EUROPEAN SUPERSPORT 300 CUP
TECHNICAL REGULATIONS CR04T
2026

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Version March-24-2026: Changes to the 2025 regulations are shown in bold and red.

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CR04T 1.0 GENERAL

Non-compliance with Technical Regulations:

During practices: If a motorcycle is found not to be in conformity with the Technical Regulations during or after the practices, its rider/team will be given a penalty by the Race Direction for the event such as a Ride-Through, a drop of any number of starting grid positions for the race, suspension and/or withdrawal of Championship or Cup points.

After a Race: If a motorcycle is found not to be in conformity with the Technical Regulations after a race, its rider/team will be given a penalty by the Race Direction such as a time penalty, or disqualification.

In case of a dispute of any of the following technical articles, the decision of the Chief Technical Steward will be final.

Amendments to the Technical Regulations may be made at any time in order to ensure fair competitions.

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

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES 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

EUROPEAN SUPERSPORT 300 CUP motorcycles require an FIM homologation (see FIM Homologation Regulations for Motorcycles, published on www.fim-moto.com).

All homologated motorcycles for this class are listed in the "Listing of FIM Homologated Motorcycles for **2024 & 2025**", published on www.fim-moto.com.

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 motorcycle.

Once a motorcycle has obtained a homologation, it may be used for racing in this class provided it is included in the "Listing of FIM Homologated Motorcycles for 2024 & 2025", even if the homologation period has ended. ~~for a maximum period of 6 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the Technical Regulations for this class.~~

Permitted parts and modifications and mandatory modifications are published separately in the "FIM *Eligible Parts for Competition List" for this class, current version, published* on www.fim-moto.com).

The appearance from the front, rear and the profile of EUROPEAN SUPERSPORT 300 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.

CR04T 1.0.1 PROTECTIVE CLOTHING AND HELMETS

a) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

b) Linings or undergarments must not be of a synthetic material, which might melt and cause damage to the rider´s skin.

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

d) Leather substitute materials may be used, provided the Chief Technical Officer has checked them.

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

   i. The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
   ii. The chest protector must comply with prEN1621-3 Level 1 or 2.

f) **The use of an Airbag System is compulsory:**

   i. The use of airbags ~~**(for 2025)**~~ on the FIM Airbag Category 1 or 2 lists is compulsory.
   ii. The only mechanical Airbag systems allowed are those on the FIM Airbag Category 2 list.
   iii. The airbag system must be compatible with the use of EN 1621 chest and back protectors, if not included in the airbag itself; in this case, the passive protectors must be certified according to EN1621-2 for the back protector and EN1621-3 for the chest and must mandatorily be used in addition to the airbag system.'

   The Chief Technical Officer has the right to refuse any system not satisfying this safety purpose.
   The updated list of FIM certified airbags can also be downloaded from **www.fim-moto.com/en/documents.**

g) **Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider (For the purposes of this regulation, Free Practice, Qualifying Practices, Warm Up and Races are considered as one track session).**

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

i) Helmets must be of the full-face type and must comply with one of the recognised international standards:

   • Europe: ECE 22-05, ECE 22-06 (only "P" type)
   • Japan: JIS T 8133:2015 (only type 2 "Full Face")
   • USA: SNELL M 2015, SNELL 2020 D, SNELL 2020 R

   Helmets with double D-Ring fasteners **are highly recommended.**

   New FIM helmet standards FRHPhe-01 and FRHPhe-02 are highly recommended **for 2026. The use of FRHPhe-02 helmet is compulsory for 2027.**

j) Visors must be made of a shatterproof material.

k) Disposable "tear-offs" are permitted.

l) Only helmets with a valid and identifiable label will be accepted.

m) Any question concerning the suitability or condition of the riders clothing and/or helmet should be decided by the Chief Technical Officer, who can, if he wishes so, consult the manufacturers of the product before making a final decision.

CR04T 1.0.2 TECHNICAL CONTROL

a) All motorcycles must be presented at the Technical Control with the lower fairing removed. The oil pan, oil drain plug, oil filler cap, oil filter and - if existing - oil radiator and oil lines must be clearly visible.

b) **Each rider may present only one (1) complete motorcycle to the Technical Control and may use only that motorcycle. The use of a 2nd motorcycle is permitted in the event of proven technical reasons (e.g. accident, crash, breakdown, etc.) and must be agreed in advance with the Chief Technical Steward, who will only authorise it after consulting the Jury. The motorcycle must be inspected before its use by the Technical Officers for safety checks and a new seal will be placed on the motorcycles frame. The seal on the first motorcycle must be removed and the motorcycle may not be used for the rest of the event.**
No other spare motorcycle may be on the track.

c) All riders / teams must be prepared to disassemble their engines completely at the Parc Fermé inspection. Therefore, all necessary tools and spare parts must be available.

d) After a crash, the rebuilt motorcycle must be inspected before its use by the Technical Officers for safety checks and a new seal will be placed on the motorcycles frame.

e) Helmets, back protectors and chest protectors which are in use during an event must be presented at the Technical Control.

f) The Technical Inspection of motorcycles normally consists of a visual check of the safety requirements and visible technical characteristics of the motorcycles, as prescribed in the Class Technical Regulations. Under no circumstances may a failure to attend the Technical Inspection be considered as valid justification for the use of motorcycles that do not comply with the Technical Regulations

CR04T 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.

CR04T 1.2 ELIGIBLE MOTORCYCLES

The class will be based around the motorcycles sold in Europe as A2 class motorcycles and excluding the A1 class motorcycles. The **FIM Europe Circuit Racing Commission~~. Superbike Commission~~** has the right to decide which motorcycles will be eligible in this class.

For **2026,** the following motorcycles will be legal for this class:

- Kawasaki Ninja 400 (EX400)
- KTM RC 390
- KTM RC 390R
- KTM RC 390R 2022
- Yamaha YZF-R3 (Euro 3)
- Yamaha YZF-R3A (Euro 4)
- Yamaha YZF-R3 2019 (Euro 3 and 4)
- KOVE MOTO (Base 321RR) P303
- KOVE MOTO (Base 321RR) P310

Except as expressly authorized by this Regulation and the approval files, motorcycles must

remain as originally produced by the manufacturer.

