



FIM TRIAL REGULATIONS
2026



REGULATIONS

FIM TRIAL WORLD CHAMPIONSHIP

FIM WOMEN'S TRIAL WORLD CHAMPIONSHIP

FIM TRIAL2 WORLD CHAMPIONSHIP

FIM TRIAL3 JUNIOR WORLD CHAMPIONSHIP

**FIM TRIAL MANUFACTURERS'
WORLD CHAMPIONSHIP**

FIM WOMEN'S TRIAL2 WORLD CHAMPIONSHIP

FIM TRIAL DES NATIONS - WORLD CHAMPIONSHIP

FIM TRIAL DES NATIONS - INTERNATIONAL TROPHY

**FIM WOMEN'S TRIAL DES NATIONS - WORLD
CHAMPIONSHIP**

FIM TRIAL DES NATIONS CHALLENGE

FIM TRIAL VINTAGE TROPHY

FIM TRIAL VINTAGE MOTORCYCLE TROPHY

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FIM TRIAL REGULATIONS

	TERMS, ABBREVIATIONS, DEFINITIONS	6
1.	FIM TRIAL WORLD CHAMPIONSHIPS AND PRIZE EVENTS	10
1.1	Trial Definition	10
1.2	FIM World Championships and Prize Events.....	10
1.3	Events.....	13
1.4	Format of the Event	14
1.5	FIM Championships and Prizes Criteria.....	15
1.6	Support Races	17
2.	ENTRIES, RIDERS AND TEAMS	18
2.1	Supplementary Regulations.....	18
2.2	Acceptance of Entries.....	18
2.3	Riders' Licences	23
2.4	Age of Riders.....	23
2.5	Entry fees	24
2.6	Non-Participation in an Event	24
2.7	Rider Apparel.....	25
2.8	Riders / Assistants / Team Managers / Motorcycle Bib Wearers clothing	26
2.9	Rider Behaviour and Assistance.....	27
2.10	The Assistant.....	30
2.11	Team Manager.....	34
3.	MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS	38
3.1	Motorcycles and Classes.....	38
3.2	Use of a Motorcycle, maintenance and repair.....	39
3.3	Rider's number	40
3.4	Paddock.....	41
3.5	Assistance Area - PA2.....	41
3.6	Refuelling Area	41
4.	RUNNING OF THE EVENT.....	43
4.1	TrialGP Pre-Meeting	43
4.2	Paddock Access	43
4.3	Administrative Controls	44
4.4	Technical Verifications	44
4.4.1	Alternative Energies.....	45
4.5	Practice / Warm-up.....	46
4.6	Visit of the Sections	47
4.7	Briefing with the Chief Section Observers	48

4.8	Briefing with the Riders.....	48
4.9	Autograph session	49
4.10	Presentation	49
4.11	Liaisons	50
4.11.1	Distance	50
4.11.2	Course marking	51
4.12	Sections.....	52
4.12.1	Security and level of the Sections	54
4.12.2	Acceptance of Sections by Riders	54
4.12.3	Number of Sections	54
4.12.4	Modification or cancellation of Sections	55
4.12.5	Observation in a Section.....	55
4.12.6	Section corridor	57
4.12.7	Section Enclosure.....	57
4.12.8	Tablet Operator Enclosure	57
4.13	Speed Sections	58
4.13.1	The “Super test” Section.....	60
4.13.2	The “Super Pole”	58
4.13.3	The “Power Section”	59
4.13.4	The “Final” and/or “Super Final”	59
4.14	Time Control and Allowance	61
4.14.1	Time Control	61
4.14.2	Individual time allowances	62
4.14.3	Allocated time in a Section	63
4.15	Leaving the Event	64
4.16	Attempt to succeed.....	64
4.17	Start Procedures	65
4.18	Penalty Points.....	66
4.18.1	Penalty Points at a Time Control (TC).....	66
4.18.2	Penalty Points for faults	67
4.18.2.1	Penalty Points for faults within the area of a Section.....	67
4.18.2.2	Penalty Points for faults in a Section during the Race or Competition	67
4.18.2.3	Penalty Points for faults on the Lap	70
4.18.2.4	Penalty Points for behaviour	70
4.19	Yellow cards.....	71
4.20	Disqualification	72
4.21	Financial Penalties for Riders and / or Assistant and / or Team Managers.....	74
4.22	Financial Penalties for Manufacturers and / or Teams / Bib Wearers.....	75

4.23	Premature Stoppage of the Race and / or Competition	76
4.24	Scoring system – Electronic.....	77
4.24.1	Scoring system – Back-Up.....	78
4.25	Results	78
4.25.1	Results of the Speed Section	79
4.25.2	Race Results	79
4.25.3	Competition Results	79
4.26	Ties.....	82
4.26.1	Ties at the end of the Race.....	82
4.26.2	Ties at the end of the Competition.....	82
4.26.3	Ties in the “ Speed Sections ”	83
4.27	Awards	83
4.28	Results Awarding “Championship Points”	85
4.29	Final Championship Standing	86
4.29.1	Ties at the end of the Championship	88
4.30	Procedures of the Prize-Giving Ceremony and Public interview	88
4.31	Protests and Appeals.....	89
5.	OFFICIALS AND PROCEDURES.....	91
5.1	General.....	91
5.2	Bodies	91
5.3	The international Jury	92
5.4	The Race Direction.....	94
5.5	FIM Referee.....	95
5.6	FIM Championship Manager.....	97
5.7	The FMNR Clerk of the Course	97
5.8	The FIM Technical Adviser for the Sections (CTRS).....	99
5.9	The FIM CTR Coordinator	100
5.10	The CTR Representative	100
5.11	FMNR Steward	100
5.12	FMN Delegate	101
5.13	The FIM Chief Timekeeper / Results Manager	102
5.14	The FIM Technical Director.....	102
5.15	The FMNR Technical Stewards	103
5.16	Sustainability Steward	103
5.17	The Chief Section Observers	104
5.18	Chief Medical Officer	105
5.18.1	Alcohol Testing	105
5.19	Vintage Trial Expert	105
5.20	Meetings of the Race Direction.....	105

5.21	Publication of Decisions.....	106
5.22	Minutes of Meetings.....	107

GENERAL UNDERTAKINGS AND CONDITIONS

All Riders, teams, officials and other parties participating in the FIM Trial World Championships undertake on behalf of themselves, their employees and agents, to observe all of the following provisions of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM Regulations”):

1. FIM Sporting Code
2. FIM Trial Regulations
3. FIM Trial Technical Regulations
4. FIM Disciplinary Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Year Book
9. FIM Organiser’s Manual
10. FIM Code of Ethics

The FIM Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each Rider and/or team to ensure that all persons involved with their entries observe the FIM Regulations at all times. The responsibility of the Rider, or any other person having charge of an entered motorcycle at any time during an Event is solidary and together engaged with the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock on the **Liaisons**, the sections and / or restricted spaces, must carry an appropriate pass at all times during the Event.

Actions judged by the officials responsible to be contrary to the FIM Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the Event in question - are subject to disciplinary actions as provided by the Disciplinary Code.

All above mentioned documents can be found at: <http://www.fim-moto.com>

TERMS, ABBREVIATIONS, DEFINITIONS

ABBREVIATIONS:

TDN:	Trial des Nations
WTDN:	Women's Trial des Nations
WTWC:	Women's Trial World Championship
Assistant:	Is a licensed person who provides assistance and is assigned to a single rider. Each Assistant has been selected, registered by a single Rider who is responsible for him throughout the Event, with the exception for Team competitions (Art. "The Assistant").
Competition:	All Races and actions taking place each day of an Event, which are subject to a Championship Ranking and a Prize-giving ceremony.
Liaison:	These are one-way and/or two-way routes, generally signposted, which are compulsory for all Participants and bib-wearers riding a Trial Motorcycle, to go from the start Podium and between the Sections in numerical order. They may also, in certain cases, be considered as routes leading to the warm-up zone or to the Riders' Paddock from and to the Podium.
Event:	Commences with the technical and administrative controls, and one or two day of "Competition".
Deception:	A deliberate act by a Rider and or his Assistant to mislead an Official or a Chief Observer into making an incorrect decision, resulting in gaining an unfair advantage.
Discretion:	Judgment used by an Official or Chief Observer when making a decision.
Dissent:	Disagreement during the Race either verbally and/or physically with a Section observer and punishable by a yellow card penalty.
Fictitious Line:	An imaginary line between two Signals indicating "Section start", a "Section end" or of a set of "gates" of a category.
FIM:	The FIM CTR Bureau and/or the FIM Administration.

Force Majeure:	An unforeseeable and insurmountable Event having an external cause and rendering impossible the execution of the obligation.
Gate:	A space between 2 arrows of the same colour - Start or End of the Section - “side to side” or left and right, which the Riders must pass through.
Intentional:	A deliberate action.
Lap:	A series of multiple Section crossings, using Liaisons considered as forming a Part of the Competition. More specifically associated with the “TDN”, “WTDN”, or “Vintage Trophy”. In some cases, it may be considered equivalent to the term “Race”.
Line:	Ground or aerial path covered by a wheel and/or any part of a Motorcycle, whether or not it leaves a trace.
Negligible:	Insignificant, minimal.
Pass through a gate:	The wheel track has crossed the imaginary line of a gate.
Penalty (Section):	Penalty(ies) recorded on a Rider’s scoring card.
Practice:	The possibility offered to the Rider before the competition to test the set-up of the motorcycle and the nature of the terrain in a Practice Area according to a predetermined time Schedule.
Race:	A series of multiple Section crossings resulting in a classification and the awarding of Championship points.
Retrace his Trajectory :	One of the lines of the motorcycle or one of its wheels crosses a line previously done with the same motorcycle after a complete loop.
Simulation:	An action which creates a wrong/false impression that something has occurred when it has not, committed by a Rider and or his Assistant to gain an advantage.
Spirit of Trial:	The Rules of Trial are relatively simple, but since many situations are “subjective” and Section Observers are human (and therefore make mistakes), some decisions are controversial. Whether the decisions are correct or not, the “spirit” of the Trial requires that the decisions are respected.

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- Statement of fact: It is an act witnessed by a person with authority, such as an official or a Section Observer, to acknowledge a fact, in particular an infringement of an FIM sporting rule. The “statement of fact” relates an objective infringement **and/or a “penalty points for faults” in a Section** for which the penalty is defined by the regulations.
- Trace of a wheel: The visible or non-visible mark of a wheel having touched the ground.
- Trajectory (in a Section): The line described by the motorcycle, **or by one of its wheels, whether on the ground or in the air, continuous or non-linear.**
- Visit of Sections: **The possibility offered** to identified persons and according to certain conditions permitted to visit the surroundings **or** the Sections before **a** Competition.
- Warm-up: Possibilities given to the Rider to be able to warm up and heat the motorcycle in the Warm-up area.

Any references to the male gender in this document are made solely for the purpose of simplicity and refer also to the female gender except when the context requires otherwise.

All the mentions for 2027 and onwards will be subject to final validation.

1. FIM TRIAL WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 Trial Definition

1. A Trial is an Event in which the skill and consistency of the Riders form the basis of the results.
2. Sections are included within a **Lap, consisting on Liaisons**, where the skill of the Rider negotiating them is observed and evaluated. In addition, a time limit is set for part of, or for the whole competition. The aim for each Rider is to obtain as few penalties as possible.

1.2 FIM World Championships and Prize Events

1. Each year, the FIM holds FIM Trial World Championships and FIM Prize Events.
2. The FIM Trial World Championships and FIM Prize Events are organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
3. The Events counting towards the FIM Trial World Championships or FIM Prizes must be mentioned in their advertising and in all documents of the Event, including the official denomination of the Event.

In addition to 1.2:

1.2 TrialGP/Trial2/Manufacturers

FIM Trial World Championships

4. Individual FIM Trial World Championships for Riders in TrialGP and Trial2.
 - a) FIM TrialGP World Championship
 - b) FIM Trial2 World Championship
 - c) FIM World Championship for Trial Manufacturers
5. To establish the classification of the FIM Trial Manufacturer's World Championship, TrialGP and Trial2 points will be taken in consideration as detailed in Art. "FIM Championships and Prizes Criteria" and "Final Championship Standings".

