-start the race, then the results will be given in accordance with Art. 1.26.7.

#### 1.25.4

If the results calculated show that two-thirds of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, then the race will be deemed to have been completed and full Championship points will be awarded.

#### 1.25.5

For the purposes of these regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane with the machine in a condition fit to re-join the track.

The FIM WSBK Stewards will be the sole judge of whether a rider is actively competing including the condition of the machine and no appeal is possible against the FIM WSBK Stewards’ decision.

### 1.26 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

#### 1.26.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. **After** the riders have returned to the pits, the Race Director will announce, **as soon as possible**, a time and the start procedure type (Normal Start or Quick Start).

#### 1.26.2

The results of the first race must be available to teams before the second part of a race can be started.

#### 1.26.3

The start procedure will be identical to a normal start with sighting laps, warm up lap etc.

#### 1.26.4

Conditions for the re-started race will be as follows:

- i) In the case of situation described in 1.25.2 (less than 3 laps completed) above:
  - a) All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.

- b) Motorcycles may be repaired. Refuelling is permitted.
  - c) The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
  - d) The grid positions will be as for the original race.
- ii) In the case of situation described in 1.25.3 (3 laps or more and less than two-thirds completed) above:
- a) Only riders who are classified in the original race may re-start. To be eligible to re-start the rider must enter pit lane, riding or pushing his motorcycle, within 5 minutes after the red flag was displayed in the interrupted race (using the homologated track). If in the previous part of the race a rider is lapped by one or more laps, he will re-start the race from the pit lane exit 10 seconds multiplied the lapped laps after the green light is on.
  - b) Motorcycles may be repaired. Refuelling is permitted.
  - c) The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of one-third of the original race distance rounded up. The decision is at the discretion of Race Direction respecting schedules.
  - d) The grid positions will be based on the finishing order of the first race.
  - e) The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.4 will apply.

### 1.26.5

Any start position penalties applying to a rider in the first race (e.g. a drop of grid position or starting the race from pit lane), if such penalties were duly applied, will not apply to the restarted race.

In the case of Art. 1.25.2 (race interrupted with less than 3 laps completed), the new start will be a completely new race so therefore existing start position penalties will apply.

### 1.26.6

Should a re-started race be interrupted and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.26.4, with the race distance and results defined as follows:

- a) If the re-started race is interrupted when two-thirds of the current race distance (two-thirds must be minimum 5 laps) rounded down to the nearest whole number of laps have been completed by the leader of the race, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to Art. 1.26.4. ii) e).
- b) If the re-started race is interrupted when less than two-thirds of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, the race would be re-started a further time if possible, for the same number of laps as the first re-start.
- c) If that further re-started race (third race) is interrupted when less than 5 laps have been completed, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed, with a minimum of 5 laps.
- d) Race Direction may reschedule re-started races in the race programme as necessary.

### 1.26.7

- a) If it has not been possible to re-schedule the race, the race results will then be determined by the last race where at least 5 laps have been completed by the leader of the race and full Championship points will be awarded. To be eligible to championship points, a rider must be classified in the last race.
- b) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.

## 1.27 CHECK AREA / PARC FERMÉ

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the teams and riders to ensure that the machine is in the parc fermé. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.

The top three classified finishers in each class will be held at the podium area, the remaining machines will be directed to the Parc Fermé.

## 1.28 CHAMPIONSHIP POINTS AND CLASSIFICATION

### 1.28.1

Riders will compete for the FIM Yamaha R3 bLU cRU World Cup.

### 1.28.2

For riders, the points will be those gained in each race.

### 1.28.3

Championship points will be awarded on the following scale:

1 <sup>st</sup>	25 points
2 <sup>nd</sup>	20 points
3 <sup>rd</sup>	16 points
4 <sup>th</sup>	13 points
5 <sup>th</sup>	11 points
6 <sup>th</sup>	10 points
7 <sup>th</sup>	9 points
8 <sup>th</sup>	8 points
9 <sup>th</sup>	7 points
10 <sup>th</sup>	6 points
11 <sup>th</sup>	5 points
12 <sup>th</sup>	4 points
13 <sup>th</sup>	3 points
14 <sup>th</sup>	2 points
15 <sup>th</sup>	1 point

#### 1.28.4

All races will count for the FIM Yamaha R3 bLU cRU World Cup classification.

#### 1.28.5

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

### 1.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

#### 1.29.1

Instructions may be given by the Race Director, **the Race Direction, the Permanent Officials, the FIM WSBK Stewards** and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official **electronic** notice board and/or delivered by electronic means such as email. Posting on the official **electronic** notice board, or via electronic means will be deemed as proof of delivery.

#### 1.29.2

All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official **electronic** notice board. Posting on the official **electronic** notice board will be deemed as proof of delivery and official publication.

#### 1.29.3

Any communication from the **Race Director, the Race Direction, the Permanent Officials, the FIM WSBK Stewards** and/or the Clerk of the Course to a team or rider must be communicated in writing or by Time keeping monitors. Similarly, any communication from a team or rider to **the Race Director, the Race Direction, the Permanent Officials, the FIM WSBK Stewards** must and/or the Clerk of the Course must also be made in writing **including electronic means such as email.**

#### **1.29.4**

For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box at any time. Engines must be started in the pit lane.

#### **1.29.5**

For safety reasons it is not permitted to have the motorcycle engine running during any wheel change.

### **1.30 EXTRA DEPOSITS IN CASE OF MOTORCYCLE CONTROL FOLLOWING A PROTEST**

**The deposit in case of dismantling and reassembling a motorcycle to measure the cylinder capacity, following a protest, is 150 € (material included).**

**The deposit in case of partial or complete dismantling of an engine or gearbox is 300 €.**

**If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.**

**If the party who makes the protest is the winning party, the deposit shall be reimbursed.**

### **1.31 EXTRA DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST**

**All requests for fuel control following a protest or an appeal must be accompanied by a deposit of 600 € paid to the FIM.**

**After the last control:**

- the winning party will have its deposit reimbursed.**
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.**

## 1.32 NON-PARTICIPATION IN AN EVENT

Any rider who enters an event must inform the organiser if, subsequently, they decide not to participate in the event. A rider who has submitted an entry form and fails to participate will be reported by the Event Management Committee to the FIM Europe, who will impose the following penalties:

- First offence: fine of 150 €.
- Subsequent offences in the same season: suspension from the next event counting towards the Championship.

Upon receipt of the Event Management Committee's report, the Executive Secretariat must send a letter to the rider's FMN asking the reasons for the non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

A suspension could also be pronounced against a rider who takes part in another event on the same day.

## 2. TECHNICAL REGULATIONS

### 2.1 FIM YAMAHA R3 CUP TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

#### **EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN**

#### **If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden**

All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the FIM homologation, it may be used for racing in the corresponding class for a maximum period stated in Homologation Art. 1.4.4. Or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Yamaha R3 CUP motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

#### 2.1.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle. List with allowed OEM & GYTR parts see in Eligible parts list for competition **2025**.

#### 2.1.2 Eligible Machines

The class will be based around the machines sold in Europe as A2 class machines and excluding the A1 class machines.

The following will be legal:

- Yamaha YZF-R3 (Euro 4)
- Yamaha YZF-R3 2023 (Euro 5)

### 2.1.3 Minimum weight

The minimum weight is as follows:

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
YZF-R3 CUP	137 kg	150 kg	204 kg

- a) Combined weight is the weight of the rider (in full racing equipment) and bike, as used on track.
- b) IF the bike has achieved or exceeded the “Soft Maximum Weight” then the combined minimum weight does not need to be reached. The bike alone may never at any time be below the “Hard Minimum Weight”. This limits the maximum amount of ballast that can be added to the machines.
- c) At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.
- d) There is no tolerance on the minimum weight of the motorcycle or rider.
- e) Any rider that is directed to Parc Ferme, must first proceed directly to the scales as indicated by the Technical Director or a member of his staff, to confirm their finishing weight. Once weighed, the rider is then free to continue with any media duties and interact with their team. After the rider has left the Parc Fermé and is no longer under the control of the technicians, they cannot be reweighed. The weight recorded can therefore no longer be contested and will become final.
- f) During the final technical inspection at the end of the race, the selected motorcycles and riders will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- g) During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.
- h) The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the FIM SBK Technical Director at the preliminary checks.

## 2.1.4 Numbers and number plates

The colors is:

<b>Manufacturer:</b>	<b>Number/Figure</b>	<b>Background</b>
Yamaha	Blue (RAL5002)	White

The size for each digit on the front numbers is:

Minimum height:	140 mm
Minimum width:	80 mm
Minimum stroke:	25 mm
Minimum space between numbers	10 mm

The size for each digit on the side numbers is:

Minimum height:	120 mm
Minimum width:	70 mm
Minimum stroke:	20 mm
Minimum space between numbers	10 mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- The numbers must use the Industry Ultra Italic font.
- Only single or double digit numbers will be allowed.
- Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.
- Once on each side of the motorcycle. The location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the background. Any change to this must be pre-approved a minimum of 2 weeks before the first race by the FIM SBK Technical Director.
- A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- Numbers cannot overlap.

- g) No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.

In case of a dispute concerning the legibility of numbers, the decision of the FIM SBK Technical Director will be final.

### **2.1.5 Fuel**

See article 2.2 for full Fuel regulations – Only the official FIM Yamaha R3 CUP fuel may be used.

The fuel must be stored and used at ambient temperature.

### **2.1.6 Tyres**

All tyres must be provided by the official tyre supplier. Tyres will only be supplied by the official tyre supplier fitted to the team's wheels.

No loose tyres will be supplied.

#### **Dry Tyres:**

- a) In events with 1 race the rider may use a maximum of three (3) front and three (3) rear dry-weather tyres for each event. The dry weather tyres must be returned to the official tyre supplier at the end of every event except any set that may have been fitted to the machine (and used) as it finished the race. That set must be returned at the beginning of the following event to the official tyre supplier or no further tyres will be supplied.

#### **Wet Weather Tyres:**

- b) Wet weather tyres will be made available at every round (no limitations). The wet weather tyres must be returned to the official tyre supplier at the end of every event except any set that may have been fitted to the machine (and used) as it finished the race. That set must be returned at the beginning of the following event to the official tyre supplier or no further tyres will be supplied.

The wet weather tyres do not need to be marked with a tyre sticker.

- c) Wet-weather tyres may only be used after the race or practice has been declared 'wet' by the Race Direction.

### **Tyre limitations:**

- d) Minimum tyre pressure:

Minimum Tyre Pressure	
Period	Pressure
At all times	1.65 bar
No tolerance	

### **2.1.7 Engine**

The allocated number of engine is 1.

Machines may be randomly chosen for dyno testing.