The European Supersport 300 Cup Regulations will follow the decisions of the **FIM Europe Circuit Racing Commission.** ~~**Superbike Commission**~~. The effective date of changes to European Supersport 300 Cup Regulations will be published with Technical Bulletins.

CR04T 1.3 BALANCING VARIOUS MOTORCYCLE CONCEPTS

The **FIM Europe Circuit Racing Commission.** ~~**Superbike Commission**~~ reserve the right to apply balancing to the motorcycles in this class in order to maintain equality among the motorcycles. Balancing methods may include but are not limited to the following:

- Rev limit change
- Weight limit change
- Approved parts (see the *"FIM Eligible Parts for Competition List" in the current version for this class, latest revision, published* on www.fim-moto.com), **including restrictors.**

The decision to apply the handicap will be taken by the **FIM Europe Circuit Racing Commission** ~~**FIM/DWO**~~ at any time deemed necessary to ensure fair competition.

The effective date of changes to European Supersport 300 Cup Regulations will be published with Technical Bulletins.

Permitted parts and modifications (e.g. airbox modifications) and mandatory modifications (e.g. restrictor plates) are published separately in the "FIM *Eligible Parts for Competition List" for this class, current version, published* on www.fim-moto.com.

CR04T.1.4 MINIMUM WEIGHTS

The weights of the motorcycles in running condition are specified as follows:

Motorcycle	Motorcycle Weight		Combined Minimum Weight (Motorcycle + Rider)
	Hard Minimum	Soft Maximum	
Kawasaki Ninja 400	137,0 kg	150,0 kg	210,0 kg
KTM RC 390 / R	133,0 kg	146,0 kg	202,0 kg
Yamaha YZF-R3 (all)	137,0 kg	150,0 kg	204,0 kg
Kove Moto (Base 321RR) P303	137,0 kg	150,0 kg	206,0 kg
Kove Moto (Base 321RR) P310	137,0 kg	150,0 kg	206,0 kg

a) Combined weight is the weight of the rider (in full racing equipment) plus motorcycle as used on track.

b) If the motorcycle has achieved or exceeded the "Soft Maximum Weight", then the "Combined Minimum Weight" does not need to be reached.

c) The motorcycle 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 motorcycle.

d) At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the specified minimum weight.

e) There is no tolerance on the hard minimum and the combined minimum weight.

f) During the final technical inspection at the end of the race, the selected motorcycles and riders will be weighted 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 Chief Technical Officer at the preliminary checks.

Minimum weights can be changed in conjunction with the FIM Europe Circuit Racing Commission. ~~Supersport 300 World Championship Regulations~~. The effective date of changes to European Supersport 300 Cup Regulations will be published with Technical Bulletins.

CR04T 1.5 STARTING NUMBERS / BACKGROUND COLOURS

The background colours and figures (numbers) for EUROPEAN SUPERSPORT 300 CUP are as follows:

Numbers	Background
Light blue	White

Numbers only: Colours from FIM Supersport 300 World Championship **2025** are accepted.

The sizes for all the front numbers are:	Minimum height Minimum width Minimum stroke Minimum space between numbers	120 mm 60 mm 20 mm 10 mm
The sizes for all the side numbers are:	Minimum height Minimum width Minimum stroke Minimum space between numbers	100 mm 50 mm 15 mm 10 mm

The allocated numbers & plates for the rider must be affixed on the motorcycle as follows:

a) One on the front, either in the centre of the fairing or slightly off to one side.

b) One, on each side of the motorcycle, the location for the number is on the lower rear portion of the main fairing near the bottom.

c) Numbers must be centred on the background with no advertising within 25 mm in all directions.

d) Numbers must be easily legible in a clear simple font and contrast strongly with the background colour.

e) Backgrounds must be of one single colour and must be clearly visible around all edges of the number (including outline).

f) A single outline is permitted, and the outline must be of a contrasting colour and the maximum width of the outline is 3 mm.

g) Reflective or mirror type numbers are not permitted.

h) Numbers cannot overlap.

i) No motorcycle may enter the circuit if it does not meet the above regulations.

In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical

Officer will be final.

CR04T 1.6 FUEL

See Appendix A: Fuels Regulations

a) The fuel brand is free.

b) At least 1 litre fuel must remain in the fuel tank of all the motorcycles that finished the race to take samples if needed.

CR04T 1.7 TYRES

a) Maximum number of tyres for each event:

   i. There is no maximum number of tyres.

b) The brand of tires is free.

c) Tyres must be a fully moulded type carrying all size and sidewall markings of the tyres for commercial sale to the public.

d) Slick tyres are allowed.

e) The tyres must have a DOT and/or E-Mark, the DOT and/or E-mark must be on the tyre sidewall.

f) Any modification or treatment of the tyres (cutting, grooving) is forbidden.

g) Wet tyres and intermediate tyres can be used only when the Race Direction has declared the race or practice "WET".

h) Wet tyres must be a fully moulded tyre.

i) Wet tyres do not need to carry a DOT and/or E-marks; however, these tyres must be marked "not for highway use" or "NHS".

j) A minimum tyre pressure of 1.65 bar is highly recommended.

k) The use of tyre warmers and generators on the starting grid is permitted. Generators must be fitted with a lower container to prevent spillage of liquids (engine oil and battery acid). To ensure mobility when clearing the grid, it is recommended to place the generators on tool trolleys.

CR04T 2.0 ENGINE

There is no allocated number of engines.

Motorcycles may be randomly chosen for dyno testing.