From 2027: For the FIM Trial Manufacturers' World Championship Classification, the points awarded in "TrialGP" and "TrialGP Women" will count toward the Championship classification in accordance with the Articles "Criteria for FIM Championships and Prizes" and "Final Classification of Championships."

1.2 TrialGP Women FIM Women's Trial World Championship

6. Individual FIM Trial World Championship for Women Riders.
7. These Events can be integrated into the Trial World Championship Events or organised separately.

1.2 Trial3 Junior FIM Trial3 Junior World Championship

8. World Champion reserved for young Riders with an age limit and for motorcycles with a maximum capacity of 125cc or limited electric power.
9. These Events are integrated into the Trial World Championship Events.

1.2 TDN FIM Trial Des Nations

10. World Championship for Men's teams, between national teams selected by the FMNs.

1.2 WTDN FIM Women's Trial Des Nations

11. World Championship for Women's teams, between national teams selected by the FMNs.

1.2 Trial2 Women FIM Women's Trial2 World Championship

12. Individual FIM Trial World **Championship** for Women Riders.
13. These Events can be integrated into the FIM Trial World Championship Events or organised separately.

1.2 TDN-IT FIM Trial Des Nations - International Trophy

14. The International Trophy of the Nations is an FIM Prize for men's teams.
15. This Event is integrated into the Trial Des Nations Event.
16. It includes the marking of different Sections.

1.2 TDNC FIM Trial Des Nations Challenge

17. The "FIM Trial Des Nations Challenge" is a FIM Prize for national mixed teams.
18. This Event is integrated in the Event of the FIM Trial Des Nations.
19. It includes different lines of Sections.

1.2 TVT FIM Trial Vintage Trophy

20. The "FIM Trial Vintage Trophy" as FIM Prize with Vintage trial motorcycles as defined in article "Motorcycle and Classes".
 21. This Event can be integrated into the weekend of the FIM Trial Des Nations
-

Event.

22. It includes different Section lines.
23. Another line can be proposed but will not be part of the classification of the Trial Vintage Trophy.

1.2 TVMT FIM Trial Vintage Motorcycle Trophy

24. The “FIM Vintage Trial Motorcycle Trophy” as FIM Prize awarded to the best performance with an eligible “genuine” Vintage Trial Motorcycle as defined in article “Motorcycle and Classes”.
25. This Event is included in the Trial Vintage Trophy.
26. It includes the Section lines identical to the Trial Vintage Trophy.

1.3 Events

1. FIM Trial World Championships and Prize Events must be inscribed in the Calendar.
2. These Events must be staged on venues that have been approved by the FIM and comply with the FIM Regulations (See FIM Event Manual for Trial organisers).
3. They must have been inspected and homologated by a CTR Member or Expert, accompanied by an FMNR representative in accordance with the requirements set by the FIM.
4. No Event may be organised before all the necessary legal authorisations have been obtained by the organiser and ratified by the FIM.
5. Organisers in collaboration with the FIM are responsible for providing facilities and personnel according to FIM Rules for organisers to ensure the safe, smooth and efficient running of the Event.
6. The validity of the third party insurance must be in accordance to the Sporting Code Art. 110.1.1. FIM World Championships and Prize Events organised without a Promoter.
7. The Event begins from the Administrative/technical verifications, etc... They end when all of the following have occurred:
 - a) The final results have been approved by the FIM Referee.
 - b) All deadlines for lodging protests/appeals have expired; and
 - c) All technical, sporting and anti-doping controls have been concluded.
8. If a protest is lodged, the results will not become official until a decision is taken by the FIM Referee.
9. If an appeal is lodged against a decision of the FIM Referee, the results will not become official until a decision is taken by the CAI.
10. All officials, marshals and medical staff must remain fully operational at the Event, available to the Race Direction and/or FIM Referee until the end of the protest/appeal period.

1.4 Format of the Event

1. Events counting towards the FIM Trial World Championships and FIM Prizes include one or more:
 - Administrative and Technical Verifications.
 - Visit of the Sections;
 - Practice / Warm up;
 - A “Super Test”, “Power Section”, “**Super Pole**”, “**Final**”, “**Super Final**” or other activities according to the Supplementary Regulations (SR);
 - Races during one or two days of competition.
 - Prize-Giving Ceremony on each day of competition.

In addition to 1.4

1.4 TDN/WTDN/CTDN	FIM Trial Des Nations / FIM Trial des Nations Women / FIM Challenge des Nations
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2. An Event counting for the FIM Trial Des Nations includes:
 - ...
 - An opening ceremony;
 - ...
 - A day of Competition;

1.4 TVT	FIM Trial Vintage Trophy
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3. An Event counting for the FIM Trial Vintage Trophy includes:
 - One or two day(s) of Competition;
 - A Prize-Giving Ceremony for the first 3 classified of the “FIM Trial Vintage Trophy” and the presentation of the “FIM Vintage Trial Motorcycle Trophy” for the Winner.

1.5 FIM Championships and Prizes Criteria

1. All organised Competitions counting towards the corresponding FIM World Championship will be taken into consideration.
2. The classification of the FIM World Championship or FIM Prize will not be considered definitive until the period for appeal has expired, and until any protests and appeals lodged have been the subject of a decision and a final decision has been taken by the competent body.
3. The winner of the FIM Trial World Championship is the Rider who has obtained the most championship points, irrespective of the number of Races, Competitions or Events he has completed and/or participated in.
4. All FIM individual World Champions must be present at the FIM Prize-Giving Ceremony, “the FIM Awards”.

In addition to 1.5

1.5 FIM Trial Manufacturers’ World Championship

5. To participate each Manufacturer must hold a FIM Manufacturers’ Licence. Points will be attributed to the TrialGP Rider and Trial2 Rider representing the same Manufacturer and having the best result in each Race in their respective category and in accordance with article “Competition Results”. The addition of the points of both Riders of each Race will be taken into consideration for the final classification.
6. In the event of a tie in the FIM Manufacturers World Championship, the same conditions as for the Riders will be applied to determine the winner of the Championship.
7. In the case where a Rider participates on motorcycles from different Manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings. However, the calculation for the FIM Manufacturers’ World Championship will remain unchanged.

1.5 TDN/WTDN/TDN-IT

FIM Trial Des Nations/FIM Women’s Trial des Nations/TDN - International Trophy

8. Each of this championship is held over one day of competition. The FIM reserve the right to organise these Competitions on one or two days according to the venues and conditions. The number of days of TDN and its precise timetables will be announced before the start of each season.

9. Only the FMN can select the team Riders.
10. Teams will be composed of 3 Riders.
11. A team of 2 Riders may be accepted in the condition describe in Article “Acceptance of Entries” - “in addition TDN”.
12. To be classified a Team must have a minimum of 2 Riders finishing the Competition.
13. The Riders of a team must be holders of the passport of the country they represent but may be holders of a licence issued by any FMN.
14. However, at the request of a CONU, and subject to acceptance by the FIM, a “CONU” team may participate in the “Women’s Trial Des Nations” or the “TDN-International Trophy” under the following conditions:
 - Only the CONU can select the Team’s Riders.
 - It will be made up of two or three Riders, all two or three of different Nationalities.
 - No Nationality of one of these Riders is represented by a “Nation” team or in another “CONU” team.

1.5 TDNC FIM Trial Des Nations Challenge

15. Only the FMN can select the Team’s Riders.
16. Each team will be composed by two Riders representing both genders with:
 - A male Rider of the **Trial3 Junior** Class:
 - a) Respecting articles “Age of Riders” and “Motorcycles and Classes” of the **Trial3 Junior** Class.
 - b) Who participated in the **Trial3 Junior** Class or in no other FIM Championship.
 - c) Who has occasionally participated in a Race in another Class, during the current year, when the **Trial3 Junior** Class was not included.
 - A Female Rider of the **Trial2** Class:
 - a) Respecting articles “Age of Riders” and Motorcycle and classes” of the **Trial2 Women** class.
 - b) who has never participated in another Class in the last two previous years (N-1 and N-2),

- c) Who has occasionally participated in a Race in another Class, during the current year, when the Trial2 Women's Class was not included.
17. To be classified, a team must have the 2 riders finishing the Competition.
18. The Riders of a team must hold the passport of the country they represent.

1.6 Support Races

1. During an FIM Trial World Championship and Prize event, Support Races may be authorized.
2. However, these Support Races, as well as any other activity such as the use of the **Liaisons** and/or Sections by Motorcycles or other vehicles during the event, including demonstrations or presentations, must always be approved by the FIM.
3. FIM authorization does not imply or include any involvement and/or liability for these Support Races and/or other activities that are not conducted under the authority and responsibility of the FIM.
4. Priority must always be given to the FIM Trial World Championship/ Prize program.
5. If necessary, the Clerk of the Course of the Event may modify the Timetable of these Additional Races and/or other activities, cancel them, or prohibit the participation of one or more riders.

2. ENTRIES, RIDERS AND TEAMS

2.1 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all supplementary regulations to the Sporting Code, Trial Regulations including relevant provisions of the Environmental, Medical and Anti-Doping Codes, as well as details relative to a particular Event. They must in no case modify the FIM regulations.
2. The Supplementary Regulations must be drawn up in conformity with the standard model established by the CTR/FIM.
3. The Supplementary Regulations must be published in the two official languages of the FIM and must be approved by the FMNR and the FIM.
4. The electronic draft copy must be sent to the FIM Administration no later than two months before the date of the Event for approval by the FIM. The Supplementary Regulations must be ratified by the FIM Championship Manager, and the FIM Referee.
5. Once they have been approved the FIM publish these SR on its website www.fim-moto.com.
6. At the Event, the Supplementary Regulations must subsequently be ratified by the Race Direction and by the FIM Referee.
7. No amendment may be made to the Supplementary Regulations after its approval by the FIM or by the FMNR.
8. In exceptional circumstances, an amendment to the Supplementary Regulations may be permitted by the Race Direction and validated by the FIM Referee. Modifications must be brought to the attention of all persons concerned.

2.2 Acceptance of Entries

1. All the Events count towards the FIM Trial Championships and Prizes.
2. In order to be entered on an FIM World Championship or Prize Riders need to:
 - a) fulfil the following “Rider Selection Criteria”.
 - b) be in possession of the appropriate FIM Trial World Championship or Prize licence (see Art. “Age of Riders”);
 - c) be authorised by their FMN; by specifying the current valid Licence number; In the event of a change of a Rider’s Class for a Class of a higher technical level, the authorization must include a statement

- confirming that the Rider “has the technical and sporting level required to participate in the Class (specify)”. A medical certificate attesting to the Rider’s capacity to participate must also be guaranteed by the FMN if this is required.
- d) have requested an entry before the closing date for the entries;
 - e) comply with all the Articles of the Trial Regulations and other FIM Codes and Regulations.
3. All entries should be made at least 21 days before the start of the Event. All entries made between 21 days and 2 days before the administrative control of the Event, will see their fees doubled. From 2 days before the Event, no entries will be accepted. Precise dates will be stated on the SR. However, the FIM reserves the right to impose other entry deadlines under special conditions requiring them, in particular Overseas Events.
 4. All entries must be made via www.trialgp-registration.com.
 5. For safety reasons or any other case of Force Majeure, the FIM reserves the right to consider a maximum number of participants cannot be exceeded during an Event in an Event and thus not to accept the entry of a Rider. This maximum number must be specified in the SR. The FIM will make a selection according to the “Selection Criteria for Riders” of the Rider’s participation in all or part of the Championship, his ranking from the previous year as well as the entry date of the Rider (s) concerned. This decision cannot be contested.
 6. For each Event, a pre-entry list will be published after the 21 days before the Event. The final list of entered Riders will be published after the administrative control.
 7. Changes cannot be made to a Riders’ entry unless he submits a written reasoned request to the FIM and accepted.
 8. A Rider can only compete in one class at the frame of an Event.
 9. Changes cannot be made to the Riders’ class during the season unless he submits a request to the FIM and permission is granted.