#### **2.1.7.1 Fuel injection system**

- a) The original homologated fuel injection system must be used without any modification.
- b) The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c) Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.
- d) Butterfly valves cannot be changed or modified.
- e) All the parts of the variable intake tract device must remain and operate exactly as homologated. They cannot be added if not fitted to the homologated machine.
- f) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.
- g) Electronically controlled throttle valves, known as “ride-by-wire”, may only be used if the homologated model is equipped with the same system. Software may not be modified and all the safety systems and procedures designed by the original manufacturer must be maintained.

#### **2.1.7.2 Cylinder Head**

- a) Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.3 Camshaft Assembly**

- a) Must be the originally fitted and homologated parts with no modification allowed.
- b) At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

### **2.1.7.4 Cam sprockets or gears**

- a) Must be the originally fitted and homologated parts with no modification allowed.
- b) The cam chain and tensioner must remain as homologated.

### **2.1.7.5 Cylinders**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.6 Pistons**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.7 Piston rings**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.8 Piston pins and clips**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.9 Connecting rods**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.10 Crankshaft**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.11 Crankcase / Gearbox housing**

Must be the originally fitted and homologated parts with no modification allowed.

#### **2.1.7.11.1 Lateral covers and protection**

- a) Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

- b) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, or steel, composite covers are not permitted.
- c) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- d) Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- e) Covers Eligible Parts for competition List will be permitted without regard of the material or its dimensions.
- f) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
- g) Oil containing engine covers must be secured with steel bolts.
- h) The FIM SBK Technical Director has the right to refuse any cover not satisfying this safety purpose.

#### **2.1.7.12 Transmission / Gearbox**

- a) Must be the originally fitted and homologated parts with no modification allowed.
- a) Upshift shifter is allowed to use from the GYTR listed on the FIM Eligible Parts for Competition – List **2025**.
- b) to add GYTR parts declare on Eligible parts for competition 2024.
- c) Downshift blipping is not allowed.
- d) Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- e) The front sprocket cover may be modified or eliminated.
- f) Chain guard as long as it is not incorporated in the rear fender may be removed.

#### **2.1.7.13 Clutch**

Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must be from the GYTR or parts listed on the FIM Eligible Parts for Competition – List **2025**.

### **2.1.7.14 Oil pumps and oil lines**

Must be the originally fitted and homologated part with no modification allowed.

### **2.1.7.15 Cooling System**

- a) The only liquid engine coolant permitted is water.
- b) Protective meshes may be added in front of the oil and/or water radiator(s).
- c) The cooling system hoses and catch tanks may be changed.
- d) Radiator fan and wiring may be removed. Thermal switches, water temperature sensor may be removed inside the cooling system.
- e) Thermostat removal is not permitted.**
- f) Radiator cap is free.

### **2.1.7.16 Airbox**

- a) The airbox must be the originally fitted and homologated part with no modification allowed.
- b) The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.
- c) The airbox drains must be sealed.
- d) All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.
- e) No heat protection may be attached to the airbox.

### **2.1.7.17 Fuel supply**

- a) Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed.
- b) The fuel pressure must be as homologated.
- c) Fuel lines from the fuel tank up to the delivery pipe assembly (delivery pipe excluded) must be the originally fitted and homologated part with no modification allowed.

### 2.1.7.18 Exhaust system

- a) Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.
- b) The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.
- c) For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.
- d) Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- e) The noise limit for FIM Yamaha R3 CUP be 107 dB/A (with a 3 dB/A tolerance after the race only).
- f) The test RPM will be as follows:

Machine:	Test rpm
Yamaha YZF-R3	7,500 rpm

## 2.1.8 Electrics and electronics

### 2.1.8.1 Electronic Control System

The complete electronics system must be the originally fitted and homologated part with no modification allowed.

### 2.1.8.2 Yamaha R3 Cup Control Electronics System

- a) The Dashboard/Harness must be the originally fitted and homologated part with no modification allowed.
- b) The ECU must be the originally fitted and OEM homologated part with fuel mapping adjusted on the fuel Category used and listed on the FIM Eligible Parts for Competition – List **2025**.
- c) Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for eligible electronics/data loggers.
- d) At any time during an event the FIM SBK Technical Director has the right to make a team substitute their ECU with an FIM sample.
- e) During an event the FIM SBK Technical Director or his appointed deputy has the right to read and save the teams calibration file, it will not be shared except for conformity checks with control electronics system partners, but may be used in Dyno tests.

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- f) Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors/channels are:
- i) Throttle position Sensor(s)
  - ii) Grip position sensor – see Eligible Parts for Competition List for substitutions
  - iii) Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
  - iv) Airbox Pressure
  - v) Engine pick-ups (Cam, crank)
  - vi) Twist grip position
  - vii) Front Speed (from ABS sensor)
  - viii) Rear Speed (from ABS sensor)
  - ix) Gearbox output shaft speed
  - x) Gear position
  - xi) Barometric air pressure
  - xii) Water temperature
  - xiii) Air temperature
  - xiv) Oil Pressure Switch
  - xv) Tip-Over Switch
- g) No external modules may be fitted except:
- i) Championship mandated devices (e.g. 2 way RF system).
  - ii) 2D Datalogger.
- h) The Data logger must be:
- i) From the FIM Yamaha R3 CUP eligible logger list. (2D)
  - ii) The firmware/software of any data logging units must be an FIM eligible version.
  - iii) A copy of the software and documentation must be submitted by the manufacturer to the FIM SBK Technical Director before it can be eligible for use.

- iv) An external logger may only connect to the “CAN” connections in the harness. These supply CAN and 12v Power.
- v) A GPS receiver/aerial may be connected to an external logging device.
- vi) No other connections can be made to the data logger.
- vii) Free analysis software must be available.
- i) Plug cap must remain as homologated
- j) Spark plugs may be replaced.

### **2.1.8.3 Generator, alternator, electric starter**

- a) Must be the originally fitted and homologated part with no modification allowed.
- b) The stator must be fitted in its original position and without offsetting.
- c) The electric starter must operate normally and always be able to start the engine during the event.
- d) During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

### **2.1.9 Main frame**

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the FIM SBK Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

#### **2.1.9.1 Frame body and sub frames**

- a) The frame must be the originally fitted and homologated part with no modification allowed.
- b) Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- c) The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30 mm). Without exception, the wheel axles cannot be modified.

- d) The sidestand bracket may be cut or removed.
- e) Nothing else may be added or removed from the main frame body.
- f) All motorcycles must display a vehicle identification number punched on the frame body (chassis number).
- g) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h) Front sub frame / fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.
- i) Rear Sub Frame must remain as originally produced by the manufacturer for the homologated motorcycle.
- j) Additional seat support brackets may be added. Non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub- frame may be removed.
- k) The paint scheme is not restricted but polishing the frame body or sub frames is not allowed.

#### **2.1.9.2 Suspension - General**

- b) Participants in the FIM Yamaha R3 CUP class must be only use from the GYTR listed on the FIM Eligible Parts for Competition – List **2025**.
- c) The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.
- a) Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/teams/participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.
- b) Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.

- c) No type of electronic suspension may be used even when fitted to the homologated machine.
- d) Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

### **2.1.9.3 Front Forks**

- a) Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted and homologated part with the following modifications allowed:
  - b) The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
  - c) Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
  - d) A steering damper may be added or replaced with an after-market damper.
  - e) Original internal parts of the homologated forks may be modified or changed. Only aftermarket damper kits or valves from the Eligible Parts for Competition List may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed.
- f) **Fixed Parameters on Geometry and Front Suspension Oil Levels for FIM Eligible Parts 2025.**

### **2.1.9.4 Rear fork (Swing-arm)**

- a) The rear fork must be the originally fitted and homologated part with no modification allowed.
- b) Rear fork pivot bolt Must be the originally fitted and homologated part with no modification allowed.
- c) Rear swingarm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
- d) A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

### **2.1.9.5 Rear suspension unit**

- a) Rear suspension unit (shock absorber) may be replaced with a unit from the Eligible Parts for Competition List.
- b) The original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.
- c) All the rear suspension linkage parts must be the originally fitted and homologated part with no modification allowed.
- d) Removable top shock mounts must be the originally fitted and homologated part with no modification allowed. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.
- e) Rear suspension unit and spring may be changed.

### **2.1.9.6 Wheels**

- a) Wheels must be the originally fitted and homologated part with no modification allowed.
- b) The wheel may be overpainted but the original finish cannot be removed.
- c) A non-slip coating/treatment may be applied to the bead area of the rim.
- d) If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.
- e) Wheel axles and retaining nuts (or bolts) must remain as homologated, wheel spacers may be modified or replaced.
- f) Bearing spacers must remain as homologated.
- g) Wheel balance weights may be discarded, changed or added to.

### **2.1.9.7 Brakes**

- a) Brake discs must remain as originally produced by the manufacturer for the homologated motorcycle.
- b) Brake pads must be from the GYTR listed on the FIM Eligible Parts for Competition – List **2025** may be used.
- c) The front and rear brake caliper (mount, carrier, hanger) must be the originally fitted and homologated part with no modification allowed.
- d) The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.

- e) Front and rear brake fluid reservoirs must be the originally fitted and homologated part with no modification allowed.
- f) Front and rear hydraulic brake lines may be changed.
- g) The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Brake line fittings (including banjo bolts) can only be Steel.
- h) “Quick” (or “dry-break”) connectors in the brake lines are not allowed.
- i) Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- j) Additional air scoops or ducts are not allowed.
- k) The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop ECU errors.
- l) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Covers from the Eligible Parts for Competition List will be permitted without regard of the material. The FIM SBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

#### **2.1.9.8 Handlebars and hand controls**

- a) Handlebars may be replaced (except for the brake master cylinder).
- b) Handlebars and hand controls may be relocated.
- c) Throttle controls must be self-closing when not held by the hand.
- d) Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
- e) Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- f) Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

- g) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

#### **2.1.9.9 Foot rest / Foot controls**

- a) Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b) Foot controls; gear shift and rear brake must remain operated manually by foot.
- c) Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d) The end of the foot rest must have at least an 8 mm solid spherical radius. (See Diagram A & C).
- e) Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The FIM SBK Technical Director has the right to refuse any plug not satisfying this safety aim.

#### **2.1.9.10 Fuel tank**

- a) Fuel tank must be the originally fitted and homologated part with no modification allowed.
- b) All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).
- c) A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- d) The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- e) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
- f) Fuel tank cannot have heat reflective material attached to its bottom surface.

### 2.1.9.11 Fairing / Bodywork

- a) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
- b) Overall size and dimensions must be the same as the original part, with a tolerance of  $\pm 5$  mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be  $+5$  mm maximum. The decision of the FIM SBK Technical Director is final.
- c) Wind screen must be the originally fitted and homologated part with no modification allowed.
- d) Fairing brackets may be altered or replaced.
- e) The ram-air intake must maintain the originally homologated shape and dimensions.
- f) The original air ducts running between the fairing and the airbox may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed. Air ducts cannot be added if they are not present on the original machine.
- g) The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 4 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- h) The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be  $\leq 90^\circ$ .
- i) Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio  $> 60\%$ .