CR04T 2.1 FUEL INJECTION SYSTEM

a) The original homologated fuel injection system must be used without any modification.

b) The throttle bodies must be stock and unaltered from the original specification and manufacture and in the same position as on the homologated motorcycle.

c) The fuel injectors must be stock and unaltered from the original specification and manufacture and in the same position as on the homologated motorcycle.

d) Air funnels must remain as originally produced by the manufacturer for the homologated motorcycle. Excluded from this rule are permitted modifications, listed in the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com.

e) Butterfly valves must remain as originally produced by the manufacturer for the homologated motorcycle.

f) Secondary throttle valve plates may be removed or fixed in the open position and the electronics may be disconnected or removed. The secondary throttle shaft(s) must remain in place.

g) All the parts of the variable intake tract device (if present on the homologated motorcycle) must remain and operate exactly as homologated. A variable intake tract device cannot be added if it is not installed on the homologated motorcycle.

h) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.

i) Electronically controlled throttle valves, known as "ride by wire" can only be used if the homologated motorcycle is equipped with the same system. Software must not be modified, and all the safety systems and procedures designed by the original manufacturer must be maintained.

CR04T 2.2 CYLINDER HEAD

a) The cylinder head must be the originally fitted and homologated part with no modifications allowed.

b) The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

c) Valve spring shims may be changed freely.

d) The valves, valve seats, valve guides, valve springs, tappets, oil seals, shims, valve cotters, spring base and spring retainers must be the originally fitted and homologated parts with no modifications allowed.

e) Head and base gasket can be changed by gaskets listed in the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com. Complete removal of this gaskets and replacing them with sealants is forbidden.

f) Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual (e.g. valve seat cutting) are authorised.

g) A restrictor may be required to be fitted between the cylinder head and inlet manifold. It will be a flat plate. No blending or filling will be allowed with sealant or otherwise, see the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com.

The minimum squish clearance (for each motorcycle) will be listed in the "FIM *Eligible Parts for Competition List*" for this class, latest revision, published on www.fim-moto.com.

CR04T 2.3 CAMSHAFT ASSEMBLY

a) The camshafts must be the originally fitted and homologated parts with no modifications 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.

CR04T 2.4 CAM SPROCKETS or GEARS

a) The cam sprockets may be slotted to allow the adjustment of cam timing.

b) Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.

c) The cam chain and tensioner must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.5 CYLINDERS

The cylinders must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.6 PISTONS

The pistons must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.7 PISTON RINGS

The piston rings must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.8 PISTON PINS and CLIPS

The piston pins and clips must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.9 CONNECTING RODS

The connecting rods must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.10 CRANKSHAFT

The crankshaft must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.11 CRANKCASE / GEARBOX HOUSING

The crankcase / gearbox housing must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.12 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) A second cover made from metal such as aluminium alloy, stainless steel, steel or titanium must protect all lateral covers/engine cases containing oil and which could be in contact with the ground during a crash. Covers made from composite materials are not permitted. These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers to the crankcase. All these covers must be designed to be resistant against sudden shocks, abrasions and crash damages. Sharp edges which could damage the track surface are not allowed.

c) The secondary covers should cover a minimum of 1/3 of the original cover. It must have no sharp edges, which could damage the track surface.

d) FIM approved covers will be permitted without regard of the material or its dimensions.

e) Oil containing engine covers must be fixed with steel bolts.

f) Plates or crash bars made from aluminium or steel are also permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damages and must be fixed properly and securely. Sharp edges which could damage the track surface are not allowed.

g) Covers from the "FIM *Eligible Parts for Competition List*" for this class, latest revision, published on www.fim-moto.com will be permitted without regard of the material or its dimensions.

h) The Chief Technical Officer has the right to refuse any cover not satisfying this safety requirements.

i) **Art. CR04T 2.12 from b) to d) cannot be subject to protest**

CR04T 2.13 TRANSMISSION / GEARBOX

a) The transmission / gearbox must be the originally fitted and homologated parts with no modifications allowed except:

   i. The positive neutral selector mechanism may be removed.

   ii. Shift star/indexer spring, roller and detent may be replaced but must function as originally designed on the homologated motorcycle.

b) Quick-shift (upshift only) systems are allowed (including wiring and potentiometer). This system must be listed in the "FIM *Eligible Parts for Competition List"* for this class, current version, published on www.fim-moto.com.

c) Downshift blipping is not allowed.

d) Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

e) The sprocket cover may be changed, modified or removed.

f) The chain guard may be changed, modified or removed.

CR04T 2.14 CLUTCH

a) Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.

b) Friction and drive discs may be changed.

c) Clutch springs may be changed.

d) The clutch basket (outer) must be the originally fitted and homologated parts but may be reinforced.

e) The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).

CR04T 2.15 OIL PUMPS and OIL LINES

a) The oil pumps and oil lines must be the originally fitted and homologated parts with no modifications allowed.

CR04T 2.16 COOLING SYSTEM

a) The only permitted liquid engine coolant for the water-cooling system is water without additives.

b) Protective meshes may be added in front of the oil and/or water radiator(s).

c) The cooling system hoses/pipes and catch tanks may be modified or changed.

d) Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be modified, replaced or removed.

e) Radiator cap is free.

f) An additional water radiator may be fitted but the appearance of the front, the rear and

the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

g) The original water radiator may be modified or replaced. Extra mounting brackets to accommodate the radiator are permitted.

h) All radiators / coolers must be mounted below the lower fork bridge (triple clamp).

CR04T 2.17 AIR BOX

a) The air box must be the originally fitted and homologated part with no modifications allowed. Excluded from this rule are permitted modifications, listed in the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com.

b) The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.

c) The air box 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 air box.

e) No heat protection may be added to the air box.

f) The engine breathers must remain original (number and size).

CR04T 2.18 FUEL SUPPLY

a) Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modifications allowed.

b) The fuel pressure must be as homologated.

c) The pressure tolerance at the technical control is + 0,5 bar in respect to the maximum pressure of the homologated motorcycle.

d) Fuel lines from the fuel tank up to the delivery pipe assembly (delivery pipe excluded) may be replaced and must be located in such a way that they are protected from crash damage.

e) Fuel level sensors may be removed or fixed in position.

f) Quick connectors or dry break quick connectors may be used.

g) Fuel vent lines may be replaced.

h) Fuel filters may be added.

i) A fuel tank drain valve can be installed and must be located in such a way that it is protected from crash damage.