In addition to 2.2

Rider Selection Criteria will be as follows:

2.2 TrialGP FIM Trial World Championship

10. The TrialGP Riders from previous season, will have priority if they enter the entire championship.
11. The previous season’s winner of Trial2, will also have priority if he enters

the entire championship.

12. Remaining entries will be decided on Event by Event basis by the FIM based on the previous article.

For (2027) The winner of the Trial2 World Championship (2026) must automatically take part in the TrialGP World Championship the following season.

2.2 Trial2 FIM Trial2 World Championship

13. Trial2 Riders from previous season, will have priority if they enter the entire championship.
14. The previous season's winner of **Trial3 Junior**, will have priority subject to compliance with the other articles of the FIM Regulations especially article "Age of Riders".
15. TrialGP riders from the previous season will be accepted if they enter the entire championship.
16. The TrialGP pre-selected Riders with a request accepted by the FIM, if they enter the entire championship will be accepted.
17. Remaining Riders will be chosen by the FIM, if they enter the entire championship.
18. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 Trial3 Junior FIM Trial3 Junior World Championship

19. **Trial3 Junior** Riders from previous season will be pre-selected of which a maximum number has been decided and if they enter the entire championship.
20. The remaining Riders will be chosen by the FIM, if they enter the entire championship.
21. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 TrialGP Women FIM Women's Trial World Championship

22. The Riders from the FIM Women's Trial World Championship from previous season, if they enter the entire championship, will be pre-selected.
23. The previous season's winner of Trial2 Women, if she enters for the entire championship, will be pre-selected subject to compliance with the other articles of the FIM Regulations especially article "Age of Riders".
24. Some Riders will be chosen by the FIM, if they enter the entire

championship.

25. Remaining entries to be decided on Event by Event basis by the FIM.

For (2027) The winner of the Women's Trial2 World Championship (2026) must automatically take part in the Women's TrialGP World Championship the following season.

2.2 Trial2 Women FIM Women's Trial2 World Championship

26. Trial2 Women Riders from previous season, if they enter the entire championship, will be pre-selected.
27. TrialGP Women point scorers from previous season, who are not, included in the TrialGP Women pre-selected Riders, if they enter the entire championship, will be pre-selected.
28. The TrialGP Women pre-selected Riders with a request accepted by the FIM, if they enter the entire championship will be pre-selected.
29. Remaining Riders will be chosen by the FIM, if they enter the entire championship.
30. Remaining entries to be decided on Event by Event basis by the FIM.

2.2 TDN FIM Trial Des Nations

31. Entry requests must be sent at the latest 60 days before the Event. The entries received between 60 and 30 days before the Event will be accepted but will receive a financial penalty. The registration will be definitely close 30 days before the Event. No exception will be made beyond this deadline.
32. Entry requests must be made by the Federation representing the Nation with all details stipulated on the on-line Official Entry Form at the www.trialgp-registration.com.
33. Each FMN can enter only one national Men's team for the World Championship or the International Trophy, and only one Women's national team for the Women's Trial Des Nations.
34. The first 5 selected teams in the standings of the previous year's FIM TDN World Championship, and teams who have made a request accepted by FIM will all be in the World Championship group. All other teams will form the International Trophy group. The CTR Bureau will make the final decision on team requests and of the composition of the groups.
35. A Team represented by only 1 of their Riders having participated at the TrialGP class can participate in the International Trophy class after request and acceptance by the FIM.
36. Each team shall be composed of 3 Riders.

37. A team of 2 Riders can participate subject to approval by the CTR and/or Race Direction and validated by the FIM Referee according the reasons that justify the reduced number. Its classification will be established in accordance with Art. "Competition Results".
38. A team composed of only one Rider cannot be accepted whatever the conditions.
39. Only the FMN can select their team's Riders.
40. The FIM will publish the list of entered Riders/teams.
41. After the close of Entries, the National Teams can change a Rider only in the case of injury or illness. The CTR Bureau will decide if they accept the change. The FMN must present a medical certificate to the CTR before the event.
42. During the Event, the National Teams can change a Rider only in the case of injury or illness. The Race Direction will decide if they accept the change. The FMN must present a medical certificate to the CTR in the week after the event. Under no circumstances a rider can be changed once the team has started the Competition.

2.2 CTDN FIM Trial Des Nations Challenge

43. Only the FMN can select the Riders of its team with the same processes as for the TDN.
44. They will each be composed of two Riders representing both genders and in accordance with Article "FIM Championships and Prizes Criteria".

2.2 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

45. The entry requests only concern Riders holding a valid Driving Licence for the corresponding Motorcycle and participating with a Trial Vintage type motorcycle as defined in article "Motorcycle and Classes".
46. The Riders participating in the "FIM Vintage Trial Motorcycle Trophy" will have previously satisfied the requirements for the authenticity of their Motorcycle during technical controls.

2.3 Riders' Licences

1. Riders must be holders of a valid FIM Trial World Championship or FIM Prize licence to participate in the FIM Trial World Championships and FIM Prizes in conformity with the FIM Policy.

2.4 Age of Riders

1. All Riders competing in an FIM Trial World Championship and FIM Prize Event must be of the age stated below at the time of the Administrative control of the Event concerned.
2. FIM Trial World Championship licences for Riders are issued, only when the Rider has attained the minimum age, as indicated below:
 - a) FIM Trial World Championship, TrialGP/Trial2: 16 years
 - b) FIM Women's Trial World Championship, TrialGP Women: 16 years
 - c) FIM **Trial3 Junior** World Championship: from 14 to 21 years
From 2027: ages 16 to 21
 - d) FIM Women's Trial2 World **Championship**: 14 years
From 2027: 16 years
 - e) FIM Trial Des Nations - World Championship: 16 years
 - f) FIM Women's Trial Des Nations: 14 years
From 2027: 16 years
 - g) FIM Trial Des Nations - International Trophy: 14 years
From 2027: 16 years
 - h) FIM Trial Des Nations Challenge: from 14 to 21 (men) and from 14 for (women)
As of 2027: ages 16–21 (Men) and from 16 years old (Women).
 - i) FIM Trial Vintage and FIM Trial Vintage motorcycle trophy: valid driving licence.
3. The limit for the minimum age starts on the date of the Rider's birthday and the limit for the maximum age finishes at the end of the calendar year in which the Rider reaches the maximum age of the class in question.
4. The Rider's participation is conditional in compliance with Art. "Motorcycles and classes".

2.5 Entry fees

All entry fees will be stated in the on-line entry system in: www.trialgp-registration.com.

2.6 Non-Participation in an Event

1. Riders who enter an FIM Trial World Championship Event and who cannot take part are subject to the provisions of the FIM Regulations.
2. A Rider selected or entered for the entire FIM World Championship or FIM Prize who does not participate in one or more Events and does not provide an acceptable reason, will be subject to penalties article “Financial Penalties”.
3. The FMN(s) of any “one Event Rider” who does not inform the FIM and the Organisers of their inability to attend, within 24 hrs before the start of the Event or who does not provide an acceptable reason, will be subject to penalties under Article “Financial Penalties”.
4. A Rider who is present at an Event and who does not take part in the Race and/or leaves the Event must always inform the Race Direction of the reasons for his non-participation. If the reason of his non-participation is considered non-acceptable the Rider will be subject to penalties under article “Financial Penalties”.
5. Upon receipt of the FIM Referee report, the FIM Administration will send a letter with the applied penalty to the Rider’s FMN.

2.7 Rider Apparel

1. It is the responsibility of each Rider to select apparel for appropriate protection.
2. This apparel is mandatory and must be in accordance with the FIM Technical Regulations and FIM Trial Regulations.
3. It includes but is not limited to: a helmet, boots, gloves, protective clothing and accessories such as a one-piece suit, or long trousers and a long-sleeved shirt, back protector, knee protections...
4. A Rider with long hair must tie it up and it must not be below their shoulders.
5. The above-mentioned apparel must be worn when riding his motorcycle and at all times during the competition.
6. Eye protection is recommended to ride on the **Liaisons**.
7. Although FIM approves certain materials, it does not endorse or guarantee specific products or manufacturers.
8. Riders must print the FIM Championship logo and number on their shirts/suits. The graphic design guidelines will be provided by the FIM for all Riders.

In addition to 2.7

2.7 TDN FIM Trial Des Nations

9. Helmets must be the same colour for each Rider of the same team and must include, in the overall colour scheme, the colours of their national flag, represented in stripes, bands or other design.
10. The teams will have to print their national jerseys according to the graphic chart provided by the FIM.

2.8 Riders / Assistants / Team Managers / Motorcycle Bib Wearers clothing

1. All Riders, Assistants, Team Managers and Motorcycle Bib Wearers must present a suitable clean and neat appearance.
2. Only appropriately dressed persons displaying the correct authorisation will be allowed in a restricted area.
3. Inappropriate clothing is prohibited in the paddock and in restricted areas.
4. Riders must reserve an area to display their number on the front and back of their riding shirt and/or suit.
5. Assistants, Team Manager and other Motorcycle Bib wearers are encouraged to display the FIM Championship logo on their clothing.

In addition to 2.8:

2.8 TDN FIM Trial Des Nations

6. National teams are encouraged to provide team clothing for their Riders, Assistants and team members.
7. All team clothing should include in the overall colour scheme, their country's national flag, represented in stripes, bands or by any other appropriate design.

2.9 Rider Behaviour and Assistance

1. Riders must at all times adhere to the provisions of the FIM Regulations.
2. He must know and respect the FIM Ethical Code.
3. A Rider may not challenge either verbally or by gesture a decision of an official or a Section Observer.
4. He must wear equipment as defined in the FIM Trial Technical Regulations. The equipment mentioned must be worn every time he uses his motorcycle.
5. During an Event, a Rider must always attempt to succeed.
6. Only the Rider is allowed to ride or push his motorcycle on the **Liaisons (except in exceptional cases, precised on another article)**.
7. Riders must be physically and mentally fit to control their motorcycles in order to ensure the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
8. Riders must report any underlying medical disorder or injury they may have to the Race Direction.
9. At any time during the Event, on request of the Chief Technical Steward, the Riders must present themselves and/or their motorcycles and/or equipment to the technical verification.
10. At all times during the Event, a Rider will be responsible for keeping his motorcycle in conformity with the rules.
11. Outside of the Paddock the Rider and his motorcycle must not receive material assistance, from any other person other than from his Assistant. With the exception of food and or drink.
12. Only the Rider or Assistant is permitted to hold the Riders motorcycle.
13. At the Visit of the Sections, it is compulsory for Riders to wear their pass.
14. During the Race, the Rider will not be allowed to enter the sections on foot to observe it, before riding it with his motorcycle, unless otherwise specified.
15. He must not modify the nature of the Sections or any signage during the Event.
16. Riders may be forbidden at certain times to ride a motorcycle, whether participating or not in the Event.
17. Riders must obey the signals and the boards which convey instructions.
18. Riders shall be held responsible for the actions of their Assistant and team members and his entourage.

19. A Rider and/or Assistant cannot go in the opposite direction, exit or re-join the **Liaisons**.
20. It is strictly forbidden to ride a motorcycle in a Section other than when permitted by the Chief Section Observer.
21. Riders are responsible for attending all Riders' briefings with their Assistant and Team Managers being aware of all information and instructions issued.
22. Riders must ride **the Liaisons** in a responsible and disciplined manner, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present at the Event. They must not ride at an excessive speed. Wearing a helmet is mandatory whilst riding a motorcycle at all times.
23. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
24. Riders must always respect the timetable and follow the **Liaisons** indicated when going to the practice and warm-up areas.
25. He must ensure that his Number on his shirt/suit is fully visible at all times during practice and competition.
26. When a Rider has finished his Competition, he must then hide his number so that it is no longer visible. He may be penalized if he uses his number for any action at the various places of the Competition.
27. If a person uses a shirt/suit with the same number of a Rider during the same Competition, the Rider, his Assistant or Team Manager must inform an official immediately. In case of failure to do so and/or according to the circumstances this Rider may be held responsible.
28. It is necessary that Riders cut the engine inside or outside the Section Corridor if they are waiting to pass a Section.
29. The first three Riders in the final classification in each class of FIM Championships & Prizes (or other participants invited by the organiser and approved by the FIM) must take part in the Prize-Giving Ceremony and Press Conference.
30. During the prize-giving ceremony, a public interview **or any form of "celebration"** the behaviour of Riders or other participants must respect the protocols and persons present; **They must refrain from any gesture that results in liquids or other objects being thrown at any person, likely to damage their image or physical integrity."**
31. The Rider cannot wear or use any type of communication device such as

Radio, Bluetooth or any other type of communication material on his helmet or other supports.