- j) Motorcycles may be equipped with a radiator shroud (inner ducts) to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
- k) The lower fairing must incorporate a single opening of Ø25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.
- l) Front mudguards must be the originally fitted and homologated part with no modification allowed.
- m) Rear hugger type mudguard fixed on the swing arm must be the originally fitted and homologated part with no modification allowed.
- n) The exact appearance, shape, size and location of the front headlights of the homologated motorcycle must be respected, and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

#### **2.1.9.12          Seat**

- a) Seat, seat base and associated bodywork may be replaced.
- b) The appearance from front, rear and profile must conform to the homologated shape.
- c) The top portion of the rear bodywork around the seat may be modified to a solo seat.
- d) The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- e) All exposed edges must be rounded.

#### **2.1.9.13          Fasteners**

- a) Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b) Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
- c) Thread repair using inserts of different material such as helicoils and timeserts.

- d) Fairing/bodywork fasteners may be replaced with the quick disconnect type.
- e) Aluminium fasteners may only be used in non-structural locations.

#### **2.1.9.14 Rear Safety Light**

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit-lane and the session is declared wet. All lights must comply with the following:

- a) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the FIM SBK Technical Director. In case of dispute over the mounting position or visibility, the decision of the FIM SBK Technical Director will be final.
- c) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
- d) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e) Safety light power should be supplied by the control ECU.
- f) The FIM SBK Technical Director has the right to refuse any light system not satisfying this safety purpose.

#### **2.1.10 The following items MAY be altered or replaced from those fitted to the homologated motorcycle**

- a) Any type of lubrication, brake or suspension fluid may be used.
- b) Gaskets and gasket materials.
- c) Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites excepting the exhaust silencer hanger that may be in carbon.
- d) Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

**2.1.11 The following items MAY BE Removed**

- a) Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
- b) Bolt-on accessories on a rear sub frame.

**2.1.12 The following items MUST BE Removed**

- a) Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b) Rear-view mirrors.
- c) Horn.
- d) License plate bracket.
- e) Toolkit.
- f) Helmet hooks and luggage carrier hooks.
- g) Passenger foot rests.
- h) Passenger grab rails.
- i) Safety bars, centre and side stands must be removed (fixed brackets must remain excepting side stand bracket).
- j) Catalytic convertors.
- k) Rear mudguards affixed to the seat unit.

## 2.2 FUEL AND LUBRICANT

All vehicles must be fuelled with:

- unleaded fuel (from public pump station or race type) OR
- a mixture of unleaded fuel.

The unleaded fuel or the mixture of unleaded fuels used must comply with the FIM specifications as set out in Art. 2.2.1.

The mixture of unleaded fuel(s) and lubricant must comply with the FIM specifications as set out in Art. 2.2.2.

Riders/teams must declare to the FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) the make and type of fuel to be used during practices and race(s), upon presentation of the rider/team's motorcycle(s) at the initial Technical Verifications. Riders/Teams are also recommended to provide a certificate issued by the fuel company which certifies that the fuel has been tested and is in conformity with FIM specifications.

Fuel companies which supply "race" fuels (fuels other than those obtained at public pump stations) to participating teams/riders must test their fuel at Intertek Schlieren (Switzerland) against FIM specifications set out in Art. 2.2.1.

Providing the fuel is within the FIM specifications, a certificate containing a test report and batch number will be issued to the fuel company.

The fuel company shall be able to provide a copy of such certificate to their client rider/teams before they take part in a race.

Contact for fuel analysis: [fimfuels@intertek.com](mailto:fimfuels@intertek.com).

A list of fuels which are in conformity with FIM specifications will be published by FIM on the FIM website.

Furthermore, in the cases in which only fuel from the appointed supplier is permitted (for a specific event or the entire World Championship, Prize or Cup), the aforementioned fuel shall have been previously tested in a FIM appointed laboratory in order to test its conformity with the FIM specifications as set out in Art. 2.2.1.

- in case of conformity, a certificate of conformity (including test report and tested batch number) shall be available and Art. 2.2.1 applies in case of controls for the riders/teams;

- in case the conformity is not achieved, the FMN of the organising country/ the Organiser/the Promoter shall ask the FIM for a waiver in order to enable the use of fuel not corresponding to FIM specifications. If the waiver is granted, the riders/teams will be responsible for using the fuel provided without changing its composition. Controls may be carried out by FIM.

## 2.2.1

### A. FIM SPECIFICATION FOR UNLEADED PETROL, CATEGORY 1

The following fuels specifications are valid for these FIM Competitions:

- World SBK
- World SSP NG
- World R3 Cup

Please refer to FIM Fuel Regulations (Category 1): [https://www.fim-moto.com/en/documents?tx\\_solr%5Bq%5D=fuell](https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=fuell)

The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

From 2024 this fuel must contain a minimum of 40% of non-fossil origin.

Property	Units	Test method	Min.	Max.
Non-fossil components	% (14C/C)	ASTM D6866-22 - Method B - AMS	40.0*	
RON		ISO 5164	95.0	102.0
MON		ISO 5163	85.0	90.0
Oxygen	% (m/m)	ISO 22854		3.7
Benzene	% (v/v)	ISO 22854		1.0
Vapour pressure (DVPE)	kPa	EN 13016-1		90.0
Density at 15°C	kg/m <sup>3</sup>	ASTM D 4052/ EN 12185	720.0	775.0
Oxidation stability	minutes	ASTM D 525/ EN ISO 7536	360	
Existent gum	mg/100ml	EN ISO 6246		5.0
S	mg/kg	ASTM D 5453/ EN ISO 20846		10
N	% (m/m)	ASTM D 4629		0.2
Cu corrosion	Rating	ISO 2160		Class1
Distillation at 70°C	% (v/v)	ISO 3405	22.0	50.0
Distillation at 100°C	% (v/v)	ISO 3405	46.0	72.0
Distillation at 150°C	% (v/v)	ISO 3405	75.0	
Final boiling point	°C	ISO 3405		210.0
Residue	% (v/v)	ISO 3405		2.0
Olefins	% (v/v)	ISO 22854		18.0

Bi/Polycyclic olefins	% (m/m)	GCMS		0.01
Total di-olefins	% (m/m)	GCMS/HPLC		1.0
Aromatics	% (v/v)	ISO 22854		35.0
Total HC's containing only H and C and present <5% each	% (m/m)	Gas chromatography	30.0	
Substances capable of exothermic reaction in absence of external O		GCMS		Not permitted**
Oxygenates other than below list	% (m/m)	EN ISO 22854		0.1
Methanol	% (v/v)	ISO 22854		3.0
Mn content	mg/l	ICPOES or ASTM D3831		1.0
Pb content	mg/l	ICPOES or ASTM D3237		5.0
Fe content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Ni content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Appearance		Visual inspection		Clear and bright

All reported min. and max. thresholds (except for the non-fossil components determination) do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

List of permitted oxygenates:

Methanol, Ethanol, Iso-propyl alcohol, Iso-butyl alcohol, Methyl tertiary butyl ether, Ethyl tertiary butyl ether, Tertiary amyl methyl ether, Di-isopropyl ether, n-Propyl alcohol, Tertiary butyl alcohol, n-Butyl alcohol, Secondary butyl alcohol.

\* As it is guaranteed that all the samples will be analysed by the same laboratory, an absolute measure uncertainty of +/- 0.5% will be taken in account, as per ASTM D6866- 22 - Method B - AMS.

\*\* A limit of detection of 0.01% m/m will be applied.

### Fuel definitions:

- Paraffins Straight chain and branched alkanes.
- Olefins Straight chain and branched monoolefins and diolefins.
- Monocyclic monoolefins (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- Diolefins Straight chain or branched or monocyclic hydrocarbons (with five or more carbon atoms in any ring) with or without paraffinic side chains, containing two double bonds per molecule.
- Naphthenes Monocyclic alkanes (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- Aromatics Monocyclic and bicyclic aromatic rings with or without paraffinic side chains.
- Oxygenates Organic compounds containing oxygen.
- Additive An additive is a component added to the fuel at low concentration to improve a particular property of the fuel. These include (but are not limited to) antioxidants, antiknock agents, antistatic additives and deposit control additives.

## **B. FIM SPECIFICATION FOR UNLEADED PETROL OR MIXTURES OF UNLEADED FUELS, CATEGORY 2**

The following fuel specification is valid for these FIM Competitions:

- World SSP300
- World WCR (Women Circuit Racing)

Please refer to FIM Fuel Regulations (Category 2): [https://www.fim-moto.com/en/documents?tx\\_solr%5Bq%5D=fuel](https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=fuel)

The following specifications are set for unleaded fuel or the mixture of unleaded fuels:

- a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min.*	Max.*	Test Method
RON		95.0	102.0	EN ISO 5164 or ASTM D2699
MON		85.0	90.0	EN ISO 5163 or ASTM D2700
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 228541 or EN 13132 or elemental analysis
Nitrogen	% (m/m)		0.2	ASTM D 46292 or ASTM 5762
Benzene	% (V/V)		1.0	EN ISO 22854 or ASTM D6839 or ASTM D5580
Vapour pressure (DVPE)	kPa		100.0	EN 13016-1 or
ASTM D5191	mg/L		5.0	ICP-OES or AAS
Lead	mg/L		5.0	ICP-OES or AAS
Manganese	mg/L		2.0	ICP-OES or AAS
Density at 15°C	kg/m <sup>3</sup>	720.0	785.0	EN ISO 12185 or ASTM D4052
Oxidation stability	minutes	360		EN ISO 7536 or ASTM D525
Sulphur	mg/kg		10.0	EN ISO 20846 or ASTM D5453
<b><u>Distillation:</u></b>				EN ISO 3405 or ASTM D86
E at 70°C	% (V/V)	20.0	52.0	
E at 100°C	% (V/V)	46.0	72.0	
E at 150°C	% (V/V)	75.0		
Final Boiling Point	°C		210	
Residue	% (V/V)		2.0	
Appearance	clear, bright and visually free from solid matter and undissolved water			Visual inspection
Olefins	% (V/V)		18.0	EN ISO 22854 or ASTM D6839

Aromatics	% (V/V)		35.0	EN ISO 22854 or ASTM D6839
Total diolefins	% (m/m)		1.0	GC-MS or HPLC
<b><u>Oxygenates:</u></b>				EN ISO 228541 or EN 13132
Methanol	% (V/V)		3.0	The only oxygenates permitted are paraffinic mono-alcohols and paraffinic mono-ethers (of 5 or more carbon atoms per molecule) with a final boiling point below 210°C.
Ethanol	% (V/V)		10.0	
Isopropanol	% (V/V)		12.0	
Isobutanol	% (V/V)		15.0	
tert-Butanol	% (V/V)		15.0	
Ethers (C5 or higher)	% (V/V)		22.0	
Others	% (V/V)		15.0	

<sup>1</sup> In cases of dispute EN ISO 22854 will be the reference method.

<sup>2</sup> In cases of dispute ASTM D4629 will be the reference method.