CR04T 2.19 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) as on the homologated motorcycle.

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 basic noise limit for EUROPEAN SUPERSPORT 300 CUP is 107 dB/A (with a 3 dB/A tolerance after the race only). **Some circuits may have a lower noise limit. This will be published in the Supplementary Regulations of the respective event.**

f) The test RPM for noise control will be as follows:

- Kawasaki Ninja 400: 6500 RPM
- KTM RC 390 / 390R: 5500 RPM
- Yamaha YZF-R3 (all): 7500 RPM
- Kove Moto (Base 321RR) P303 7000 RPM
- Kove Moto (Base 321RR) P310 7000 RPM

CR04T 2.20 SOUND LEVEL CONTROL

The methods of measurement will be according to the methods described in the "FIM Sound Regulations **2026".**

CR04T 3.0 ELECTRICS AND ELECTRONICS

CR04T 3.1 ENGINE CONTROL SYSTEM (ECU)

a) Motorcycles that are not equipped with the correct electronics for this class cannot compete in this class.

b) The engine control unit (ECU) must be either:

i. The Supersport 300 approved Control Electronics System, see Art. 2.7.9.2 in the FIM Superbike, Supersport & Supersport 300 World Championship Regulations **2025**.

ii. The original system (with the production ECU and no change of software or with a manufacturer-approved software) with an FIM approved external fuel injection module added.

iii. For Yamaha YZF-R3 (all eligible models): ECU manufactured by GET:

- Model Year 2015 - 2017: Code GK-ECULMB48-0003
- Model Year 2018: Code GK-ECULMB48-0004
- Model Year 2019 on: Code GK-ECULMB48-0007

ECU hardware modifications are strictly forbidden.

c) The initial rev-limiter setting for each motorcycle is as follows:

- Kawasaki Ninja 400 max. 10.350 RPM
- KTM RC 390 / 390R max. 11.150 RPM
- Yamaha YZF-R3 (all) max. 13.300 RPM
- Kove Moto (Base 321RR) P303 max. 12.800 RPM
- Kove Moto (Base 321RR) P303 max. 12.800 RPM

Rev. Limits can be changed in conjunction with the FIM Europe Circuit Racing Commission. ~~Supersport 300 World Championship Regulations~~. The effective date of changes to European Supersport 300 Cup Regulations will be published with Technical Bulletins.

d) When using an Engine Control System according to CR04T 3.1.b) i, or 3.1.b) iii, the use of the HMGP Quickshifter is not mandatory.

In this case, the used Quickshifters must either be listed in the "FIM *Eligible Parts for Competition List"* for this class, current version, published on www.fim-moto.com or:

- Manufacturer GET, Code GS-CAM-0007 and Code GS-CAM-0009.

e) Data Loggers must be:

i. From the "FIM *Eligible Parts for Competition List"* for this class, current version, published on www.fim-moto.com, or

ii. Manufacturer GET, Code GK-SL1-0001 and Code GK-SL1-0002.

iii. The firmware/software of any data logging units must be an FIM / DWO approved version **2025.**

iv. A copy of the software and documentation must be submitted by the manufacturer to the SBK Technical Director before it can be approved for use.

v. An external logger may only connect to the "CAN" connections in the harness. These supply CAN and 12 V Power.

vi. A GPS receiver/aerial may be connected to an external logging device.

vii. No other connections can be made to the data logger.

viii. Free analysis software must be available.

f) Plug cap must remain as homologated.

g) Spark plugs may be replaced.

h) Battery is free.

CR04T 3.2 GENERATOR, ALTERNATOR, ELECTRIC STARTER

a) Generator, alternator and electric starter must be the originally fitted and homologated parts with no modifications 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 of a boost battery. No boost battery may be connected to the motorcycle at any time of the event.

e) The generator must always charge the battery when the engine is running. The charging voltage must be corresponding to the charging voltage at specified RPM listed in the service manual of the homologated motorcycle.

f) Operating the motorcycle on the battery only is not allowed.

CR04T 4.0 MAIN FRAME

a) 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 and a valid frame number / chassis number. In case the frame will need to be replaced, the rider or team must request the use of a 2nd motorcycle to the Chief Technical Officer.

b) After a crash, 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 motorcycles frame.

c) No other spare motorcycle may be on the track.

CR04T 4.1 FRAME BODY and REAR SUB FRAME

a) The frame must be the originally fitted and homologated part with no modifications 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 **and must leave a free area on the steering head for the seal to be affixed.**

d) 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.

e) Crash protectors / frame sliders must not protrude outside the fairing for more than 30 mm.

f) The side stand bracket may be cut or removed.

g) Nothing else may be added or removed from the main frame body.

h) All motorcycles must display the manufacturer's vehicle identification number (chassis number) on the frame body.

i) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

j) Front sub frame / fairing mounts may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.

k) Rear sub frame:

   i. If removable it may be changed or altered, but the type of material must remain as homologated, or be material of a higher specific weight.

   ii. If part of the main frame assembly, then it may not be altered except as noted below.

   iii. 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.

l) The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

m) Thread repair using inserts of different material such as Helicoil® and Timesert® are allowed.

CR04T 4.2 SUSPENSION - GENERAL

a) Participants in this class must only use the approved and listed suspension units/parts from "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com.

b) The price limits are:

   i. Fork: For the fork kit, including all parts such as - but not limited to - cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting, the price limit is € 1250 excluding tax.

   ii. Shock Absorber/RCU: For the complete shock absorber/RCU including - but not

limited to - spring (1 piece), the price limit is € 1500 excluding tax. The pre-load adjuster is free and excluded from the price limit.

c) The approved products from the suspension manufacturers must be available to all participants at least one month before the first event and remain available all season. The products must be available within 6 weeks of a confirmed order.

d) 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 participants.

e) Teams can modify or replace setting parts of the forks and shock absorbers; but all setting parts must be listed in "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com and must be available to all participants.

f) No type of electronic suspension can be used, even when fitted to the homologated motorcycle.

g) 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).

h) Front fork springs and rear shock springs are free, but the only material allowed is steel.