32. Failure to comply with any of the above points will incur a penalty to be decided by the FIM Referee in accordance with articles “Penalty Points”, “Financial Penalties”, “Disqualification”.
33. Additional sanctions may be applied in accordance with the FIM Sporting Code.

2.10 The Assistant

1. Each Rider may be accompanied by one Assistant.
2. A Trial Assistant must be at least 18 years of age and be in possession of a valid FIM Trial Assistant, FIM Trial World Championship or FIM Trial Prize. In his country, a valid National Trial Licence will be accepted.
3. In case of injury or illness after the Administrative Control, the Race Direction may accept or refuse the replacement of an Assistant.
4. An Assistant cannot be changed once the Rider has started the Race.
5. The Assistant must comply at all times with all FIM regulations/Codes and all Codes and regulations of the Event and release the FIM and the organisers from any liability.
6. He must know and respect the FIM Ethical Code.
7. He can use his bib at each FIM Trial World Championship competition subject to signing a declaration at each individual Event, he can then perform an Assistant's duties.
8. He must accept all instructions from the officials and Section Observers and follow all signage and any signs that communicate instructions.
9. He must wear the same equipment than the Rider as defined in the FIM Technical Regulations. The mentioned equipment must be worn each time he rides his motorcycle.
10. Assistants must **certify that they use their Motorcycle in full compliance with the applicable regulations, that the Motorcycle is covered by third-party liability insurance, and that they are in possession of a valid driving licence.**
11. **They must move** in a responsible and disciplined manner **particularly on the Liaisons**, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present at the Event. They must not ride at an excessive speed. Wearing a helmet is mandatory whilst riding a motorcycle at all times.
12. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
13. Assistants and team members may be forbidden from riding a motorcycle, whether participating or not in the Event, at certain times.
14. An Assistant will be held responsible for his actions, either individually and/or jointly with his Rider and/or team.

15. During the Administrative controls the Assistant and his Rider must complete and sign a document in which they undertake to accept and respect all the FIM Rules and those of the Event, and stipulating in particular that the Rider is jointly and severally liable for the acts of his Assistant, and that his Assistant is also responsible for his own actions.
16. Assistants must be physically and mentally fit to control their motorcycles in order to guarantee the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
17. The Assistants must report any underlying medical disorder or injury they may have to the Race Direction.
18. At any time during the Event, the Assistant will be responsible for keeping his motorcycle in good condition and in compliance with the manufacturer's data. The motorcycle must comply with the national legal requirements for road traffic of the country in which the vehicle is registered unless the Event is taking place on a closed circuit.
19. He must make sure that his bib and/or helmet number are completely and permanently visible.
20. As soon as his Rider has finished the Competition, he must remove his bib and no longer use it.
21. He should never hand over his bib to be used by someone else without the permission of the Race Direction.
22. He may not ride or push a Rider's motorcycle during the competition.
23. He is not allowed to push the Riders' motorcycles in front or at the Section corridor.
24. He has only the right to assist the Rider who has the same number as he does (except at the FIM Trial Des Nations).
25. **From 2027: Outside the Paddock, he is not allowed to assist either his Rider or any other rider during mechanical work on a Motorcycle.**
26. During the Competition the Assistant is not authorised to enter the Observation enclosure.
From 2026: For all classes classes, the Assistant is allowed to enter the Sections during the Competition by their entry, and only if his Rider is on his motorcycle and at the moment where he enters the section. A minority of Sections may be designated by the Race Direction as prohibited to Assistants inside.

From 2027: Assistants of the Trial3 Junior, Trial2 and Trial2 Women classes will no longer be allowed to enter inside the Sections. A

greater number of Sections will also be prohibited to Assistants for the TrialGP and TrialGP Women classes.

From 2028: No Assistant will be allowed to enter inside the Sections.

27. He will not be allowed under any circumstances to discuss with the Observers.
28. It is absolutely forbidden to modify the nature of the Sections or signage throughout the Event.
29. The Assistants may attend the Rider's briefing.
30. The Assistant must follow the same **Liaisons** as the Rider unless a detour is foreseen or authorised by the organiser.
31. Assistants must always respect the times indicated and follow the specified **Liaisons** when going to the Practice and Warm-up areas.
32. He must ensure that the motorcycle is refuelled in the Paddock and/ or official refuelling area and only when using an environmental mat.
33. He cannot replace a Rider at a Prize-giving Ceremony.
34. Outside of the Paddock the Assistant and/or his motorcycle will not receive material assistance. The Assistant may receive instructions from his/her Rider and/or Team Manager as well as food and beverages as this is not considered material assistance or considered an exception.
35. The Assistant cannot wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.
36. Failure to comply with any of the above points will incur a penalty to be decided by the FIM Referee in accordance with articles "Penalty Points" and "Financial Penalties".
37. Additional sanctions may be applied in accordance with the Sporting Code.

In addition to 2.10:

2.10 TDN/WTDN/TDN-IT/TDNC

**FIM Trial Des Nations / FIM Women's
Trial Des Nations / FIM Trial Des
Nations International Trophy / Trial
Des Nations Challenge**

38. Each Nation is permitted up to register and assign a maximum of two Assistants respectively for a Men's Team and for a Women's Team. It can register only one other Assistant for a Challenge Des Nations Team.
39. In case of injury or illness and upon presentation of a medical certificate,

the CTR Bureau may accept the replacement of only one Assistant before the Event.

40. In exceptional circumstances, if a team is not able to enter an Assistant, the Race Direction can accept that a rider could assist another rider of his own team and will inform the FIM Referee who will validate the conformity with this decision.

2.10 TVT/TVMT **FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy**

41. A Rider cannot be accompanied by an Assistant. However, he may request Assistance from another Rider for reasons which he considers to be Safety in a Section and subject to the possibilities for the Section Observer.

2.11 Team Manager

1. All Team Managers must be at least 18 years of age and in possession of a valid, individual FIM Trial Assistant or FIM Trial World Championship in his own name. In his country, a valid National Trial license is sufficient.
2. Each team is limited to one Team Manager.
3. In order to be a “Manufacturer’s” Team Manager, the Manufacturer in question must have a “FIM Manufacturer” licence.
4. In order to be a Team Manager of a “FIM Team”, the team in question must have a “FIM Team” licence and a minimum of 1 entered Rider at their name participating in the Event.
5. The Licence “FIM Trial Team” gives the right to officially use the name of the team and mention them in the results.
6. The Team Manager will be nominated and named by the manufacturer or FIM Team. Any change during the year must be notified.
7. He will need to register via the on-line entry system at www.trialgp-registration.com.
8. During the Administrative controls, the Team Manager must complete and sign a document before the closing of administrative control. By signature of this document the Team Manager undertakes to accept and respect all the FIM Rules and those of the Event at all times, and in consequence to release the FIM and the organiser from all liability, accepting that he is responsible for his own actions.
9. He will then be able to use the Team Manager yellow bib provided under reserve of having at least 1 rider of the Manufacturer or “FIM Team” who participates in the Event.
10. Each Team Manager must indicate whether he uses a Trial motorcycle. In this case, he may use the **Liaisons** in respect with all the other instructions. He shall use the plan deviation or authorized by the organiser. In any case he cannot ride in the opposite of the **Liaisons** direction.
11. He must certify that he uses his Motorcycle in full compliance with the applicable regulations, that the Motorcycle is covered by third-party liability insurance and that he is in possession of a valid driving licence.
12. In the event that the Team Manager uses another means of transport, the **Liaisons** will be prohibited for him and his role will be limited to the area around the Sections.

13. During the Event, the Team Manager shall be responsible for his team.
14. Outside of the Paddock the Team Manager or his motorcycle will not receive material assistance or help, other than instruction from his team Riders and or his Assistants.
15. He must accept all instructions from officials, Section Observers and follow all signage and other signs that communicate instructions.
16. He must wear the equipment according to the Rider as defined in the FIM Technical Regulations. The mentioned equipment must be worn each time he rides his motorcycle.
17. Team Managers must ride in a responsible and disciplined manner **particularly on the Liaison**, which does not cause danger to other Riders, Assistants, team members, spectators and any other person present in the Event. They must not ride at an excessive speed.
18. Riding a motorcycle within the Paddock is forbidden at all time unless otherwise specified. Testing of the motorcycles must only be in the warm-up or practice area during specified time.
19. Team Managers and other team members may be forbidden to ride a motorcycle, whether participating or not in the Event, at certain times.
20. The Team Manager will have to respect ethics and sportsmanship and behave in an exemplary manner at all times during the Event as well as at Events related to it.
21. Team Managers must be physically and mentally fit to control their motorcycles in order to guarantee the safety of the other Riders, team members, officials, spectators and other persons involved in the Event.
22. The Team Manager must report any underlying medical disorder or injury they may have to the Race Direction.
23. At any time during the Event, the Team Manager will be responsible for keeping his motorcycle in good condition and in compliance with the manufacturer's data.
24. During the Competition, the Team Manager is not authorised to enter a **Section, neither in the enclosure. He is only permitted to access the Liaisons by Motorcycle.**
25. Under no circumstances will he be able to discuss with the Section Observers.
26. He is not authorised under any circumstances to communicate with a Rider while he is riding the section.
27. The Team Manager must follow the same **Liaisons** as the Rider unless a

detour is foreseen or authorised by the organiser. They cannot go in the opposite direction, exit or re-join the **Liaisons**.

28. **He is not permitted to go onto the Course unless at least one Rider from his team has started the Competition.**
29. Team Managers must always go to the practice and warm-up at the times indicated and following the specified **Liaisons**.
30. He must ensure that the motorcycle is refuelled in the Riders' paddock and/or official refuelling areas with use of an environmental mat.
31. He will ensure that throughout the Event the bib and/or numbers and/or other indications (front and back) are completely visible.
32. Team Managers may attend the Rider's briefing.
33. Team Manager cannot wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.
34. Failure to comply with any of the above points will incur a penalty to be decided by the FIM Referee in accordance with articles "Penalty Points" and "Financial Penalties for Manufacturers and/or Teams/Bib wearers". He is liable to the rights and duties relating to the holding of his FIM Licence being questioned and/or inoperative.
35. Additional sanctions may be applied in accordance with the FIM Sporting Code.

In addition to 2.11:

2.11 TDN/TDNC FIM Trial Des Nations / Trial Des Nations Challenge

36. Each Nation is limited to one TDN Team Manager. However, if the FIM Trial of Nations and the FIM Women's Trial of Nations are held on the same day, a Nation represented in both Competitions is entitled to 1 Team Manager dedicated to each Team. Each Team Manager will be nominated and assigned to their one team and will not be allowed to assist the other team of their Nation.
37. A Nation can assign an additional Team Manager to assist a team of the Trial Des Nations Challenge.
38. Under reservation of acceptance by the FIM Administration at the moment of the entry and/or by the Race Direction, a Rider or Assistant can be the Team Manager of his team and assigned exclusively to it.
39. The Team Manager is appointed by the FMN of the team he represents. In this respect, and provided that the FMN has notified the FIM Administration (ctr@fim.ch), he may represent his FMN at TrialGP meetings in accordance

with Article “FMN Delegate” without having a “FMN Delegate” bib.