\* All reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

- b) The total of individual hydrocarbon components present at concentrations of less than 5% (m/m) must constitute at least 30% (m/m) of the fuel. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC-MS (gas chromatography-mass spectrometry).
- c) The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	<b>C4</b>	<b>C5</b>	<b>C6</b>	<b>C7</b>	<b>C8</b>	<b>C9+</b>
Naphthenes	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.

## 2.2.2 FIM specifications for mixtures of unleaded fuel(s) and lubricant

The lubricant

- must not change the composition of the fuel fraction when added to the fuel;
- must not contain any nitro-compounds, peroxides or any other engine power boosting additives;
- must in no way contribute to an improvement in overall performance;
- during the distillation up to 250°C, must not show a reduction in mass by evaporation of more than 10% (m/m) (test method: simulated distillation GC);
- must contain a max. content of anti-knock agents (lead, manganese, iron) of 10 mg/Kg (test method: ICP-OES).

Moreover, the following specifications are set for the mixture of unleaded fuel(s) and lubricant:

- a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Unit	Min.	Max.	Test Method
RON			102.0*	EN ISO 5164 or ASTM D2699
MON			90.0*	EN ISO 5163 or ASTM D2700
Density at 15°C	kg/m <sup>3</sup>	690**	815**	EN ISO 12185 or ASTM D4052

\* Reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

\*\* Min. and max. thresholds do include the tolerance.

## 2.2.3 Air

Only ambient air may be mixed with the fuel as an oxidant.

## 2.2.4 Sampling and Testing

The FIM may require fuel controls, i.e. controls of the unleaded fuel, mixture of unleaded fuels or mixture of unleaded fuel and lubricant, used by riders/teams at events.

Samples will be taken at the event either during Parc Ferme Procedures or during the session in the pitlane.

The samples will be tested either:

- a) (Only in the case of a single fuel supplier) tested at the event using the GC test method.
- b) Delivered by FIM courier to the FIM appointed laboratory for post event tests.

### 2.2.4.1 Sampling

Procedure A: FIM fuel sampling for Gas Chromatography (GC) testing method at the event (when available, if not, procedure B applies).

- 1) The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.
- 2) Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.
- 3) The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the motorcycle by using only new sample containers and pipettes/hand pumps.

The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into the vial A (designed for direct use in the GC machine).

During the total duration of this Procedure, the motorcycle must remain in the appointed test area.

Procedure B: FIM Fuel sampling for FIM appointed laboratory testing method (if Procedure A not applicable).

- 1) The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.
- 2) Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.

- 3) The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the motorcycle by using only new sample containers and pipettes/hand pumps.
- 4) The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into three containers, denominated A, B and C. The containers are closed and sealed by the FIM Technical Director/FMNR Chief Technical Steward.
- 5) The FIM Technical Director/FMNR Chief Technical Steward fills in (in all its parts) and signs the Fuel Sample Declaration Form (see 63.04.03). The rider or a team representative also signs this Form, after verifying that all the information is correct.
- 6) The FIM Technical Director/FMNR Chief Technical Steward prepares an appropriate shipping box containing the collected A, B and C samples and a copy of the respective, signed, Fuel Sample Declaration Form. The box is then shipped to the FIM appointed laboratory by registered courier.

#### **2.2.4.2 Testing**

Procedure A: FIM fuel testing via Gas Chromatography (GC) testing method on during or at the event (when available, if not, procedure B applies).

- 1) One or more properties to be checked (following the relevant testing method as per Art. 10.1 and 2.4.2) are set by the FIM for each selected rider/team.
- 2) The vial A is put directly in the GC machine for GC test / analysis.
- 3) The threshold of result to pass the GC test is fixed at 97% of match (compared with the same batch of fuel provided by the contracted single fuel supplier for the FIM WorldSBK).
- 4) Under 97% of match, the GC test result is failed (meaning the fuel tested is not in conformity with the fuel provided by the contracted single fuel supplier for the FIM WorldSBK).
- 5) The full procedure A can be made a second time upon request of the team manager (of the team which the fuel is tested). The team manager can attend to the full procedure.
- 6) There will be no protest available, only the option to immediately make a second test.
- 7) This result will be reported to the FIM SBK Stewards Panel (or International Jury if needed) which will take appropriate actions.

Procedure B: FIM Fuel testing via FIM appointed laboratory (if Procedure A not available).

- 1) One or more properties to be checked (following the relevant testing method as per Art. 63.01 and 63.02) are set by the FIM for each selected rider/team.
- 2) Sample A is the first sample to be tested by the FIM appointed laboratory.
- 3) Sample B can be used for a second analysis if required by the FIM. The test result of the A or B sample more favourable to the rider/team is taken into account. Costs for the shipping and testing of sample A and B are paid by FIM.
- 4) As soon as possible after completing the testing, the FIM appointed laboratory reports the test results directly to the responsible CTI Coordinator.
- 5) For negative cases (i.e. conformity of the tested property(ies) with the specification), the riders/teams concerned will be individually informed by the FIM in due course, copying the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.
- 6) Only for positive cases following testing of sample A or B or A and B (i.e. non-conformity of one or more properties\*), the responsible CTI Coordinator notifies by electronic mail\* the rider/team concerned (including the testing results) and, 24 hours after, forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.  
  
\* Note: The non-conformity of one property (except the Appearance) is sufficient for declaring non-conformity of the fuel or the mixture.
- 7) If the rider/team wishes to request a counter-expertise, he must notify the responsible CTI Coordinator by electronic mail\* accordingly, within 72 hours of receipt by the FIM of the delivery status notification pertaining to the notification of the test results to the rider/team.

- If a counter-expertise is requested, the sample dedicated to the counter-expertise is sample C and the test shall aim at checking the same property(ies) previously checked on sample A/B. The rider/team can request that sample C be tested at one of the available FIM appointed laboratories. Costs for shipping and testing of sample C are paid by the rider/team concerned.

Upon notification of the sample C results, the responsible CTI Coordinator notifies by electronic mail\* the rider/team concerned (including the testing results) and forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

- If no counter-expertise is requested within the time limit, the responsible CTI Coordinator forwards the relevant information by electronic mail\* the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward), the competent authority (e.g. Race Direction, International Jury), the CTI Director, Director and Coordinator(s) of the sporting Commission concerned.
- 8) The competent authority of the event concerned (e.g. Race Direction, International Jury) takes a decision based on the information received. The Coordinator of the sporting Commission concerned notifies the rider/team concerned regarding the decision by electronic mail\*.

The non-conformity of:

- A sample (in the cases B sample was not used) or
- B sample (in the cases A sample result was not conclusive) or
- A and B samples or
- A and B and C samples (in the cases B sample was used and a counter-expertise was requested) or
- A and C samples (in the cases B sample was not used and a counter-expertise was requested) automatically results in the disqualification of the rider/team from the entire event.
- No disqualification will be applied in case of conformity of sample C. Furthermore, in any case, other penalties may be applied.

- 9) The rider/team has the right to appeal against the decision of competent authority of the event concerned (e.g. Race Direction, International Jury) in accordance with FIM Disciplinary and Arbitration Code applicable to the relevant discipline.

\* The receipt of a delivery status notification will be deemed as proof of delivery.

The FIM may require fuel controls, i.e. controls of the unleaded fuel, mixture of unleaded fuels or mixture of unleaded fuel and lubricant, used by riders/teams at events. These controls involve an initial sampling at the event and further testing in the FIM appointed laboratory.

### **2.2.5 Fuel Storage**

Fuel must only be stored in metal, sealable containers in the competitor's pit.

All fuel shall be stored and used at ambient temperature.

Firefighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

### **2.2.6 Coolants**

The only liquid engine coolants permitted other than lubricating oil shall be water.

## **2.3 PROTECTIVE CLOTHING AND HELMETS**

### **2.3.1**

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips that conform to EN1621-1:2012.

The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

**The use of a functional category 1 or 2 airbag system is compulsory.**

**The eligible airbags are in the following link.**

**[https://www.fim-moto.com/en/documents?tx\\_solr%5Bq%5D=airbag+certified](https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=airbag+certified)**

**It is compulsory that each contracted rider must begin each race event with at least one complete set of undamaged safety equipment. A complete set of safety equipment shall contain:**

- **Helmet\***
- **Leather Suit, 1-piece**
- **Race Airbag\* (compulsory for all classes)**
- **Gloves**
- **Boots**
- **Back Protector**
- **Chest Protector**

**The equipment must be worn, correctly fastened, at all times during on-track activity. In certain cases (for example the Airbag system) the equipment must be present and functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.**

### **2.3.2**

**Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.**

### **2.3.3**

**Riders must also wear leather gloves and boots, which with the leather suit provide complete coverage from the neck down.**

### **2.3.4**

**Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.**

### 2.3.5

Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

- a) The back protector must comply with EN1621-2, CB (“central back”) or FB (“full back”) Level 1 or 2.
- b) The chest protector must comply with prEN1621-3 Level 1 or 2.

Newer Labels (1621-2:2014)		
Full Back Level 1 or 2		
Older Labels (1621-2:2003)		
Full Back Level 1 or 2		

### 2.3.6

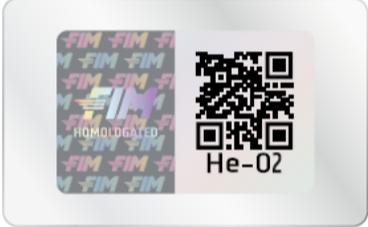
Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

### 2.3.7 Helmet Standards

Only the FIM homologated helmets (with a valid FIM Homologation Label) will be allowed as following:

- Until the 31/12/2025: FRHPhe-01 & FRHPhe-02
- As from 01/01/2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on [www.frhp.org](http://www.frhp.org).

<p><b>FHHPhe-01 (FIM)</b></p>	
<p><b>FHHPhe-02 (FIM)</b></p>	

### 2.3.8

Visors must be made of a shatterproof material.

### 2.3.9

Disposable “tear-offs” are permitted.

### 2.3.10

Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the FIM SBK Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

## 2.4 PROCEDURES FOR TECHNICAL CONTROL

A rider is at all times responsible for his motorcycle.

### 2.4.1

At each circuit the Technical Checking Area consisting of the parc fermé and the inspection area must be clearly defined:

#### a) Parc fermé

The parc fermé\* is a restricted access area sealed with fences or other physical divisions with one or more gates.

The gates and the area are under the control of marshals when the parc fermé is in use (e.g. after practice/race).

The parc fermé area must be sufficiently large to give shelter to all participating motorcycles.

The only persons allowed to enter the parc fermé are the:

- FIM SBK Technical Director and Technical Stewards
- Race Direction Members
- FIM Stewards
- Tyre Manufacturer's staff
- Riders of the motorcycles staying in the parc fermé. The rider and Team Manager should move to the edge of the parc fermé as soon as possible and leave when the rider is no longer required (eg after weighing or protective equipment inspections).
- Two mechanics per motorcycle – until dismissed by the technical stewards

No other persons have the right to enter and stay in the parc fermé unless invited by the FIM SBK Technical Director.