CR04T 4.3 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 homologated motorcycle). If the homologated motorcycle 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 the original damper may be replaced with an aftermarket damper.

e) The steering damper cannot act as a steering lock limiting device.

f) Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated fork set).

g) Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

h) Original internal parts of the homologated forks may be modified or changed. Only approved aftermarket damper kits or valves, listed in "FIM Approved Parts List" for this class, latest revision, published on www.fim-moto.com be installed.

i) The original surface finish of the inner fork tubes may be modified or changed. Additional surface treatments are allowed.

j) Electronic forks must have their complete internal parts (including all electronic control) replaced with a conventional damping system.

k) Any quality and quantity of oil can be used in the front forks.

CR04T 4.4 SWING ARM

a) The swing arm must be the originally fitted and homologated part with no modifications allowed.

b) The swing arm pivot bolt must be the originally fitted and homologated part with no modifications allowed.

c) Swing arm pivot position must remain in the homologated position (as supplied on the homologated motorcycle). If the homologated motorcycle 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) must be fixed to the swing arm and must always cover the opening between the lower chain run, swing arm and the rear wheel sprocket, irrespective of the position of the rear wheel. This must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

e) Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing arm.

f) The sides of the swing arm may be protected by a thin vinyl cover only. No composite or structural covers are allowed.

g) **Art. CR04T 4.4.d) cannot be subject to protest.**

CR04T 4.5 REAR SUSPENSION UNIT

a) Rear suspension unit (shock absorber) can be modified with setting parts listed in the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com.

b) Rear suspension unit (shock absorber) can be replaced with an approved unit, listed in the "FIM *Eligible Parts for Competition List*" for this class, current version, published on www.fim-moto.com but the attachments to the frame and to the swing arm or linkage must be as homologated.

c) All the rear suspension linkage parts (levers, bolts, bearings, bearing spacers, seals, washers, nuts) must be the originally fitted and homologated parts with no modifications allowed.

d) Removable top shock mounts must be the originally fitted and homologated parts with no modifications 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) No aftermarket or prototype electronically-controlled suspension unit maybe used. If the original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure.

f) An electronic shock absorber can be replaced with a mechanical one.

CR04T 4.6 WHEELS

a) Wheels must be the originally fitted and homologated parts with no modifications allowed.

b) Wheels may be overpainted but the original surface finish cannot be removed.

c) A non-slip coating/treatment may be applied to the bed 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.

f) Wheel spacers may be modified or replaced.

g) Bearing spacers must be the homologated parts with no modification allowed.

h) Wheel balance weights are free.

i) Wheel bearings may be replaced with aftermarket bearings, but the dimensions must be the same as the original bearings.

j) Aluminium or steel inflation valves are compulsory. Angled valves are recommended.

CR04T 4.7 BRAKES

a) Brake discs may be replaced by aftermarket discs which comply with the following requirements:

   i. Brake discs and carrier must retain the same material as the homologated disc or be steel (max. carbon content 2.1 wt%).

   ii. Non-floating or single piece disks may be replaced with floating discs. The disc carrier must be the same material as the homologated carrier, steel or aluminium.

   iii. The outside diameters of the brake discs must not be larger than the homologated discs.

   iv. The thickness of the brake disc may be increased but the disc must fit into the homologated brake calliper without any modification of the calliper. The number of floaters is free.

   v. The fixing of the carrier on the wheel must remain the same as on the homologated disc.

b) The front and rear brake calliper (mount, carrier, hanger) must be the originally fitted and homologated parts with no modifications allowed.

c) In order to reduce the transfer of heat to the hydraulic fluid it is allowed to add metallic shims to the callipers, between the pads and the callipers, and/or to replace light ally pistons with steel pistons made by the same manufacturer of the calliper.

d) The rear brake calliper bracket may be mounted fixed on the swing arm, but the bracket must maintain the same mounting (fixing) points for the calliper as used on the homologated motorcycle.

e) The swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or by using inserts such as Helicoil® and Timesert®.

f) The front and rear brake master cylinder must be the originally fitted and homologated parts with no modifications allowed.

g) Front and rear brake fluid reservoir may be changed but using a hose / flexible tube instead of a reservoir is not allowed.

h) Front and rear hydraulic brake lines may be changed.

i) The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Only steel alloy brake line fittings (including banjo

bolts) can be used.

j) "Quick" (or "dry-brake") connectors in the brake lines are not allowed.

k) Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

l) Additional air scoops or ducts are not allowed.

m) The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop/avoid ECU errors.

n) 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. FIM approved guards will be permitted without regard of the material. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

o) The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

CR04T 4.8 HANDLEBARS and HAND CONTROLS

a) Handlebars and hand controls 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 twist grip assembly and associated cables can be modified or replaced but the connection to the throttle body and to the throttle controls (opening and closing cable) must remain as on the homologated motorcycle.

e) Cable operated throttles (twist grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

f) Clutch and brake lever may be exchanged by an aftermarket model. An adjuster to the brake lever is allowed.

g) Switches may be changed but electric starter switch and engine stop switch must be located on the handlebars.

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

i) Repair by welding of handlebars is prohibited.

j) The use of titanium, carbon fibre, Kevlar or carbon composite materials for handlebars is forbidden.

k) Handlebar ends must be plugged with a solid material or rubber covered.

l) The minimum angle of rotation of the handlebar on each side of the centre line must be of 15°.

m) In any position of the handlebars /steering stem, the front wheel, tyre and mudguard must maintain a minimum gap of 10 mm to the bodywork and radiator(s). Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank/fairing when on full lock to prevent trapping the rider's fingers.

n) All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case, the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

o) Each control lever must be mounted on an independent pivot.

p) Motorcycles must be equipped with a brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are permitted. Guards from the FIM Eligible Parts for Competition List in the current version (published on www.fim-moto.com) will be permitted without regard to the material. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

q) **Art. CR04T 4.8.p) cannot be subject to protest.**

CR04T 4.9 FOOTRESTS and FOOT CONTROLS

a) Footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

b) Gear shift must remain operated manually by foot.

c) Footrests 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 footrest must be rounded.

e) Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type of material and must be rounded. The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety purpose.