40. During the Event, the Team Manager shall be responsible for all matters regarding his team.
41. Team Managers/Assistants must be named during registration on-line at www.trialgp-registration.com. Amendments can only be made up to the end of Administrative Control.
42. The Team Manager will represent his team at the Administrative Control.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM Trial World Championship and Prize Events are open to motorcycles as defined in the FIM Regulations, FIM Trial Technical Regulations.
2. As regards of the FIM Trial Vintage Trophies, motorcycles must comply with the appendix “FIM Trial Vintage” and “FIM Trial Vintage Motorcycle Trophy” listed on the “FIM Technical Trial Regulations”.
3. All riders under 16 years old must ride a motorcycle less than 125cc or electric with limited power.
4. Championships and Capacities:

FIM Trial World Championship	TrialGP	> 250cc / 2T and 4T Electric
FIM Trial2 World Championship	Trial2	≤ 300cc / 2T and ≤ 350 4T Electric
FIM Trial3 Junior World Championship	Trial3 Junior	≤ 125cc or Electric with limited power
FIM Women’s Trial World Championship	TrialGP Women	≥ 125cc / 2T and 4T Electric
FIM Women’s Trial2 World Championship	Trial2 Women	≤ 300cc / 2T and 4T Electric ≤ 125cc or Electric with limited power for – 16 years
Trial Des Nations, International Trophy, Women’s Trial Des Nations	TDN TDN –IT WTDN	All capacities ≤ 125cc or Electric with limited power for – 16 years
Trial Vintage Trophy Trial Motorcycle Vintage Trophy	TVT TVMT	Valid driving licence according to capacity of the motorcycle

Whenever the Liaisons used are on public roads or on any section where persons not involved in the Competition may be present, it is the sole responsibility of the Rider or of his legal guardian to ensure that the Motorcycle used complies with all legal requirements, is covered at least by third-party liability insurance for its specific use, and that the Rider is legally entitled to ride it, whether in terms of a driving licence or any other requirement in accordance with the applicable regulations.

For 2026: An exceptional authorisation for this season only will allow a Rider to use another Motorcycle or vehicle solely for the liaisons and only if he is legally unable to comply with the requirements as specified in this Article. Under no circumstances may this

Motorcycle be permitted in the Sections; only the Rider's Assistant may move this Motorcycle in the vicinity of the Sections if necessary.

The Motorcycle used for the Competition and presented at Technical Control may be used by the Rider in the Sections and then by the Assistant in the Liaisons.

This exceptional and temporary authorisation, under the clearly defined conditions above, shall prevail over the Articles stating that only one Motorcycle may be used by a Rider.

Specification for electric motorcycle:

5. The owner of an Electric Motorcycle must take safety measures relating to its use, so as not to endanger the safety of others.
6. The Rider and his Assistant must take all necessary measures to ensure that no one comes into contact with their Motorcycle under any circumstances, particularly if it may present a danger; In case of electrical charge, battery change, fall in or out of the Section or any other fact.
7. He and/or his Assistant must always be in possession of specific gloves to be able to intervene alone and immediately on the motorcycle if necessary, particularly in the event of a fall in a Section.

3.2 Use of a Motorcycle, maintenance and repair

1. At all times during the Event, a Rider must only use one motorized "off road" vehicle which will be his Trial Motorcycle controlled at the Technical verifications.
2. He will be responsible for being in possession of his motorcycle for the competition. Under no circumstances can the Organizer, the FIM, or any other body be held responsible in the event of inability to dispose of its motorcycle.
3. The Rider must keep his motorcycle in conformity to the rules.

From 2027: Only the Rider may work on his Motorcycle outside the Paddock.

4. In the event that a motorcycle has a significant malfunction affecting its safety (cut-off switch, etc.) or a significant impact on its environment (excessive noise, loss of lubricants, etc.), it must be repaired on site and will not be able to continue their progression on the **Liaisons** or in a Section. In the event of irreparability on site, the Rider will be disqualified.
5. During the same Event or Competition, in the case of an inability to participate on the following Race of an Event or a Competition with the same

marked frame and/or the engine of his Motorcycle, the rider must justify the reasons for a change request by indicating the reasons which will only be Technical/Mechanical to the Race Direction. The Rider will be asked to present his defective Motorcycle to the Technical Stewards who will decide on the irreparable nature of the Motorcycle. A new Motorcycle may be presented to the Technical Stewards, who will decide on its conformity which will be validated by the Race Direction.

6. Special conditions may be attributed by the FIM to Electric Trial Motorcycles under Article “Alternative Energies”.
7. The Race Direction may disqualify a motorcycle, when the construction or condition of which is or may become a source of danger.

3.3 Rider’s number

1. Rider’s bibs will be forbidden except for the Trial Vintage.
2. Riders must display their number printed on the front and back of their riding shirt or suit. The number area must measure 200 mm x 200 mm.
3. The FIM will provide the artwork and guidelines for the number panels which will also include Championship logos, no other designs or logos will be accepted in this area.
4. Permanent numbers will be issued on confirmation on the Rider’s entry.
5. The Rider must ensure that the numbers (back and front) are fully visible during practice and competition in all weather conditions.
6. The FIM Referee can refuse the Rider permission to start the Trial if he does not have a printed number on his riding shirt/suit as per the design provided by the FIM.

In addition to 3.3:

3.3 TDN/WTDN/TDNC FIM Trial Des Nations / FIM Women’s Trial Des Nations / Trial Des Nations Challenge

7. The distribution of numbers will be based on the classification of the teams in the FIM Trial Des Nations, FIM Women’s Trial Des Nations and the FIM Trial Des Nations Challenge of the previous year.
8. Teams will print their numbers and country acronym on their riding shirts in accordance with the graphic chart sent by the FIM.

3.3 TVT FIM Trial Vintage Trophy

9. Riders must display their number with a bib provided by the FIM.

3.4 Paddock

1. The installations of the Paddock are those defined in the “Event Manual” of the organiser.
2. They allow in particular the good preparations and assistance of the Riders and Motorcycles in compliance with all the articles of these regulations and other FIM regulations.
3. Holding or displaying any inappropriate material is prohibited.
4. Riding a Motorcycle is prohibited at all times unless otherwise indicated. In this case, the pace must be the same as a person walking.
5. Tests on the Motorcycles are not allowed.

3.5 Assistance Area - PA2

1. In exceptional circumstances an assistance area - PA2 may be provided.
2. This is essentially a situation where Riders and Motorcycles cannot return to the Paddock between the different Races. For example, when the Races has a loop far from the Paddock.
3. This PA2 will be necessary and essential to all riders whatever their class and their motorcycle engine capacity and energy.
4. This will be stated in the Supplementary Regulations.
5. A maximum of 1 “Assistance Area – PA2” can be authorized.
6. Its dimensions must be mentioned in the Supplementary Regulations as well as any restrictions on access to Assistance vehicles.
7. Its facilities will be limited.
8. It is prohibited to refuel outside the Refuelling Area attached to PA2 and as defined in article “Refuelling Area”.

3.6 Refuelling Area

1. Refuelling of all motorcycles must only take place in the paddock and official refuelling areas, with the use of an environmental mat to protect the ground.
2. However, in exceptional cases, a Refuelling Area may be installed if necessary and essential for the Motorcycles, either exclusively for electric Motorcycles, or for all Motorcycles following the Organisation and/or Race Direction decision.
3. Refuelling outside these conditions will lead to disqualification of the rider and immediate withdrawal of his assistant’s bib.

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4. A refuelling area will need to be attached to a PA2.
 5. Refuelling in the Paddock without the use of an environment mat will entail a fine as defined in the Environment Code.
 6. The term refuelling can also be used in the context of a change of battery of an electric motorcycle. This will be done in accordance with the specific Trial Technical Rules and other information provided by the Race Direction.

4. RUNNING OF THE EVENT

4.1 TrialGP Pre-Meeting

1. Prior to the Administrative and Technical Controls a TrialGP Pre-meeting will be held for all Event officials. Venue and exact time will be mentioned on the Event Timetable. Updated version of each Event's timetable at www.trialgp-noticeboard.com.
2. The meeting will be organised by the FIM Championship Manager, or in case of absence, by the FIM CTR Coordinator.
3. List of persons attending the meeting:
 - FIM Championship Manager;
 - FMNR Clerk of the Course;
 - FIM CTRS's;
 - FIM Referee;
 - FMNR Steward;
 - FIM Time Keeping/Results Service Representative;
 - FIM Vintage Trial Expert (Vintage events);
 - FIM CTR Representative;
 - FIM CTR Coordinator;
 - Organizer's Representative (persons responsible for Paddock, **Liaisons** and Sections);
 - Any other persons requested by the FIM.

4.2 Paddock Access

1. The Paddock will be accessible in the conditions and schedules indicated and approved by the FIM.
2. They must be respected by the Riders, Teams and Manufacturers and any other person involved in the race or with a rider.
3. Any failure to comply with these conditions and schedules may be subject to penalties provided for in Articles "Financial Penalties".

4.3 Administrative Controls

1. **A Rider** entered in an Event **is** required to:
 - a) Present **its** valid FIM Trial World Championship or FIM Prize licence according to the FIM licence validity list stated in the FIM **website** and thereby guarantee its validity for the day of the Competition.
 - b) **Attest the accuracy of the information provided, he is responsible to ensure that he is legally authorised to ride the Motorcycle or any other two-wheeled vehicle he uses on the Liaisons and that his Motorcycle is intended for that use.**
 - c) Make available a medical certificate if necessary.
 - d) Provide proof that **he** has completed the official entry form for the FIM Trial World Championship or FIM Prize.
2. **He must** sign an individual entry form during the administrative controls.
3. In the case of a two-day Event Competition, a Rider who cannot attend the first day of competition due to illness or **any** other **condition** will only able to start the second day of competition at the discretion of the **competent official and the Race Direction**.
4. **The** rider's Assistant will also be required to present **its** valid licence and to sign **next to its** rider's name.
5. **Each** Team Managers will also be required to present its valid licence and to sign under the name(s) of his respective rider(s).
6. The FMN delegates will have to sign in their engagement.

4.4 Technical Verifications

1. All Riders must observe the technical verification procedures as described in the FIM Trial Technical Rules.
2. The Rider and/or his Assistant and/or his Team Manager must present the Riders motorcycle to the Technical Verifications. The motorcycle must be in accordance with the FIM Trial Technical Rules.
3. Before practice, a technical inspection must be performed according to the procedure and the timetable provided in the FIM Regulations and/or Supplementary Regulations of the Event.
4. At all times during the Event, a Rider will be responsible for keeping his motorcycle in conformity to the rules.
5. The Rider, his Assistant or Team Manager will sign the Technical Verifications form certifying that the parts have been properly marked and

controlled.

6. The previous article is only possible between the different parts of the event that are the technical controls, practice, and the Competition(s). No change is possible during a Competition.
7. At all times during the Event:
 - a) At the request of the Technical Stewards or the FIM Technical Director, a Rider and/or his mechanic, and/or his team manager must attend to present his motorcycle and/or equipment to the technical inspection;
 - b) A Rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules;

In addition to 4.4:

4.4 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

8. In addition to the FIM Technical regulations, each Rider's Motorcycle must comply with the specific appendices to the "FIM Trial Vintage Trophy" and "FIM Trial Vintage Motorcycle Trophy".
9. A Vintage Trial Expert can assist the Technical controls.

4.4.1 Alternative Energies

1. The use of alternative energies such as bio-fuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged in conformity with the Trial technical regulations.

4.5 Practice / Warm-up

1. A practice area must be open to the published times in the Supplementary Regulations.
2. Its characteristics must correspond to the Sections used in the Event.
3. Once the Event has started it is forbidden to practice outside the times as indicated in the timetable and/or to practice anywhere other than the practice area.
4. It is forbidden to set up Sections for the Event in this area unless the Section has already been marked out and is fenced off to prevent access by the Riders.
5. The day before the first day of competition, each Rider must comply with the specified location and timetable to access the Practice Area for his class.
6. Practice is not mandatory and is not taken into account in the classification of the Riders.
7. It is compulsory for the Riders to wear a helmet and comply with other clothing requirements as detailed in the Technical Rules Appendix Trial when they are in the Practice area.
8. A separate warm-up area or use of the practice area for the purposes of warm-up may be available. This area will be open for any Rider having taken the start of the Competition.
9. Failure to comply with any of the above points will incur a penalty to be decided by the FIM Referee in accordance with articles "Penalty Points", "Financial Penalties", "Disqualification".