\* Under special circumstances the Teams allocated garage may be used as the parc fermé.

## **b) Inspection area**

The inspection area is a sensitive area where motorcycles are disassembled and inspected and technical meetings are held. Therefore, the inspection area is highly restricted.

The following persons are allowed to remain in the inspection area:

- The FIM SBK Technical Director and Technical Stewards
- The Race Direction Members
- The FIM Stewards
- The Riders, Team managers or their representatives of the inspected motorcycles
- For disassembling operations up to 3 mechanics per motorcycle may be present

Any other persons may enter or stay in the inspection area at the sole discretion of the FIM SBK Technical Director.

In case of an engine inspection, the inspected entrant has the right to request a reserved area where other entrants cannot watch closely.

In the inspection areas, under the control of the Chief Technical Steward and the supervision of the FIM SBK Technical Director, suitable equipment will be installed to conduct the various tests, e.g.

- i) Equipment for measuring the sound of the motorcycle.
- ii) Weighing scales with check weights for calibration purposes.
- iii) Instruments for measuring engine capacity.
- iv) Rulers and degree discs and gauges for measuring other dimensions.

### **2.4.2**

The technical control procedure will be carried out in accordance with the schedule set out in the final instructions. The Technical Stewards must be available throughout the event to check motorcycles and equipment as required by the FIM SBK Technical Director.

### **2.4.3**

Presentation of a motorcycle will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory.

### **2.4.4**

The motorcycle will be inspected under the name of the rider.

### **2.4.5**

For each motorcycle the Technical Stewards will prepare a technical control card (or computerised spreadsheet) on to which will be recorded, amongst other information, the team presenting the motorcycle and the rider.

### **2.4.6**

The Technical Stewards must inspect the motorcycle for obvious safety omissions and the FIM SBK Technical Director may, at his discretion, choose to check the motorcycles for technical compliance with all other aspects of these Regulations.

### **2.4.7**

The FIM SBK Technical Director will refuse any motorcycle that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the Timekeeping information given to teams pre-season and available at each event. Positive attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a tie-wrap.

### **2.4.8**

At the conclusion of the check, the Technical Stewards will place a small sticker on the motorcycle frame indicating that it has passed the safety checks.

### **2.4.9**

The Chief Technical Steward will prepare a report on the results of technical control which, will be submitted to the International Jury via the FIM SBK Technical Director.

### 2.4.10

The Technical Stewards must re-inspect any motorcycle that has been involved in an accident. This would normally be carried out at the garage of the rider concerned. For riders/teams located in the working Paddock, an inspection will be made when the motorcycle is returned to the Technical Inspection area.

### 2.4.11

The Technical Stewards must be available, based on instructions from the FIM SBK Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.

### 2.4.12

As noted on the timetable at the end of sessions the machines will be:

- a) Free: Free to go to the team garage or awning.
- b) Garage Parce Fermé: The machines will be allowed to return to their allocated garages where following confirmation of tyre stickers by the FIM SBK Technical Director or his approved staff the wheels may be removed. Data may be downloaded, NO other work may be carried out until 15 minutes after the end of Superbike Superpole 2 (see Art. 3.4.3).

The garage doors must remain fully open at all times during this period.

- c) Parce Fermé: The Chief Technical Steward will ensure that all classified motorcycles are placed in the parc fermé for a period of at least 30 minutes from the end of the noted session or race (unless held longer at the discretion of the FIM SBK Technical Director).

The motorcycles must be checked for compliance according to the Verification Guidelines (Art. 2.10), and any other technical requirement if requested by the FIM SBK Technical Director.

Competitors or teams must retrieve their motorcycles within approximately 30 minutes after the motorcycle entered the parc fermé, except for those motorcycles chosen for disassembly. After this time limit, the parc fermé officials will no longer be responsible for the motorcycles left behind.

### **2.4.13**

The FIM SBK Technical Director may require a team to provide such parts or samples as he may deem necessary.

### **2.4.14**

If a motorcycle or rider is involved in an accident, then it is the responsibility of the rider to present helmet and clothing for re-examination.

If the helmet is clearly defective, the Chief Technical Steward must arrange to retain this helmet. The IMS must send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider, with a copy to the CMI and to the CTI. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

### **2.4.15**

Sound may be checked after Superpole as well as after the race. Sound may be checked at any time of the event by request of the FIM SBK Technical Director. On request of rider, team or mechanic, sound of their own motorcycles can be checked at any time during the event.

### **2.4.16**

The random weight check during practices will be held with minimum disturbance to the riders. The weight scales will be placed in the pit-lane. The actual place is decided by the FIM SBK Technical Director.

The FIM SBK Technical Director has the final authority in case of a dispute on the conformity of the parts in question and for their acceptance.

### **2.4.17**

The FIM SBK Technical Director may at any time during the event and until one hour after the finish of the last race, choose to inspect any machine, or team equipment (including but not limited to laptop and other computer equipment) for conformity to these regulations. Logged data may be collected at any point (for any session) for analysis.

### **2.4.18**

Dyno tests of any Supersport or Supersport 300 machine may be made at any point during the event at the discretion of the FIM SBK technical director.

## **2.5 SOUND LEVEL CONTROL**

Sound limits in force:

The maximum sound level, shall be measured at a mean piston speed of 11 m/sec. The fixed RPM specified in Art. 2.5.6 may be used.

- For FIM Yamaha R3 CUP, the sound limit is 107 dB/A.

### **2.5.1**

With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

### **2.5.2**

During a sound test, motorcycles not equipped with a gear-box neutral must be placed on a stand.

### **2.5.3**

The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

### **2.5.4**

The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

### 2.5.5

The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30,000 \times cm}{l}$$

in which:      N    =    prescribed RPM of engine  
                   cm   =    fixed mean piston speed in m/s  
                   l     =    stroke in mm

### 2.5.6                    Sound control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the sound test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the sound test is conducted is calculated at 11 m/sec (see also Art. 2.5.5).

	<b>2 cylinders</b>	<b>3 cylinders</b>	<b>4 cylinders</b>
600cc	5,500 RPM	6,500 RPM	7,000 RPM
750cc	5,500 RPM	6,000 RPM	7,000 RPM
over 750cc	5,000 RPM	5,000 RPM	5,500 RPM

### 2.5.7

The maximum sound level for engines with more than one cylinder will be measured on each exhaust end.

### 2.5.8

A motorcycle which does not comply with the maximum sound limits may be presented several times at pre-race control.

### **2.5.9**

The surrounding sound must not exceed 90 dB/A within a 5 metres radius from the power source during tests.

### **2.5.10**

Apparatus for sound control must be to international standard IEC 651, Type 1.

The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

The sound meter must be certified. The calibration certificate must be edited by a recognized laboratory selected by the FIM with a calibration certificate valid for 24 months.

### **2.5.11**

The “slow response” setting must always be used.

### **2.5.12            Sound control after the competition**

In a competition which requires a final examination of motorcycles before the results are announced, this examination must include a sound control measurement of at least the first three motorcycles listed in the final classification. At this final test, there will be a 3 dB/A tolerance.

### **2.5.13            Sound control during a competition**

In a competition which requires sound control tests during the event, motorcycles must comply with the sound limits without the tolerance in Article 2.5.

## **2.6 GUIDELINES FOR USE OF SOUND LEVEL METERS**

### **2.6.1**

The Sound Control Officer (NCO) must arrive in sufficient time for discussions with the FIM SBK Technical Director and other Technical Stewards in order that a suitable test site and testing policy can be agreed.

### **2.6.2**

Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

### **2.6.3**

Tests may take place in rain or excessively damp conditions. Motorcycles considered excessively noisy must be individually tested if conditions allow.

### **2.6.4**

In other than moderate wind, motorcycles must face forward in the wind direction. (Mechanical sound will blow forward, away from microphone).

### **2.6.5**

“Slow” meter response must be used.

### **2.6.6**

“A” weighted setting on sound level meter.

### **2.6.7**

No rounding down of the meter reading, that is: 110.9 dB/A = 110.9 dB/A.

### **2.6.8 Corrections**

Type 1 meter: deduct 1 dB/A

### **2.6.9 Precision of the method (tolerances)**

All corrections are accumulative. Action and decisions will depend on the Sporting Discipline concerned, and decisions taken during prior discussions with the FIM SBK Technical Director.



**FIM CIRCUIT RACING  
SUPERBIKE & SUPERSPORT  
WORLD CHAMPIONSHIPS  
FIM AND SUPERSTOCK CUP**

FUEL SAMPLES TAKEN ON ..... /..... / ..... FOR LABORATORY ANALYSIS

RIDER N°:	Sample Can "A"	
	Can Label N°	Can Seal N°
SESSION:	Sample Can "B"	
	Can Label N°	Can Seal N°
RIDER NAME:	Sample Can "C"	
	Can Label N°	Can Seal N°

MOTORCYCLE MAKE: \_\_\_\_\_

TEAM: \_\_\_\_\_

The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified after the race whilst in the Check Area for a period of 60 minutes pending any protest. Sample "A" will go to the laboratory appointed by the FIM/IMS for analysis. Sample "B" will be safeguarded by the FIM in case a counter-expertise is required.

As a responsible member of the team named on this sheet, I,

(print name): \_\_\_\_\_

have controlled the serial numbers of can seals and serial numbers of can labels and hereby certify the accuracy of the listed information.