CR04T 4.10 FUEL TANK

a) Fuel tank must be the originally fitted and homologated part with no modifications allowed.

b) All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).

c) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

d) Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

e) 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.

f) The tank may not have a cover fitted over it, unless the homologated motorcycle also features a full cover.

g) 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.

h) Fuel tank cannot have heat reflective material attached to its bottom surface.

i) A fuel tank drain valve can be installed and must be located in such a way that it is protected from crash damage.

j) Fuel level sensors may be removed or fixed in position.

CR04T 4.11 FAIRING / BODYWORK

a) Fairing and body work 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 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 authorized locally around holes and stressed areas. ~~**Headlight decals (stickers) should be included.**~~

b) Fairing, mudguards and bodywork must confirm in principle to the homologated shape as produced by the manufacturer, irrespective of the model year to encourage the most up to date visual impression.

c) For all bodywork paint and decal design is free.

d) Overall size and dimensions must be the same as the original parts, with a tolerance of +/- 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. In case of a dispute, the decision of the Chief Technical Officer is final.

e) Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge. From a top view the length of the windscreen may be shortened by 25 mm to allow clearance for the rider. The edge of the screen must have no sharp edges. The material of the wind screen must be transparent or tinted.

f) The original instrument brackets and fairing brackets may be modified, altered or replaced. The material is free.

g) The ram air intake must maintain the originally homologated shape and dimensions with a tolerance of +/- 2 mm.

h) The original air ducts running between the fairing and the air box may be altered or replaced with a tolerance of +/- 2 mm to the homologated parts. The use of titanium is forbidden. Particle grills 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 homologated motorcycle.

i) The lower fairing has 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.

j) The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angel between this wall and the floor must be ≤ 90°.

k) 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.

l) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be only opened only in wet race conditions as declared by the Race Director.

m) Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance. The material is free.

n) Rear mudguard fixed on the swing arm can be modified, replaced (and may be spaced

upward for increased tyre clearance) or removed, the material is free. The chain guard may be removed.

CR04T 4.12 SEAT

a) Seat, seat base and associated bodywork may be replaced.

b) The appearance from both front rear and profile must conform in principle to the homologated shape as produced by the manufacturer, irrespective of the model year to encourage the most up to date visual impression.

c) The top portion of the rear body work 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.

f) The use of titanium, Kevlar, carbon fibre or carbon composite materials is forbidden. Specific reinforcements in Kevlar® or carbon are authorized locally around holes and stressed areas.

CR04T 4.13 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 weights saving modifications are not allowed.

c) Thread repair using inserts of different material such as Helicoil® and Timesert® are allowed.

d) Fairing/body work fasteners may be replaced with a quick disconnect type.

e) Aluminium fasteners may only be used in non-structural locations.

f) In case of a dispute, the decision of the Chief Technical Officer is final.

CR04T 4.14 REAR SAFETY LIGHT

All motorcycles must have a functioning red light mounted at the rear of the motorcycle. This light must be switched on any time the motorcycle is on the track or is ridden in the pit lane and the Race Direction declares the session WET.

All lights must comply with the following:

a) The rear light must be mounted on the motorcycle during the whole time of the event.

b) The rear light must be mounted properly with screws. Mounting the rear light with tape is forbidden. Mounting with hook-and-loop fasteners is allowed when the wiring of the light is connected to the motorcycle.

c) The luminous field should be at least 4cm^2 (e.g. rectangular 4 cm x 1 cm, circular Ø 2.25 cm).

d) Lightning direction must be parallel to the motorcycle centre line (motorcycle running direction) and be clearly visible from the rear at least 15 degrees to both left and right sides of the motorcycle centre line.

e) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the motorcycle centre line, in a position approved by the Chief Technical

Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.

f) Power output/luminosity should be of 10-15 W (incandescent) or 0,6-1,8 W (LED).

g) The output must be continuous - no flashing safety light whilst the motorcycle is on the track. Flashing is allowed only in the pit lane when the pit limiter is active.

h) The safety light power should be supplied by the control ECU.

i) The Chief Technical Officer has the right to refuse any light system not satisfying this safety purpose.

j) **Art CR04T 4.14 cannot be subject to protest.**

CR04T 4.15 The following items MAY BE altered or replaced

a) Any type of lubrication, brake or suspension fluid may be used.

b) Gaskets and gasket materials, except head and base gaskets. These can be changed by gaskets listed in the "FIM *Eligible Parts for Competition List"* for this class, current version published on www.fim-moto.com.

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/fibre composite materials.

d) Protective covers for frame, swing arm, 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 motorcycle.

CR04T 4.16 The following items MAY BE removed

a) Emission control (anti-pollution) items in or around the air box and engine (O2 sensors, air injection devices).

b) Bolt on accessories on a rear sub frame.

c) Speedometer.

d) Light switch.

e) Horn switch.

f) Turn signal switch.

CR04T 4.17 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) Tool box.

f) Helmet hooks and luggage carrier hooks.

g) Passenger footrests.

h) Passenger grab rails.

i) Safety bars, centre and side stands must be removed (fixed brackets must remain excepting side stand bracket).

j) Catalytic converters.

k) Rear mudguards affixed to the seat unit.

CR04T 4.18 The following items MUST BE altered

a) 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.

b) All drain plugs, oil filler caps and oil dip sticks must be safety wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases).

c) Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed breather system must be retained. No direct atmospheric emission is permitted.

d) Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop.