4.6 Visit of the Sections

1. The organiser must plan a Visit of the Sections for the Riders, the Assistants and the Team Managers. According to a pre-set time schedule. This timetable shall be displayed on the noticeboard. This Visit of the Sections normally takes place the day before the first day of Competition and is not compulsory.
2. Motorcycles are not allowed inside Section. The use on the **Liaisons** or not will be mentioned in the SR of the Event.
3. Riders, their respective Assistants and Team Manager are allowed to enter inside the Sections and/or Section Enclosure.
4. Riders will need to be identified with their pass, the Assistants and Team Managers need to wear their Bib.
5. Any other person interested in the performance of a Rider who enters a Section and/or Section Enclosure can incur a penalty of 20 points for the Rider, and/or a possible financial penalty up to 500 EUR.
6. A Rider, an Assistant, or a Team Manager found inside the Sections outside specified time for the Visit of the Sections stated on the timetable will incur a penalty of 20 points for the Rider and/or a financial penalty of 500 EUR.

In addition to 4.6:

4.6 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

7. Visits of the Sections are not authorized for the “FIM Trial Vintage Trophy” and “FIM Trial Vintage Motorcycle Trophy”.

4.7 Briefing with the Chief Section Observers

1. A briefing with each Chief Section Observer is mandatory and will take place at the predefined schedules as communicated in the official Timetable, in general the day before the first day of competition.
2. This Briefing will be decided upon and chaired by the FIM Referee in collaboration with the CTRS and Clerk of the Course.
3. No opportunity to debate the Trial regulations will be permitted. The purpose is to offer information and guidance.
4. It is the responsibility of each Chief Observer to know the specifics of the FIM Trial Regulations and follow all published instructions.
5. Any particular situation or “practical case” can be explained.
6. A briefing with the Tablet Operators at the end of the section will be organized by the FIM.

4.8 Briefing with the Riders

1. A briefing with the Riders may be held if deemed necessary. It will usually occur before the first day of Competition, exact time will be displayed on the Timetable.
2. This Briefing will be decided and chaired jointly by the FIM Championship Manager and FIM Referee; Members of the Race Direction are requested to participate in the briefing with the Riders.
3. Riders participating in the Event must attend the briefing, their Assistants, Manufacturer’s Team Managers and FIM Team Managers also may attend the briefing.
4. During this briefing, information concerning the **Liaisons**, Sections, security and any other matters relating to the Event may be addressed.
5. No opportunity to debate the Trial regulations will be permitted. The purpose is to offer information and guidance.
6. It is the responsibility of each Rider and each team to attend the briefing, to be aware of all information provided and follow all published instructions.

4.9 Autograph session

1. Autograph sessions may be organised by the FIM.
2. The schedules and their duration will be mentioned in the official timetable.
3. The FIM may ask all riders or a designated group to participate.
4. If riders are requested to attend a session, their participation is compulsory.
5. In the case of non-appearance by a rider a financial penalty could be applied.

4.10 Presentation

1. A presentation of the Riders may be arranged during the Event.
2. This presentation will be mandatory and further information will be provided by the FIM.

In addition to 4.10:

4.10 TDN/TDN-IT/TDNC FIM Trial Des Nations / FIM Women's Trial Des Nations / Trial Des Nations Challenge

3. An Opening Ceremony for all entered teams at the Trial Des Nations, Women's Trial Des Nations and Trial Des Nations Challenge may be organised during the Event. Further information will be provided by the FIM.
4. Only the Riders and team manager of each team must participate.
5. Schedules and other details of the Opening Ceremony must be indicated in the Supplementary Regulations of the Event.
6. In the case of non-appearance by a rider and or team manager from a Team, a financial penalty.

4.11 Liaisons

1. The **Liaisons** should be in one direction only. If, in exceptional circumstances, two-way traffic or use of the same course as the public is unavoidable, then the organiser must put in place specific safety measures. He must ensure the permanent presence of officials throughout the competition at certain points on the **Liaisons** and if required.
2. It must be possible for the Riders, Assistants or Team Managers to complete the **Liaisons** (from Podium to the Paddock, then to all Sections and back) without the use of public roads (unless closed for general traffic with permission from the authorities and guarded by police or officials).
3. During the Visit of the Sections, the **Liaisons** cannot be used on a Motorcycle, or any other motorized vehicle, and only people on foot or on bicycles or electric bicycles can use it.
4. On the day of the Competition, the **Liaisons** must be used exclusively to go from the Starting Podium to the Testing/Warming Area, then to Sections No. 1, 2, etc. in numerical order. Under no circumstances may a Rider, Assistant or Team Manager “leave” the **Liaisons** and/or not use it in this intended order, even to go to the Paddock if it is adjacent to the **Liaisons**.
5. In case of Force Majeure, for safety reasons or by necessity the Race Direction, under the acceptance and the responsibilities of the organiser, can modify the **Liaisons**.
6. A visit of the **Liaisons** with the Motorcycle can be organized according to a predefined time which will be communicated in the official timetable.

4.11.1 Distance

1. The **total of Liaisons** will be a length not exceeding 20 kms.
2. In the case of two days of Competition, the same **Liaisons** shall be used for both days.

In addition to 4.11.1:

4.11.1 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

3. **All the Liaisons forming a Lap** distance will be published in the SR.

4.11.2 Course marking

1. The **Liaisons** shall be marked with direction arrows
2. The directional arrow indicates to the Riders, Assistants or Team Managers the **Liaisons** which they must follow.
3. All arrows must be made of waterproof material.
4. The **Liaisons** marking must all be completed before the Visit of the Sections by the Riders.

4.12 Sections

1. To enter a section is prohibited at any time and to any person except those mentioned in other Articles of this Regulation and under the specified conditions.
2. Sections cannot be tested on a motorcycle by any person other than the CTRS. Provided that the FIM/organiser have decided upon their perimeters and/or materialized them by signs. With the exception and in respect of point 11 of this Article.
3. Each Section shall be completely independent of other Sections and easily modified according to the weather conditions.
4. Each Section shall have signs clearly identifying the location of both the “Section Begins” and “Section Ends”. Each Section must also be clearly numbered in consecutive order.
5. The Section marking must all be completed before the Visit of the Sections by the Race Direction/Visit of the Sections by the Riders.
6. The “Gates” will be placed at all areas where the width of the Section is reduced. Each gate must be indicated on the right and left 2 arrows of the same colour. The minimum width between these “arrows” is 120 cm but can be reduced to 60 cm in certain conditions requiring such a measure. The Riders must follow the corresponding coloured gates of their class.
7. The Competition gates will be:
 - Red for the FIM Trial World Championship “TrialGP”;
 - Blue for the FIM Trial2 World Championship “Trial2”;
 - Green for the FIM **Trial3 Junior** World Championship “**Trial3 Junior**”;
 - Purple for Women’s World Championship “TrialGP Women”;
 - Yellow for the Women’s World **Championship** “Trial2 Women”;
 - Red for FIM Trial Des Nations;
 - Blue for FIM Trial Des Nations - International Trophy;
 - Purple for FIM Women’s Trial Des Nations;
 - Green for men and yellow for women riders of the Trial Des Nations Challenge.
8. The Riders must pass between each and every pair of gates of their class only in the direction indicated by the arrows.

9. Tapes serve to delimitate the periphery of the Section and the enclosure. In certain circumstances they can serve as limits inside a Section to the riders and their motorcycle during their evolutions. The width between the tapes should generally be 2 meters but some circumstances may require a minimum distance of 80 cm between two tapes. In the case of these tapes concern one single class, it is recommended that these tapes have the same colour as the arrows of this class.
10. If any gate/tape/marker or stake is broken or removed or damaged then it must be replaced before the next Rider enters the section. The Clerk of the Course must ensure that there is an additional supply of tape/gates and equipment available at each Section.
11. For television purposes and at the request of the FIM Championship manager, the FIM and/or Race Direction may accept the presence of a person on a motorcycle inside all or part of a section at the latest the day before the Event, limited to a maximum of four sections. The name of the person and the selected sections, must be officially communicated. Under no circumstances may this person be a competitor participating in the Event.

In addition to 4.12:

4.12 TVT/TVMT **FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy**

12. The colour of the gates will be specified during the Administrative controls for the “FIM Vintage Trial Prizes” and “FIM Vintage Trial Motorcycle Trophy”.
13. It will be identical for the two Trophies. In the case of another line proposed, but which is not part of the classification of the FIM Vintage Trial Trophies, the gates will be of different colours.

4.12.1 Security and level of the Sections

1. Before the Event, the Race Direction have all powers for the validation of Sections.
2. **The members of the Race Direction** will take a decision concerning the level of difficulty as well as the safety and length of all Sections. Their decision is final and all modifications must be carried out immediately.
3. In case of Force Majeure or if it is considered that a Section is too difficult and/or dangerous and that the conditions do not allow for modification, it may be cancelled.
4. A minimum of half plus one of the number of Sections must be ridden by all Riders in each of their respective classes/categories for the results to be validated.

4.12.2 Acceptance of Sections by Riders

1. After the Visit of the Sections, if one or more Riders considers that one or more Section layouts are too difficult or dangerous, he must imperatively inform the Race Direction. Any absence of remarks by a Rider constitutes their acceptance.
2. Modifications can be discussed and considered on the lay out, in particular for security reasons. Their validations or invalidations will be considered as accepted and any attempt to cross a Section or obstacle constitutes acceptance by the Rider.
3. This acceptance constitutes a commitment by the Rider to “Defend his chances”.
4. Once the Riders have accepted the lay out, changes can be allowed by the Race Direction.

4.12.3 Number of Sections

1. The number of Sections for all Championships and Prizes **is normally 12** per Race unless the Race Direction decides otherwise. Each day of competition will consist of 2 Races **but alternative Formats may be decided depending on the Classes.**
2. Sections must always be ridden in numerical order, except for cases stated on article “**Liaisons**”. **Depending on the Formats the Sections** could be ridden in a different order **according to the information provided by the** the Race Direction. Only Race Direction can permit a change of the numerical section order.

In addition to 4.12.3:
4.12.3 TDN/WTDN/TDNC **FIM Trial Des Nations / FIM Women's Trial Des Nations/Trial Des Nations Challenge**

3. The number of sections will be 15 with 2 laps. Each day of competition will consist of 30 sections in total unless the Race Direction decides otherwise.

4.12.3 TVT/TVMT **FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy**

4. The number of Sections and Laps will be precised in the SR.

4.12.4 Modification or cancellation of Sections

1. If, during the Race, a section has been modified for any reason whatsoever, before, during or after the passage of one or more riders of the same class, the Race Direction will decide if this modification will allow or not, to validate the results of all Riders of this Class in this Section and then decide to modify or abandon this Section for the current and/or the following round.
2. If, during the Race, it is found necessary to abandon a Section owing to "force majeure" before all Riders have passed through it, then no penalties shall be incurred in this Section by any Rider. If there are Riders in the queue for this Section, then the queue should be formed in the same order at the next Section. The total time for the Event shall not be modified in the Event of any Section being abandoned during the Trial.
3. Sections may be modified during the same Race or Competition by Race Direction.
4. Information regarding modified sections can be communicated to the Riders but all Riders must ensure the layout of the Section regardless of the day of the Race or the Lap.

4.12.5 Observation in a Section

1. Sections are controlled by the Section Observers present.
2. Before the start of a Rider in the Competition:
 - Access to the Sections must comply with Art. "Visit of the Sections".
3. Between the start of a Rider in the Race and his arrival:
 - a) At all times, the Rider cannot access inside the Section. Depending on the Race of the same Event, unless otherwise specified in the SR and/or by the Race Direction.
 - b) Assistants are not permitted to enter the Enclosure. They will be able to access inside the Section at the same time as their Rider when the

latter passes the Section entrance with their Motorcycle.

4. Entering the Section:

- A motorcycle is considered as having entered a Section from the time his front wheel spindle has passed the fictitious line between the two “Section begin” signs. The front wheel must precede the rear wheel at all times.

5. Exiting the Section:

- A motorcycle is considered as having exited the Section from the time his front wheel spindle has passed the fictitious line between the two “Section end” signs. The front wheel must precede the rear wheel at all times.

6. Leaving the Section before the “end of Section”:

- A Rider who fails in a Section must leave the Section as indicated by the observer.
- If conditions permit the chief Section Observer may allow the Rider to continue riding the same Section after having failed.