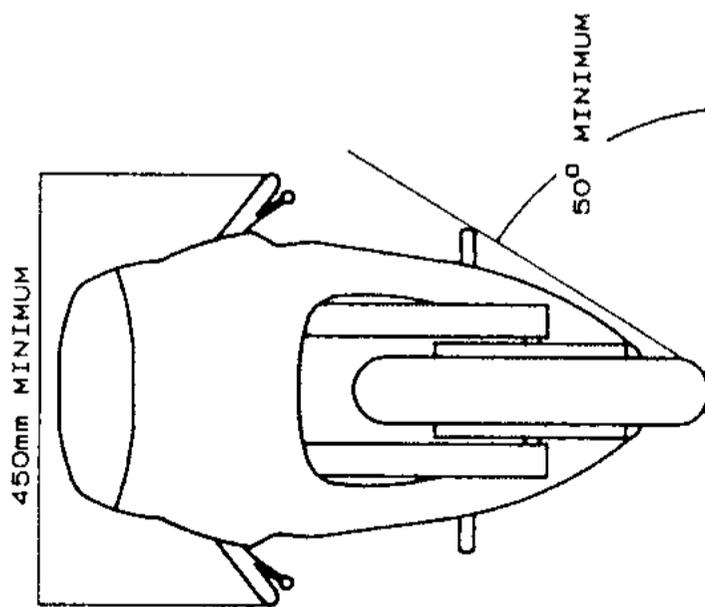
Time: \_\_\_\_\_ (Signature)

Position in team: \_\_\_\_\_  
(OWNER/MANAGER/MECHANIC)

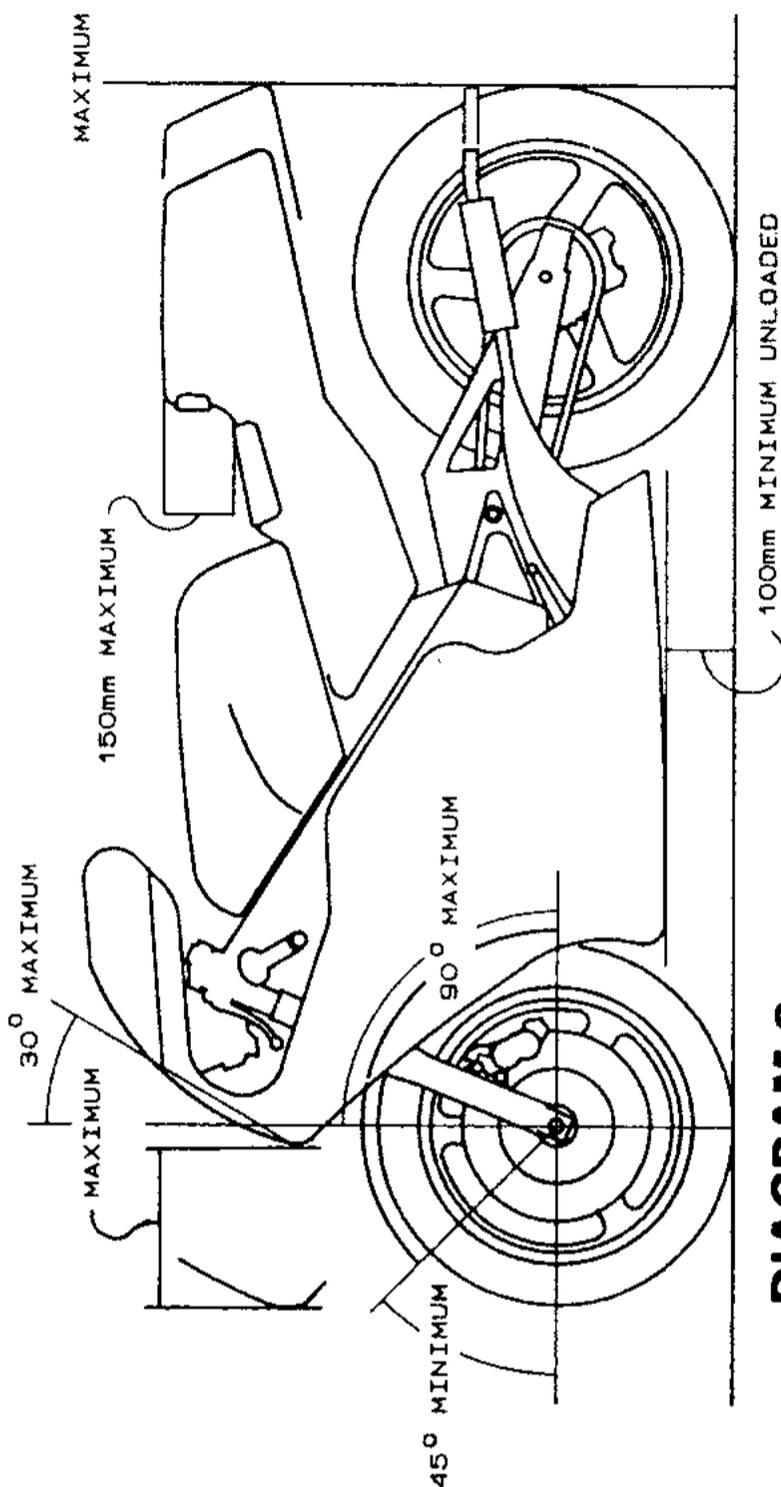
# ROAD/ROUTE

A

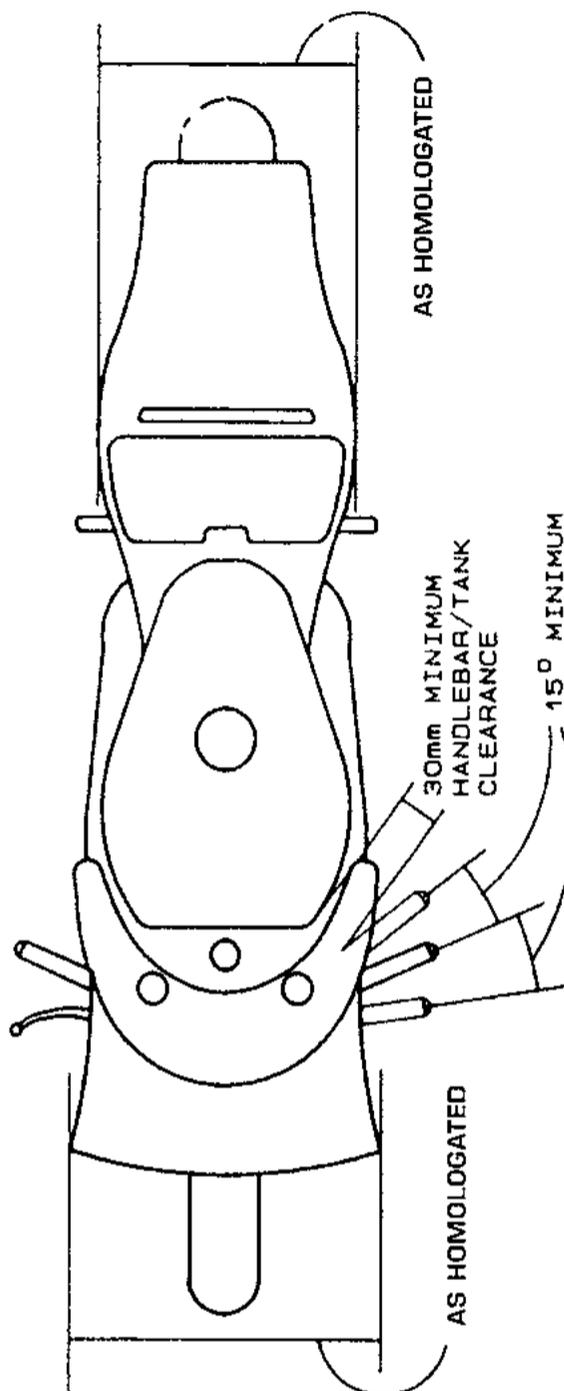
**DIAGRAM 1**



**DIAGRAM 2**

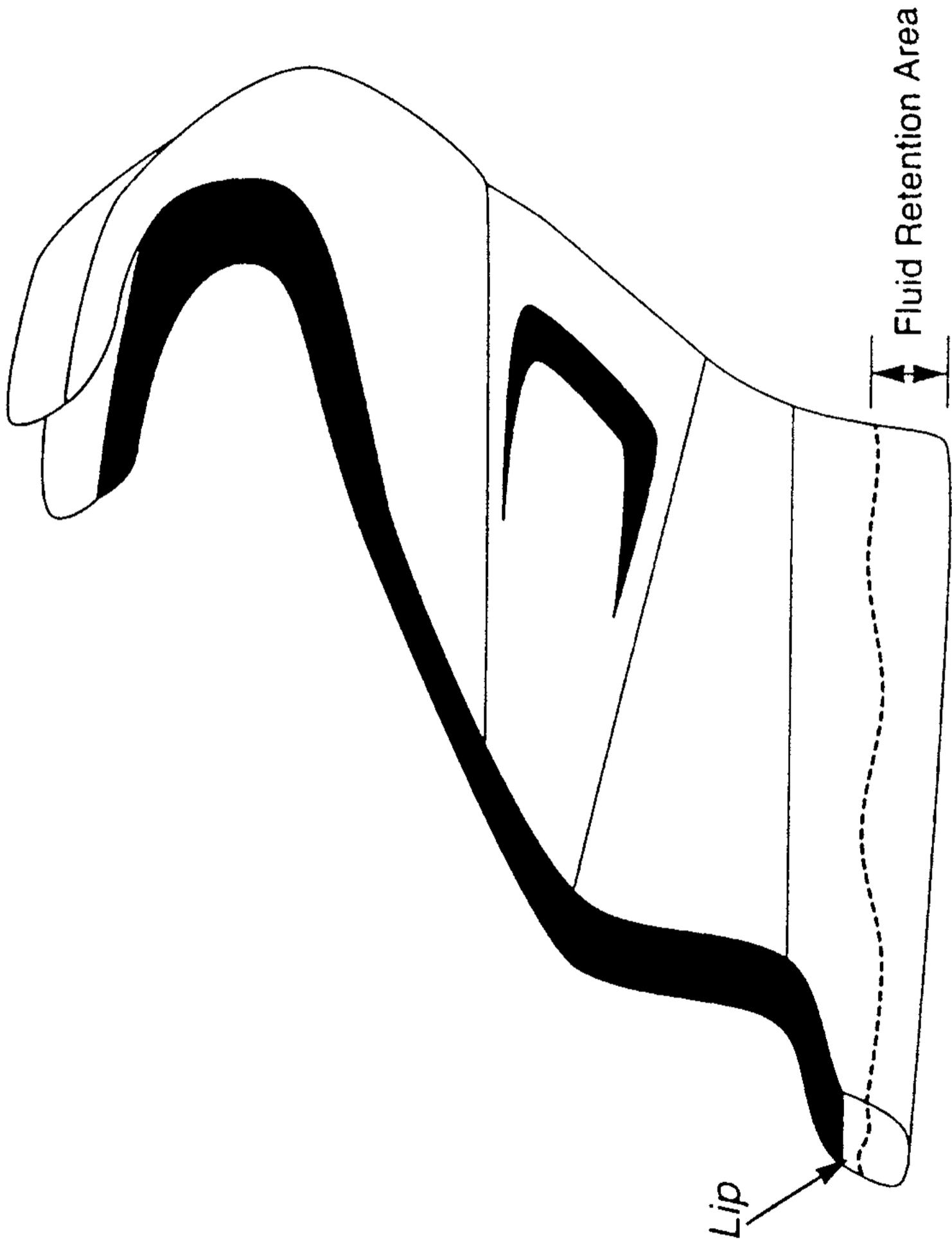


**DIAGRAM 3**



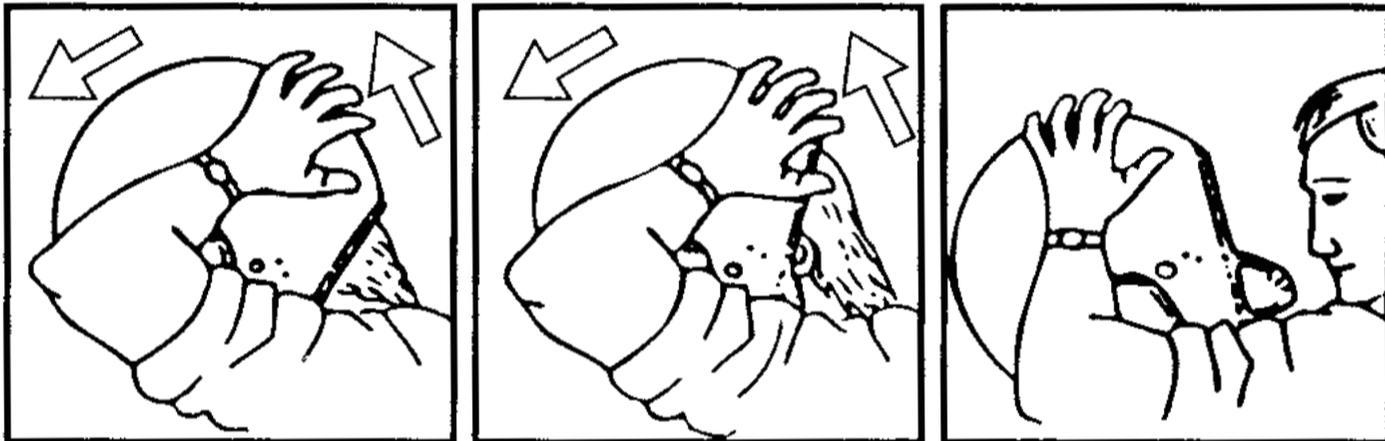
# ROAD/ROUTE

C



### **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

## **3 DISCIPLINARY CODE**

### **3.1 PRINCIPLES**

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM.