CR04T 4.19 TIMEKEEPING INSTRUMENTS

All motorcycles must have a correctly positioned timekeeping transponder. The transponder must be supplied or approved by the official Timekeeper and fixed on the side of the motorcycle in the longitudinal centre of the motorcycle (typically close the swing-arm pivot), on either the left or right side, as low as possible and avoiding being shielded by carbon bodywork. The position will be appointed and controlled by the Chief Technical Officer.

Correct attachment of the transponder bracket consists of a minimum of two tie-wraps, but preferably by screws or rivets. Any transponder-retaining clip must also be secured by a tie-wrap. Hook and loop fasteners (e.g. Velcro®) or adhesive alone will not be accepted.

The transponder must be working at all times during practices and races, also when the engine is switched off. The Chief Technical Officer has the right to refuse any mounting solution not satisfying these requirements.

CR04T 4.20 ONBOARD CAMERAS

a) Onboard cameras can only be used with written permission of the promoter.

b) When a rider/team has obtained this permission, the motorcycle with the camera installed - and the permission sheet - must be presented to the Technical Control.

c) When the promoter asks a rider to install a camera - provided by the promoter - on his motorcycle, then the rider cannot refuse.

d) Cameras must be mounted inside the fairing or on the top / bottom side of the rear seat bodywork.

e) Cameras must be fixed securely to the motorcycle. Adhesive will only be accepted when it is originally by the camera manufacturer.

f) Cameras must be secured to the motorcycle with an additional steel cable.

g) The Chief Technical Officer has the right to refuse any solution not satisfying these requirements.

CR04T 4.21 ENVIRONMENTAL PROTECTION

a) Inside the boxes and the paddock (except in the park fermé), where maintenance work is carried out on a motorcycle and where they are parked, the use of carpets equal to or larger than the length of the motorcycle and the width of the handlebars is compulsory in

order to avoid spillage of liquids, oil and environmentally dangerous products on the ground. The carpet must have a waterproof underside and be covered with absorbent material**.**

CR04T 4.22 ENDING RULES

a) The Jury shall decide on all matters not covered by these rules. The Jury's decision is irrevocable and final.

b) The Technical Director, after hearing the opinion of the Jury, has the right to accept or reject any protest.

APPENDIX A: FUELS REGULATIONS

FIM EUROPE FUELS

REGULATIONS

2026

1. FUEL

All vehicles must be fuelled with:

- unleaded gasoline (from public pump station or race type) OR
- a mixture of unleaded gasolines

The unleaded gasoline or the mixture of unleaded gasolines used must comply with the specifications as set out in Art. 1.1.

1.1. FIM specifications for unleaded gasolines or mixtures of unleaded gasolines

The following specifications are set for unleaded gasoline or the mixture of unleaded gasolines:

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.[3]	Max.[1]	Test Methods[4]	
Density at 15°C	[kg/m3]	720	785	EN ISO 12185	ASTM D4052
RON	-	95	102	EN ISO 5164	ASTM D2699
MON	-	85	90	EN ISO 5163	ASTM D2700
Oxidation stability	[min]	360		EN ISO 7536	ASTM D525
Vapour pressure (DVPE)	[kPa]		100	EN 13016-1	ASTM D5191
Aromatics	% (V/V)		35.0	EN ISO 22854	ASTM D6839
Benzene	% (V/V)		1.0	EN ISO 22854	ASTM D6839 or D5580
Diolefins total	% (m/m)		1.0	GC-MS	HPLC
Lead	[mg/L]		5.0		AAS
Manganese	[mg/L]		2.0	~~ICP-OES~~	AAS
Nitrogen	% (m/m)		0.2	ASTM D 4629	ASTM 5762
Olefins	% (V/V)		18.0	EN ISO 22854	ASTM D6839
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 22854	EN 13132 or elemental analysis
Sulphur	[mg/kg]		10.0	EN ISO 20846	ASTM D5453
Distillation:				EN ISO 3405	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		
Oxygenates:				EN ISO 22854	EN 13132
Methanol	% (V/V)		3.0		
Ethanol	% (V/V)		10.0	The only oxygenates permitted are	
Isopropanol	% (V/V)		12.0	paraffinic mono-alcohols and	
Isobutanol	% (V/V)		15.0	paraffinic mono-ethers (of 5 or more	
tert-Butanol	% (V/V)		15.0	carbon atoms per molecule) with a	
Ethers (C5 or higher)	% (V/V)		22.0	final boiling point below 210°C.	
Others	% (V/V)		15.0		

Table 3 : Specifications and test methods (does not include the visual inspection)

In addition to these specifications, the appearance of the fuel, controlled by visual inspection must be clear, bright and free from solid matter and undissolved water.

[3] 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

[4] In case of dispute the test method listed in **bold** will be the reference

The total of individual hydrocarbon components, present at concentrations of less than 5% (m/m), must constitute at least 30% (m/m) of the gasoline. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC/MS (gas chromatography-mass spectrometry).

The total concentration of naphthene, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthene	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. Air

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

3. Sampling and Testing

The Organiser may require gasoline controls, i.e., controls of the unleaded gasoline, mixture of unleaded gasolines, used by riders/teams at events. These controls involve initial sampling at the event and further testing in the laboratory appointed by the Cup Organiser.

3.1. Sampling

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.

Sampling may be carried out before, during or at the end of official free practice, Qualifying Practices (qualifying), warm-up and races. Motorcycles selected for sampling may be held in the pits, on the pit lane or in the parc fermé for the time necessary to carry out the sampling. Refusal to submit to fuel sampling is equated with the use of non-compliant fuel and as such sanctioned.

A fuel sample is taken from the motorcycle and placed in the 'A' container. Following the filling of sample 'A' a second fuel sample is taken from the motorcycle and placed in container 'B'. Containers 'A' and 'B' must be labelled and sealed. The containers should preferably be filled directly through the motorcycle's fuel delivery pipe by.

If it is not possible to fill directly from the motorcycle's fuel tank delivery pipe, the FIM Technical Director / FMNR Chief Technical Steward in charge of the sampling operations may ask the team to take the necessary amount of fuel from the tank by means of a suitable instrument (pipette/hand pump, etc.). It is the responsibility of the rider (or person delegated by him) to equip himself with suitable sampling instruments that are not contaminated by substances that could alter the fuel taken.