7. Obstruction:

- a) An obstruction is deemed to have occurred when a Rider, whilst attempting an observed Section, is prevented from making a bona-fide attempt due to some unauthorised obstruction. Should a Rider claim obstruction, only the chief section observer may, at his discretion, allow a re-run of the Section. The chief section Observer’s decision is final as to whether a re-run is permitted.
- b) Should a re-run be granted, then the Rider shall complete the full Section.
- c) Any penalty points lost prior to the point of obstruction during the original attempt will stand. These penalties will be added to any new penalties lost during the re-run, from the point of obstruction onwards to the end of the section.

4.12.6 Section corridor

1. An “Entrance corridor” shall be provided just ahead of the “Section Begins” signs of each Section. It shall be controlled by a Section Observer.
2. The “entrance corridor” shall allow at least two Riders when they are ready to enter the sections to wait in a queue with their motorcycles.
3. To enter a Corridor, priority is given to a Rider in relation to another considering the following rule:
 - a) A Rider of the 1st Race has the priority over a Rider on his second Race.
 - b) This is with respect of Art. “Rider Behaviour and Assistance”;
 - c) The Assistant must never interfere in this situation.
4. An “Exit Corridor” must be created just after the “end of Section” panels of each Section and be controlled by a Section Observer.
5. This “Exit Corridor” must allow the Rider to exit the Section without obstruction and have a free space to record his score.

4.12.7 Section Enclosure

1. A section enclosure must be provided outside the perimeter of the Section from the start of the “entrance corridor” until the end of the “Exit Corridor”. It may be controlled by an official and/or Section Observer. The boundary must be taped outer limit of this section enclosure will form a “barrier” from those persons working and the public.
2. Only the Riders, the members of the Race Direction, FIM Referee and the press are permitted within the perimeter of the section enclosure.

4.12.8 Tablet Operator Enclosure

1. A Tablet Operator enclosure must be provided outside the perimeter of the Section at the exit of the Section.
2. it is compulsory for the riders to visit the operator in this enclosure in order to present their tag to the tablet operator.
3. The tablet operator must be present in the enclosure at all time. He will input the score of the rider in the tablet after presentation of the rider’s tag.

4.13 Speed Sections

1. **Speed Sections may be organised during Events in accordance with the information and schedules indicated in the Event's Supplementary Regulations.**
2. **These sections are mandatory for the Classes or groups of Riders specified.**

4.13.1 The "Super test"

1. A Super Test Section **must** be organised before a Competition in accordance with the information and schedule indicated in the Event's SR.
2. For other Classes or non-participating Riders, the other Articles of these regulations shall apply.
3. However, if a Rider encounters a case of force majeure related to their motorcycle, health condition, or any other situation deemed as such by the Race Direction, the Rider may request participation in the Competition. The Race Direction will decide on the Rider's possible participation, and this decision will be final, without any right of appeal for the Rider, Team, or Manufacturer.
4. Exact Timetable will be confirmed by the Race Direction.
5. The starting order for this Section will be determined based on the Article "Starting Procedure".
6. The Classification **shall be applied in accordance with Article In addition to "Penalty Points for faults in a Section during a Race or Competition" and Article "Ties."**
7. The highest-ranked Rider will start after the others in the following Competition.
8. In the absence of a Classification, the Rider(s) will start before the other Riders.
9. If multiple Riders are "unranked", a draw will be conducted among them.
10. In case of a malfunction, other relevant Articles will apply.

4.13.2 The "Super Pole"

1. **A "Super Pole" must be organised in accordance with the information indicated in the Event's Supplementary Regulations.**
2. **It takes place at the beginning of the Final.**
3. **It is mandatory for the Classes indicated and/or for the selected groups**

of Riders.

4. **This Section determines the Riders' starting order for the Final. The highest-ranked Rider will start after the other Rider in the Final.**
5. **The starting order for this Section shall be that of the previous Race.**
6. **The Classification shall be made in accordance with Article "Penalty Points for faults in a Section during a Race or Competition" (In addition) and Article "Ties."**

4.13.3 The "Power Section"

1. A "Power Section" may be organized at the end of a Competition in accordance with the information specified in the Event SR.
2. It normally takes place immediately after the end of the Competition.
3. It is mandatory for the specified Classes and/or for the groups of Riders selected based on their Ranking in the Competition.
4. **This Section does not count towards the Competition Ranking and it concerns only the selected Riders to take part.**
5. The precise Timetable will be confirmed by the Race Direction.
6. The starting order for this Section will be identical to the start of the Competition.
7. **The Ranking shall be carried out in accordance with Article "Penalty Points for faults in a Section during a Race or Competition" (In addition) and Article "Ties".** In the event of a tie between two or more Riders, the Rider who completed the Section in the shortest time will be declared the winner.
8. If two or more Riders fail, the Rider who started earlier will be declared the winner.
9. In case of a malfunction, the Race Direction may decide to cancel this Section.

4.13.4 The "Final" and/or "Super Final"

1. **A Final and Super Final must be organised during the Competition in accordance with the information and schedule indicated in the Event's SR. For one or several pre-defined Classes, a limited series of Sections will constitute a Final and/or a Super Final, replacing Race 2.**
2. **In this case, all Riders of the Class will start a limited series of Sections for the Final.**

3. **The starting order of the Final will follow the reverse order of the Classification of the Super Pole.**
4. **A Classification will be established at the end of the Final.**
5. **Riders from 6th to 15th place will be classified and will be awarded the corresponding Championship points.**
6. **The top 5 Riders will be selected and will start a series of Sections that constitute the Super Final.**
7. **The starting order of the Super Final will follow the reverse order of the Classification of the Final.**
8. **The starts will be in “Play-Off” format, meaning that all 5 Riders start with 0 points.**
9. **A Classification will be established at the end of the Super Final.**
10. **Riders from 1st to 5th place will be classified and will be awarded the corresponding Championship points.**
11. **A Rider who has qualified for the Super Final and is unable to finish it due to a problem will retain the benefit of his Final result and will be classified last in the Super Final.**

4.14 Time Control and Allowance

4.14.1 Time Control

1. All times will be taken in Hour(s), Minute(s) and Second(s).
2. An electronic time control system will be used to register the start and finish of the Rider at the Time Control point (TC).
3. Time Controls:
 - a) TC01 - Start of the Race 1 (Podium start)
 - b) Optional: TCi (x) – One or more Intermediate Times recorded at the end of a Section.
 - c) TC12 - Finish of the Race 1 (Section 12, Podium, or other)
 - d) TC13 - Start of the Race 2 (Podium start)
 - e) Optional **also for the Final and Super Final**: TCi (x)- **TCF(x)- TCsf(x)** – One or more Intermediate Times recorded at the end of a Section.
 - f) TC24 – Race 2 finish (Section 12, Podium, or other)
 - g) Optional: TCPod - Time of arrival at Podium
5. All Riders will only be allowed to start on their allocated TC start time.
6. The Times for the Start of each Race are taken on the Podium. The Rider must ride their motorcycle onto the Podium at the end of the Race 2 only, where their finish time will be taken in accordance with the instructions of the Race Direction.

4.14.2 Individual time allowances

1. The time allowance will be as follows, subject to modification by the Race Direction:

Race 1: TC01 to TC12 = 2h00

Race 2: TC13 to TC24 = 1h30

Final or Super Final = Format and Time decided by Race Direction.

These Times are established with a base of a duration to complete the single distance of the 30 Minute approximately **Lap**. If the Time to complete the **Lap** proves to be greater, the Race Direction may decide to increase the Time proportional to this difference and differently and independently for each Race.

2. There will be approximately a break of 30 minutes stop in the Paddock in between Races 1 and 2 depending on the arrival time of the Rider.
3. The Race Direction can decide to extend the duration of each Race or Competition and the breakup to a maximum total of 60 minutes for all the competition.
4. If a Rider starts after his allocated start time of the Race, his scheduled arrival time will remain unchanged. Time penalties are given in Art. "Penalty Points at a Time Control".
5. After authorisation by the Race Direction, the CTRS may modify the Sections. The Riders' time allowance will not be changed.

Moreover :

6. The Race Direction may decide on Intermediate Times (TCi) at the exit of one or more Sections during the 1st and 2nd Races.
7. An Intermediate time, for example at the exit of Section No. 4, will be programmed for each Rider as TCi4.
8. In the event of a delay, the penalties will be identical and accumulated identically to the other Times (TC).
9. In the event of a delay at one or more Intermediate Times, all other scheduled Times will remain unchanged.
10. A final finish time at the Podium may also be decided and set by the Race Direction.

In addition to 4.14.2:**4.14.2 TDN/WTDN FIM Trial Des Nations / FIM Women's Trial Des Nations**

11. For the Trial Des Nations the FIM may decide to attribute a different allocated time depending on the number of Nations participating in the Event.
12. This time will be specified at the closing of the entries on the Notice Board.

4.14.2 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

13. For the FIM Trial Vintage, the FIM may decide to allocate different allotted times depending on the number of Sections and the length of the **Lap**.

4.14.3 Allocated time in a Section

1. Each rider will have a time limit of 1'00" (one minute) to complete each section. Any rider who does not complete a section within this time limit will be considered as having failed that section.
2. Time measurement begins when the Section Observer notes that the Rider is in the Corridor and then blows a "short" whistle to signal the start of the riding time. If the rider has not completed the section within the allocated time of one minute, the official will blow the whistle "long" to signal the failure. The decision of the official responsible for this time measurement must be considered a statement of fact.

In addition to 4.14.3:**4.14.4 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy**

3. No time limit, taking into account the article "Penalty points for faults in a Section during the Competition".

4.15 Leaving the Event

1. A Rider who is entered in an Event and who abandons without permission from Race Direction article “Financial Penalties” will be applied.

In addition to 4.15:

4.15 TDN/WTDN FIM Trial Des Nations / FIM Women’s Trial Des Nations

2. If a Rider of a team has retired from the Competition, all his point penalties for faults in a section as defined in articles “Penalty Points” of this Rider will be eliminated.
3. All other penalties of this Rider will be attributed to the team.

4.16 Attempt to succeed

1. A Rider who at an Event makes no attempt to succeed may be liable to be penalised by the Referee and to receive a fine up to EUR 3'000.-. He may also, in extreme cases, be asked to leave the competition immediately.
2. Failure to attempt one or more Sections for any reason other than an injury or mechanical failure to simulate or attempt to mislead one or more Officials, may be considered an infringement of this article.

4.17 Start Procedures

1. The order, times and departure intervals of Classes and Riders will be communicated the day before the Competition.
2. The starting order of a Competition considers the principle that a lower ranked rider will always start first.

Therefore:

3. During the first Competition of the season; the starting order of each Class will be done taking into account the reverse final ranking of the World Championship of the previous season.
4. In subsequent Competitions, the starting order within each Class will use the reverse ranking of the previous Competition, or the previous Race for Riders who have not obtained Championship points.
5. In the case of several “unclassified” Riders, a draw will be made between them.
6. This Draw will be made immediately after the Administrative and Technical Controls.
7. This draw will be supervised and validated by an official and a representative of the Manufacturers, a Team or a Rider. A limited number of additional people may be allowed to attend only if authorized by Race Direction.

In addition to 4.17:

4.17TDN/WTDN FIM Trial Des Nations / FIM Women’s Trial Des Nations

8. All team members will have the same start time. Teams shall start in four or six minute intervals according to Race Direction decision.
9. This time interval will be precised after the closing of the entries on the Notice Board.

4.17TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

10. For the FIM Trial Vintage Trophies, the FIM may decide to allocate a different Starting Interval depending on the number of participants and the physiognomy of the Event.

4.18 Penalty Points

4.18.1 Penalty Points at a Time Control (TC)

1. For each minute or part thereof late arrival to any Time Control (TC) or intermediate Time Control (TCi), the Rider penalty will be: 1 point.

2. Race 1: A Rider may accumulate as many penalty points for delays as the minutes of delay added at each Time Control.

If a Rider exceeds his Race 1 Time, **so** that he cannot **present himself** at his Race 2 start time: Disqualification.

Race 2: Conditions identical to Race 1.

If a Rider exceeds its last time control (TC24 or TC Podium) of more than 15': Disqualification.