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

### **3.2 PENALTIES**

The penalties are:

- warnings
- fines
- drop of position
- ride through
- long lap penalty(ies)
- time or distance penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

### 3.2.1 Definition and application of penalties

Warnings:	<b>Reminder of the rules</b> can be made privately or publicly, and can be made without a hearing.
Fines:	cash penalty up to <b>100'000 €</b> A fine of up to 1'000 € can be imposed without a prior hearing being necessary. However, the right of <b>appeal</b> remains as set out in Article <b>3.7.2</b> .
Time or distance penalty or suppression of time:	The imposition of time or distance affecting the rider's actual result or suppression of time.
Drop of position:	the rider must go back the number of positions decided by the FIM WSBK Stewards Panel.
Ride through:	see Art. 1.19.1.
Long Lap Penalty(ies):	the rider must complete the pre-defined route of the Long Lap under the conditions as defined in Article 1.19.2.
Time penalties:	the imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event. A grid position penalty may be imposed without a prior hearing being necessary. However, the right of <b>appeal</b> remains as set out in Article <b>3.7.2</b> .

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Disqualification:	entails automatically and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag or a black flag with orange disc.
Withdrawal of championship points:	the loss of points from the Championship races already run.
Suspension:	<p>entails the loss of rights granted to FIM licence holders or prohibition from taking part in certain or any of the activities under FIM control for a specified period of time.</p> <p>The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.</p> <p>A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without a prior hearing being necessary. However, the right of <b>appeal</b> remains as set out in Article <b>3.7.2</b>.</p>
Exclusion:	the final and complete loss of all rights of participation in any activity under FIM control.

### **3.2.2 Plurality of penalties**

Any offender may have several penalties pronounced against **them** according to the circumstances.

### **3.2.3 Principles applicable to the penalties**

The nature and seriousness of the offence, the degree of fault and the conduct of the offender, as well as other relevant circumstances, must be taken into account in order to impose a proportionate sanction.

### **3.3 THE RACE DIRECTION AND THE FIM DISCIPLINARY BODIES**

The bodies of the FIM, qualified to deal with race decisions, disciplinary matters, are:

- The Race Direction
- The FIM WSBK Stewards Panel
- The FIM Appeal Stewards

#### **3.3.1 The Race Direction**

##### **3.3.1.1 Constitution**

The Constitution of the Race Direction is in accordance with the requirements laid down in Article 1.6.

##### **3.3.1.2 Authority and Competence**

The Race Direction has the authority to refer any case involving riders, teams' personnel, Officials and Promoters/Organisers, and all persons involved in any capacity whatsoever in the event or in the Championship, to the FIM WSBK Stewards Panel for possible disciplinary for:

- any voluntary or involuntary action or deed accomplished by a rider or team member or any other person as mentioned above, contrary to the current Regulations or instructions given by an official of the meeting, including all protocols, notices and other instructions communicated by Officials in writing or via electronic means.
- any voluntary or involuntary action of Officials and Promoters/Organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations and Protocols covering the event organisation.

#### **3.3.2 The FIM WSBK Stewards Panel**

##### **3.3.2.1 Constitution**

The Constitution of the FIM WSBK Stewards Panel is in accordance with the requirements laid down in Article 1.7.

### **3.3.2.2 Authority and Competence**

The FIM WSBK Stewards Panel has the authority to penalise riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship, without the necessity of a hearing in the case of minor offences, for :

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting, including all protocols, notices and other instructions communicated by Officials in writing or via electronic means.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- The FIM WSBK Stewards Panel is competent to adjudicate upon a protest relating to infringements of the Regulations.

### **3.3.2.3 Penalties that may be pronounced by the FIM WSBK Stewards Panel:**

- a warning
- a fine
- a drop of position
- a ride through
- a long lap penalty(ies)
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the FIM WSBK Stewards Panel can refer the case to the WSBK Court of Appeal in order to impose a higher penalty than the FIM WSBK Stewards Panel is empowered to do.

### **3.3.3 The FIM Appeal Stewards**

#### **3.3.3.1 Constitution**

The FIM Appeal Stewards will consist of:

- one FIM Steward with FIM Sporting Steward Superlicence, who will be the chairman of the FIM Appeal Stewards and exercise a casting vote if necessary. This Steward will be nominated by the FIM and approved by the Permanent Bureau.
- and one FMNR Steward with FIM Sporting Steward licence, nominated by the FMNR and approved by the FIM.

#### **3.3.3.2 Authority and Competence**

The FIM Appeal Stewards will hear any appeals against a decision taken by the FIM WSBK Stewards Panel.

The FIM Appeal Stewards may confirm or overturn a decision of the FIM WSBK Stewards panel, or impose a different penalty according to the penalties described in Art. **3.2.1**.

The FIM Appeal Stewards may refer the case to the **International Court of Appeal (CAI)** if it appears impossible to deal with the case for any valid reason. Such a decision will be justified in writing by the FIM Appeal Stewards.

### **3.4 THE INTERNATIONAL COURT OF APPEAL (CAI); NOT PRESENT AT THE EVENT**

#### **3.4.1 Constitution of the CAI**

**All CAI judges are members of the List of the International Judges (LJI), which is headed by a Director. The CAI is supported by an independent Secretariat General.**

**As soon as possible after the filing of a referral to the CAI, one (1) single judge or a panel of three (3) judges is appointed by the Secretary General of the CAI from the members of the LJI. If there is more than one judge, a president of the panel is appointed by the Secretary General.**

**Each judge must remain impartial and independent of the parties at the time they accept their appointment and throughout the proceedings. For each case, the judges must sign a declaration of independence and disclose in writing to the Secretary General any facts or circumstances that might call into question their independence or give rise to reasonable doubts as to their impartiality.**

In the event that the single judge or the president of the panel has not yet been appointed, their tasks will be carried out by the LJI Director if necessary.

### **3.4.2 Notification to the parties and recusal**

For each case, the Secretary General will notify the parties of an expanded list of potential judges.

The parties have the right to submit a request for recusal of one or several judges on the list, with supporting reasons, within three days of receiving the notification of the list.

If the Secretary General considers that a reasonable objection is made, they must appoint one or more replacements among the other judges on the list.

The final choice of the judge(s) making up the judging panel will not be disclosed to anyone other than the judges themselves before the day of the hearing.

### **3.4.3 CAI Secretariat General**

The Secretariat General of the CAI is represented and directed by a Secretary General. They are an experienced jurist or lawyer whose main professional activity is outside FIM and motorcycling sport.

The Secretary General signs the declaration of independence provided for members of the LJI.

The Secretariat General is responsible for all material and procedural tasks allowing the CAI to carry out the functions assigned to it by this Code.

The Secretary General is in particular responsible for receiving and forwarding to the parties and the judges all documents relating to a case, organising the hearing and the notification of the CAI's decisions. They also maintain the complete collection of all decisions handed down by the CAI.

Unless otherwise instructed, the Secretary General has delegated signing authority from all the judges to sign on their behalf all correspondence exchanged with the parties in connection with cases, with the exception of the decision itself.

**The Secretary General attends hearings and deliberations of decisions but may not take part in them.**

#### **3.4.4 Competences**

**The CAI has contentious power.**

**Any decision taken during a FIM meeting may be appealed, unless such an appeal would prejudice the smooth running of the meeting in progress. The cases in which an appeal would prejudice the smooth running of the meeting in progress are listed here-after at the specific articles concerning the Disciplinary Bodies present at events.**

**Such appeals may be lodged by a natural or legal person holding a FIM licence who is directly affected by the said decisions.**

The **CAI** will hear any appeals against decisions taken by the FIM Appeal Stewards.

The **CAI** adjudicates upon request of the Race Direction, the FIM WSBK Stewards Panel, or the FIM Appeal Stewards.

Depending on the nature and complexity of the case, any disciplinary body referred above may bring the matter at hand to the **CAI** to handle the case.

The President of the FIM, the Executive Board or the Management Council may, within **10 days** after an Event, refer to the WSBK Court of Appeal matters of violation or **non-observance** of the FIM regulations.

#### **3.4.5 Jurisdictional limits in doping matters**

**The CAI does not have jurisdiction in matters relating to doping.**

### **3.5 JUDGES OF FACTS**

Judges of fact are officials in charge of checking certain facts during practices and races and whose observations must be reported immediately for a possible decision.

Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated. These statements of facts and the resulting decisions are immediate and in certain cases not subject to protest or appeal, as specified in the relevant Regulations.

## **3.6 THE FIM AS A PARTY IN THE LEGAL PROCEEDINGS**

### **3.6.1 Function**

For all the appeals to the **CAI**, the FIM is entitled to assert its interests or to explain its position by means of a prosecution address.

### **3.6.2 Appointment**

The Executive Board shall appoint in each case, the person who will represent the FIM.

### **3.6.3 Procedure**

The intervention of the FIM is optional and is left to the appreciation of the Executive Board.

As a party, the FIM enjoys the same rights and obligations as the other parties.

The FIM may be present in person at a hearing or may present its claims in writing.

### **3.6.4 Cases concerning behaviours of an exceptional gravity**

In case of a behaviour of an exceptional gravity, the President of the FIM, FIM Executive Board **or the Board of Directors** may refer the case to the **CAI** which will hear such a case according to the procedures and time limits laid down by the Disciplinary Code.