In any case, the suitability of the instrument used for sampling is at the unquestionable judgement of the assigned FIM Technical Director / FMNR Chief Technical Steward and the non-contamination of the instrument is the sole responsibility of the rider. The sampling procedures and the instruments used cannot be subject to protest.

The date of sampling, the place of the event, the type of session (free, qualifying or race), the rider’s name, the rider’s number and the class are written on the labels of the containers.

In all classes the Gasoline Sample Declaration Form must be signed, and the labels of both containers must be signed The FIM Technical Director / FMNR Chief Technical Steward or Technical Steward in charge of sampling and countersigned by the rider. The rider may delegate a person from his team. If the rider is a minor, the countersignature must be provided by a person exercising parental authority or by the team leader responsible for the fuel sampling. Refusal to countersign both container labels is equated with the use of non-compliant fuel and sanctioned as such.

3.2. Testing

One or more properties to be checked are determined by the FMNR for each selected rider/team.

Sample A will be sent by the Organiser to one of the accredited laboratories. Analyses will concern only those properties which can be analysed according to the quantity of fuel taken, at the sole discretion of the Organiser. The result of the analysis on sample "A" will be communicated to the rider subject to sampling within 90 days from the date of sampling.

The sample "B" will be retained by the Organiser for possible counter-analysis, or alternatively will be taken by the FIM Technical Director / FMNR Chief Technical Steward. The counter-analysis may be requested by the Organiser or by the sampled rider within 5 days from the

date of communication of the result of the first analysis.
The sample of the counter-analysis will be handed over to the representative of the analysis laboratory in the presence of a delegate of the Organiser or of the FIM Technical Director / FMNR Chief Technical Steward and of the rider (or his delegate) who signed the container label (or the Gasoline Sample Declaration Form) for the sampling carried out, who will be notified by e-mail of the day, time and place of the operations, as well as of the fact that their presence will not be necessary for the completion of the relevant activities. In any case, the recognition of the sample and its integrity will be verified by the Organiser's delegate or the FIM Technical Director / FMNR Chief Technical Steward, who will record it in a report.
In the event of a request for counter-analysis by the rider, the costs of laboratory examinations, transfers to and from the laboratory and any incidental costs will be borne by the rider.
In case of conflicting results between the result of the first analysis (sample A) and the result of the counter-analysis (sample B), the result more favourable to the driver/team shall prevail.
The counter-analysis will only concern the analysable properties depending on the quantity of fuel taken, at the organiser's sole discretion. Any inability to determine the conformity of the fuel due to too few or no properties analysed shall invalidate the counter-analysis, at the sole discretion of the Organiser. In this case, the result of the analysis carried out on sample "A" will be used to determine the conformity of the fuel. In case of absent "B" sample due to lack of residual fuel quantity, it will therefore not be possible to request/perform counter-analysis.
The accredited laboratory for all analyses and counter-analyses is chosen by the organiser.
Costs for shipping and analysis of A-samples are paid by the Organiser.

As soon as possible after completion of the test, the laboratory appointed by The Organiser reports the test results directly to The Organiser.
For negative cases (i.e. conformity of the tested property(ies) with the specification), the rider(s)/Team(s) concerned will be informed individually by the Organiser in due time, informing the rider's FMN/Team, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, Jury), the Director and the Coordinator(s) of the relevant Sporting Commission.
Only for positive cases following A or B sample tests (i.e. non-compliance of one or more properties*), the Organiser will inform by e-mail* the rider/Team concerned (including test results) and, 24 hours later, transmit the relevant information to the rider/Team's FMN, the FIM Technical Director / FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, Jury), the Director and the Coordinator(s) of the Sport Commission concerned.
*Note: The non-compliance of a property (except appearance) is sufficient to declare the non-compliance of the petrol or mixture.
If the rider/Team wishes to request a counter-examination, on sample B he must notify the Organiser by e-mail*, within 72 hours after receipt by the Organiser of the notification of the delivery status of the test results to the rider/Team.
The rider/Team has the right to appeal against the decision of the competent authority of the event in question (e.g. Race Direction, Jury) in accordance with the FIM Europe Disciplinary and Arbitration Code applicable to the discipline in question.
*Receipt of a notification of delivery will be considered as proof of delivery.

4. FUEL STORAGE

In the event that fuel is supplied by the organiser, there will be an officially designated and monitored fuel storage area. Outside these areas, fuel may only be stored in metal containers.
The officially designated storage and refuelling area must comply with the construction criteria.
Fire-fighting equipment, protective devices and personnel must comply with the requirements of the local authorities and laws.
The organiser must make fire extinguishers of a size and type approved by local laws available to each competitor in the pit area.

5. FUEL REPLACEMENT

At any time during the event the FIM Technical Director / FMNR Chief Technical Steward has the right to request the replacement of all fuel contained in the motorcycle's tank with fuel

supplied on the moment by the Official Championship Supplier (if any) or by the Event Organiser.

Gasoline Sample Declaration Form

Discipline	
IMN (xxx/xx)	
Riders'/Teams' name	
Riders'/Teams' number	
Team	
Vehicles' make	
Gasolines' make and type	
Gasolines' origin (public station or race	
Gasoline' samples taken on date (dd/mm/yy)	

Gasoline samples taken at (right before or after)

FP	QP1	QP2
	Race 1	Race 2

	Seal Sample n°
Sample A	
Sample B	

The above listed details refer to gasoline samples taken from the fuel tank of the motorcycle specified.

Sample A is the first testing sample to be used bu the Organizer appointed laboratory. Sample B can be used if a counter-expertise is required by the Organizer or the Rider/team.

Riders'/Teams' responsable name	
Riders'/Teams' responsable signature	
FIM Technical Directors'/FMNR Chief Technical	
FIM Technical Directors'/FMNR Chief Technical	
Date and Time (dd/mm/yy, hh/mm	