## **3.7 PROTESTS AND APPEALS**

### **3.7.1 Right to Protests**

Any natural or legal person, holder of a FIM licence, who considers to be directly prejudiced, during a meeting sanctioned by the FIM, following dangerous, unsporting or fraudulent behaviour, riding or act, which has not been subject to a decision by the disciplinary bodies listed in article 3 has the right to protest against such behaviour, riding or act.

#### **3.7.1.1 Scope of protest**

A protest may be lodged against:

- an entry of a Rider, a Team or a Manufacturer,
- an alleged non-compliance of a motorcycle with the regulations,

- a classification established at the end of a practice or a race,
- any alleged error, irregularity or breach of the regulations occurring during an event,
- a presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the FIM WSBK Stewards, having occurred during an event.

However, no protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.
- a drop of position.
- a long lap penalty(ies)
- a time penalty given instead of any penalty not subject to protest.
- a ride through.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No protest may be lodged against a decision of the Race Direction, FIM WSBK Stewards Panel based on a jump start, a track limit violation or a photo finish.

### **3.7.1.2 Procedure and time limit for protests**

All protests must be submitted in writing and signed only by the person or team directly involved to the FIM WSBK Stewards.

Each protest must specify:

- the relevant regulations (or infringed provisions)
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

Each protest must refer to a single subject only and the intention to protest should be directly filed to the Race Direction or to the FIM WSBK Stewards Panel within 30 minutes of the publication of the results\*\*.

The protest must then be notified in writing or withdrawn within 1 hour at the latest after the publication of the results\*\*.

\*\* publication of results includes the official notice/timekeeping board [digital or otherwise] together with time of publication, or the digital distribution of results by the Organiser. The latest communication/publication among those will be the base to determine the protest time deadline.

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice.

A protest against a motorcycle on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice and must be directly filed to the FIM WSBK Stewards or via the Race Direction.

**If the protest was not lodged in accordance with the relevant procedures set up by the regulations and/or the security deposit not paid within the dead line specified in article 3.7.1.3, the FIM WSBK Stewards are entitled to declare inadmissible the protest without hearing.**

### **3.7.1.3 Security Deposit for protests**

Protests must be handed to a responsible official (Clerk of the Course, Race Director, FIM Steward or Secretary of the Meeting) together with the security deposit of 660 Euros or equivalent.

This security deposit may only be returned if the protest is upheld.

In the case of protests referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a machine, an additional deposit may be specified in the Technical Regulations of the category (WSBK) or by the stewards on a proposal from the SBK Technical Director. This additional deposit must be paid by the protester within one hour upon notification of the stewards and before the dismantling has started.

### **3.7.1.4 Hearing of a protest**

After an immediate hearing, the FIM WSBK Stewards Panel must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

Decisions of the FIM WSBK Stewards Panel taken during track activities (practice and races) may be communicated on monitors. Such communications on time-keeping screens or on other public screens **and/or on the official electronic notice board** are considered valid notification.

### **3.7.1.5 Effect of the decision upon a protest**

The decision of the FIM WSBK Stewards Panel of determination of penalty is immediate.

### **3.7.2 Right to Appeal**

Any natural or legal person, holder of a FIM licence and directly affected by a decision taken during a meeting under the authority of the FIM has the right to lodge an appeal against such a decision.

#### **3.7.2.1 Scope of appeal**

The rules concerning appeals against FIM Europe disciplinary decisions are:

##### **3.7.2.1.1 To the FIM Appeal Stewards against a decision of the FIM WSBK Stewards Panel**

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position.
- a long lap penalty(ies) imposed for a Race on the same day.
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through imposed for a Race on the same day.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a suspension from one or more official practice sessions (or part thereof) imposed for a session of that same day.
- a grid penalty for the race of the event imposed for a Race on the same day.

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No appeal may be lodged against a decision based on a jump start, a track limit violation or a photo finish.

When no appeal may be lodged to the **CAI**, the decision of the FIM Appeal Stewards is final.

### **3.7.2.1.<sup>2</sup> To the International Court of Appeal (CAI) of the FIM against a decision of the FIM Appeal Stewards**

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position
- a long lap penalty(ies) imposed for a Race on the same event.
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through imposed for a Race on the same event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a suspension from one or more official practice sessions (or part thereof) imposed for a Race on the same event.
- a grid penalty imposed for a Race on the same event.

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No appeal may be lodged against a decision based on a jump start, a track limit violation or a photo finish.

### 3.7.2.2 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

- against a decision of the FIM WSBK Stewards Panel - 1 hour
- against a decision of the FIM Appeal Stewards - **5 days**

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

### 3.7.2.3 Lodging of an appeal

**To be admissible before the FIM Appeal Stewards, the notice of appeal must be submitted in writing.**

**To be admissible, before the CAI, the notice of appeal must be sent within 5 days to the Secretariat General by registered letter with acknowledgement of receipt, e-mail with acknowledgement of receipt to the following e-mail: [\[secretariat.cai@fim.ch\]](mailto:secretariat.cai@fim.ch) or special courier with proof of delivery within the appeal deadline.**

**The notice of appeal shall be lodged in one of the two official languages of the FIM, the language of drafting determining the language of the case to be used by the other parties. Any document that is expressed in a language other than the language of the case must be accompanied by a translation of professional level into that language.**

The correct security deposit for appeal must be paid to the FIM Secretariat (appeal before the **CAI**).

Within 24 hours following the statement of appeal before the WSBK Court of Appeal, the appellant assigns to the FIM Executive Secretariat a brief of appeal stating the facts.

If the appeal was not lodged in accordance with the relevant procedures **and deadlines** set up by the regulations and/or the security deposit for appeal not paid **as** specified in article **3.7.2.4**, the FIM Appeal bodies are entitled to declare inadmissible the appeal without hearing.

The parties may invoke new means, produce new documents or propose new evidence that may contribute to the manifestation of the truth. However, these new elements cannot be accepted if they are intended to modify the initial claim (in the case of an appeal lodged after a protest). The admissibility of these new elements is left to the sole discretion of the competent disciplinary body.

#### **3.7.2.4 Security deposit for appeals**

The amount of the security deposit is 1'320 Euros.

The security deposit may only be returned if the appeal is upheld.

#### **3.7.2.5 Security deposit payable upon an adjournment**

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

#### **3.7.3 Time limits to be observed for appeal hearings**

The FIM Appeal Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The FIM Appeal Stewards must in all cases announce a decision immediately following the hearing of the appeal.

The **CAI** must in all cases pronounce a decision, within 4 weeks after the brief of appeal is received.

#### **3.7.5 Effect of an appeal**

**Decisions are enforceable as soon as they are notified.**

On request of **the one of the parties**, the **CAI** may decide a stay of the provisional execution adjudicated by the FIM Appeal Steward by injunction or in its decision **in accordance with Art. 3.7.6 of this Code.**

#### **3.7.6 Provisional measures**

**A party may apply to the CAI for a stay of execution of the contested decision, as well as for interim measures, by means of a reasoned application addressed to.**

**In deciding whether to grant the measures requested, the CAI shall take into account the risk of irreparable harm to the application, the prospects of success of the application on the merits and the importance of the applicant's interests as compared with those of the defendant.**

**At the reasoned request of a party, the decision granting or refusing provisional measures may be modified at any time in the event of change in circumstances by the CAI.**

### **3.7.7 Expedited procedure**

**In justified cases of urgency, the introduction of an expedited procedure may be requested by one of the parties by means of a reasoned application addressed to the CAI or may be decided by the CAI on his own initiative.**

## **3.8 PROCEDURE BEFORE ALL THE DISCIPLINARY BODIES**

### **3.8.1 Right to a hearing**

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary body upholding an objection to such representation.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

### **3.8.2 The hearing**

The hearing shall be public unless the disciplinary body itself decides otherwise in exceptional circumstances.

The hearing shall be conducted in one of the official languages of the FIM. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs.

The appellant must be present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the Judge(s) has opened the proceedings, he/she will invite the parties involved to state their respective cases without the witnesses being present.

After statements of the parties concerned, the disciplinary body shall hear the various witnesses and experts in order to complete the evidence.

The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary body may, at any time during the hearing and with the Judge's approval, question any of the parties involved, the witnesses and experts.

### **3.8.3 Witnesses and Experts**

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

### **3.8.4 Content of the decisions**

**The decision of the disciplinary bodies are reasoned and shall contain in particular: a. the name(s) of the official(s) making up the disciplinary bodies; b. the date of the decision; c. the names of the parties who took part in the proceedings; d. a statement of the facts; e. the grounds; f. the operative part and g. the signature of the official(s) making up the disciplinary bodies.**

### **3.8.5 Judgement**

Decisions of all disciplinary bodies will be reached in camera by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted. Each member of the disciplinary body binds himself to keep all deliberations secret.

### **3.8.6 Notification of judgements**

The decisions of the FIM WSBK Stewards Panel and of the FIM Appeal Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt or by electronic mail **with acknowledgement of receipt or by a publication on the official electronic notice board**.

All judgements of the **CAI** must be notified, in writing, by registered letter with acknowledgement of receipt by electronic mail **with acknowledgement of receipt** in order to inform all the parties concerned.

**A further publication by electronic means will be made.**

### **3.8.7 Publication of judgements**

The disciplinary body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the FIM nor against any person having published the statement. Furthermore, final decisions will be published in the Media Centre unless the Court itself decides otherwise.

## **3.9 COSTS OF PROCEDURE**

The costs of a disciplinary decision will be assessed by the FIM Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

### **3.9.1 Payment of fines and costs**

If the penalty is definitive, all fines must be paid into the Benevolent Fund before the beginning of the first practice of the second round following the final decision. The costs must be paid to the FIM Executive Secretariat within 30 days of notification of the judgement decision according to Article **3.8.6**. The person or body affected by the decision shall be automatically suspended from participation in all FIM activities, until such time as full payment has been received.

### **3.10 RECIPROcity OF PENALTIES**

As a consequence of the agreement of reciprocity concluded on April 30<sup>th</sup>, 1949 between the 4 organisations controlling motorised sports internationally, i.e. in addition to the FIM, namely:

- the Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organisations, upon request of the FIM.

### **3.11 LAW OF MERCY**

The Management Council, after consultation with the LJI President or upon their proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.

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#### **4. CIRCUIT STANDARDS**

Circuit standards will be defined by the “FIM STANDARDS FOR CIRCUITS” (SRRC).

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**5. MEDICAL CODE**

The Medical regulations will be defined by the “FIM MEDICAL CODE”.

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**6. ANTI-DOPING CODE**

The anti-doping regulations will be defined by the “FIM ANTI-DOPING CODE”.

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## 7. **SUSTAINABILITY CODE**

The environmental regulations will be defined by the “FIM **SUSTAINABILITY CODE**”.

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**8. CODE OF ETHICS**

The ethics regulations will be defined by the “FIM CODE OF ETHICS”.



**FEDERATION INTERNATIONALE  
DE MOTOCYCLISME**

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