In addition to 4.18.1:

4.18.1 TDN/WTDN FIM Trial Des Nations / FIM Women's Trial Des Nations

3. The team rider that will arrive the latest of all the Riders of a same team will be named as "the last rider" in the following article. This one can be different depending on the time control.
4. Per minute or minute started of delay for any time control, the penalty of "the last rider" on the team shall be: 1 point.
5. More than 15 minutes delay of "the last Rider" at a time control or if the addition of penalty points for several time controls of "the last rider" exceeds 15 points: disqualification of the team.
6. If one or more Riders arrive late at the arrival control for the first lap (TC1), the start time of the second lap (TC2) will remain unchanged. The time penalties will be applied according to point 5 of this article and the break time will be reduced proportionally to the minutes of delay at TC1.

4.18.2 Penalty Points for faults

4.18.2.1 Penalty Points for faults within the area of a Section

1. The area of a Section includes the corridor and the enclosures.
2. In the case of a failure penalty before the start of the Rider in the Section, this penalty will be attributed to the Section concerned and recorded on his scoring system. The Observer may allow the Rider to pass the Section.
3. The following acts will represent Failure:
 - a) Not entering a Section, providing the Rider has reported to the Observer;
 - b) Leaving his motorcycle in the corridor;
 - c) The Assistant entering the corridor;
 - d) Receiving any outside assistance on his motorcycle in the corridor.Failure: 5 points.

4.18.2.2 Penalty Points for faults in a Section during the Race or Competition

1. Any fault will be applied at the discretion of the Chief Section Observer and considered as a state of fact.
2. In case of doubt concerning the penalty, the observer will always give the rider the benefit of the doubt.
3. All Points Penalties below are assigned to the Riders and recorded in the scoring system.
 - a) 0 fault: 0 point
 - b) 1 fault: 1 point
 - c) 2 faults: 2 points
 - d) More than 2 faults: 3 points
 - e) Failure: 5 points

Only the greatest penalty, as defined above, shall be counted in the Section.

4. Definition of a fault: Each contact of any part of the Rider or his motorcycle (with exception of the tyres, footrest, mudguard and the engine protection plate) with the ground or an obstacle (tree, rock, etc).

5. **The following offences will constitute a Failure:**
- a) The Rider **alters** the condition of a Section.
 - b) The Rider is not connected to the cut-off switch with a lanyard whilst he is riding inside a Section or its malfunction is noted during or upon leaving the Section by a Section Observer **or Official**.
 - c) The Rider and his motorcycle move backwards in the section while footing.
 - d) The rider does not complete a section within the time allowed.
 - e) A Rider's hand touches a part of his **motorcycle**, other than the handlebars, when he is footing and **the motorcycle has ceased forward progress**.
 - f) The handlebars of the motorcycle touch the ground.
 - g) The Rider or the motorcycle comes into direct contact with any arrow or arrow support causing the Observer to reposition it.
 - h) One of the wheels of the motorcycle rides above or on the wrong side of an arrow.
 - i) The trace of a wheel crosses the fictitious line in the opposite direction to the arrows, or a gate of any other class, **or a gate of their own class that has already been passed**, whatever the direction.
 - j) The Rider or motorcycle breaks a tape defining a Section boundary or internal separation.
 - k) The Rider or the motorcycle comes into direct contact with the tape causing the Observer to reposition it/them.
 - l) A wheel passes over a tape so that it touches the ground on the opposite side.
 - m) **One of the wheels and/or a motorcycle crosses one of its trajectories** after doing a complete loop.
 - n) The Rider dismounts from the motorcycle and he has both feet on the ground, on the same side or behind the axle of the back wheel of the motorcycle.
 - o) The Rider or the motorcycle receives outside physical assistance.
 - p) The Assistant comes into the Section **before the start of its Rider in the Section**.
 - q) The Assistant **alters** the condition of a Section.
6. All failures must be signaled by the Observer by an immediate "long"

whistle.

7. Only the greatest penalty, as defined above, shall be counted in the Section.
8. Penalty awarded by the Section Observer **is mentioned on the scoring card of the Rider and** shall be deemed a “statement of fact”.
9. When a malfunction occurs on the scoring system and the Rider has **to leave without its penalty**, the Observer shall then submit this information to FIM Timekeeping/Results Service immediately after the **detection of the malfunction, in any case within the 5 minutes that follow.**

In addition to 4.18.2.2:

For the “Speed Sections”:

10. The time taken by each rider to complete a defined Section will be taken as the basis for the time used in the classifications.
To this Time will be added the “Fault Penalties” converted into “Time Penalties” as follows:
 - 1 Fault Penalty Point = 1 Second of “Time Penalty”.
 - **More than 3 Penalty Points for fault = Failure**
 - A Rider that exceeds the one minute time limit = Failure
 - A Rider who “Fails”= will be credited with the maximum lump sum penalty.

In addition to 4.18.2.2:

4.18.2.2 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

11. The Rider and his motorcycle are no longer moving in the direction of the trajectory, considered as stopping.
12. A rider intentionally moves his Front Wheel or Rear Wheel sideways.
13. The rider shifts his rear wheel laterally while riding.
14. A “flight” of the Front Wheel when the motorcycle is moving forward is not considered a lateral movement or wheel offset and therefore not sanctioned.

4.18.2.3 Penalty Points for faults on the Lap

1. The Rider misses a Section of the **Lap**
Penalty of 10 points per missed section.
2. The Rider does not ride the Sections on the numerical order of the **Lap**.
Penalty of 10 points per Section ridden before another Section of a higher number.
3. These penalties will be attributed at the end of the Race or Lap by the Results Service.

4.18.2.4 Penalty Points for behaviour

1. In the event that the Rider does not go to the Tablet Operator's enclosure to present his electronic badge, 10 penalty points will be awarded. This will be considered as a missed Section.
2. If a Rider does not accept the Section Observer's penalty point decision and does not let the tablet operator to register this penalty on the Rider's card, 10 penalty points will automatically be assigned and considered as a missed Section.
3. Attribution of yellow card as defined in article "Yellow cards".
4. Any decision according to article "Officials and Procedures".

4.19 Yellow cards

1. Each Chief Section Observer shall be issued with a “Yellow Card”. The “card” shall be A6 in size (to fit into a pocket) and made of a rigid material (cardboard or plastic).
2. He will be able to attribute a yellow card to any Rider and/or Assistant and/or Team Manager for non-respect of an article of the Trial Regulations, the following circumstances and without prejudice of other sanctions. The sanctioned person(s) may incur a financial penalty up to 500 EUR.
3. The Section Observer must give a Yellow Card in the following cases:
 - a) The Section Observer gives instructions to the Rider an Assistant and/or Manager depending on a situation or a person’s behaviour. If, after being formally warned, one of these persons refuses to follow the Observer’s instructions, disputes a decision or behaves in a disorderly manner, he will receive a yellow card.
 - b) After the Chief Section Observer has communicated the incurred penalties, a Rider and/or an Assistant and/or a Manager argues with a Section Observer.
 - c) The Rider dismounts from his motorcycle and walks inside the Section.
 - d) The issuing of a yellow card is a statement of fact and therefore no protest can be received in conformity with the FIM Disciplinary Code. The Observer shall then submit this information to the FIM Timekeeping/Results Service immediately after the incident. In all circumstances this information must be submitted before the FIM Referee and Clerk of the Course have signed the provisional results.
4. For each Yellow Card offence the FIM Referee will decide upon any possible financial penalty and any other sanction provided for in these Regulations, up to and including Disqualification and/or propose additional sanctions.

In addition to 4.19:

4.19 TDN/WTDN FIM Trial Des Nations / FIM Women’s Trial Des Nations

5. For each Yellow Card offence in Qualification or in the Competition the Race Direction will decide upon any additional possible financial penalty to the team.

4.20 Disqualification

1. **To be classified, a Rider must not have been subject to a disqualification, a retirement, or any other request to withdraw temporarily or permanently during the Event by a competent Official, and subsequently confirmed by the Referee.**
2. The following rule infringements will be taken in consideration by the Race Direction for any process of disqualification of the Rider from the Race or Competition concerned.
3. A Disqualification is effective when the FIM Referee has taken the decision, officially has announced it and has informed the FIM Timekeeper in charge of the results and, if possible, the Rider.
4. The Rider will have to remove his riding number gear as soon as possible and his Assistant's bib will be withdrawn.
5. He shall be liable to an additional penalty with reference to other FIM regulations.
6. Any disqualification will automatically entail the invalidation of the results obtained by the Rider during the Race or Competition in question, with all the resulting consequences including forfeiture of any points, prizes or medals.
 - a) Riding a motorcycle in a dangerous manner at any time during the Event.
 - b) Riding a motorcycle without a helmet or back protector at any time during the Event.
 - c) Missing marking Art. "Technical Controls".
 - d) Changing the motorcycle or Rider during the Event.
 - e) Using a non-approved tyre or changing to a tyre of a different construction, profile or compound to the original tyre.
 - f) Use of a non-authorized fuel.
 - g) Any violation of the anti-doping rules as defined by the FIM Anti-Doping Code.
 - h) The Rider rides in the opposite direction, of the **Liaisons**, Art. "Rider behaviour and Assistance". Moreover, he will be subject to Art. "Financial penalties".

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- i) Ride a motorcycle in a Section other than when permitted by the Chief Section Observer Art. "Rider behaviour and Assistance".
 - j) Refuelling outside the paddock or official refuelling areas.
 - k) The construction or condition of his motorcycle is considered to be or may become a source of danger Art. "Rider behaviour and Assistance".
 - l) Failure to comply with the minimum weight allowed as defined by the FIM Technical Regulations.
 - m) Failure to comply with the sound limit in force as defined by the FIM Technical Regulations.
 - n) Any other person other than the Rider rides or pushes the motorcycle of the Rider on the **Lap** Art. "Rider behaviour and Assistance". **(Unless otherwise specified)**
 - o) The Rider receives assistance other than the one stated in article "Rider Behaviour and Assistance".
 - p) The Rider and/or his Assistant wear or use any type of communication device such as Radio, Bluetooth or any other type of communication material on his helmet or other supports.
 - q) The Rider shows no willingness to succeed and/or acts as an Assistant for another Rider during the competition.
 - r) Other cases of inappropriate behaviour by a Rider towards an official, Section Observers or any other person involved in the Event.
 - s) More than 15 minutes late arrival to a Time Control or if the addition of the penalties from several Time controls exceed 15 points, noted by the Results Services and validated by the Race Direction.

4.21 Financial Penalties for Riders and / or Assistant and / or Team Managers

1. The following fines may be imposed against the Rider and/or an Assistant, and/or Manager either individually or on a joint liability basis.
2. These penalties are imposed by the FIM Referee.
3. The following for each offence will carry a penalty up to 500 EUR, without prejudice to other penalties provided in these regulations and/or other FIM regulations.
 - a) Non-participation of a Rider in an Event without informing the FIM at least 24 hours before the start of the Event.
 - b) Leaving the Event according to Art. "Leaving the Event".
 - c) The Rider or any other person having an interest in the performance of the Rider, enters the Section and or Section Enclosure outside the permitted hours for the "Visit of the Sections".
 - d) Non respect of Art. "Rider Behaviour and Assistance" and Art. "The Assistant", and/or "Team Manager" without prejudice to other penalties.
 - e) Inappropriate behaviour by a Rider and/or Assistant and/or Team Manager towards an official, Section Observer or any other person involved in the Event.
 - f) The Rider is late for or absent from the Prize-Giving Ceremony, the official championship photo or public interview, without the prior authorisation of the Race Direction.
 - g) The Rider and/or the Team is late or absent from the Opening Ceremony of TDN, WTDN.
4. However, the FIM Referee may propose a greater penalty.
5. In the event of a serious infraction by an Assistant and/or Manager of the regulations, the manufacturer, the Team and/or the bib wearer may lose the right to use their bib (s) for all or part of the season in question.

4.22 Financial Penalties for Manufacturers and / or Teams / Bib Wearers

1. The following penalties may be applied to a Manufacturer, a Team or a bib wearer treated individually or jointly.
2. These penalties are awarded by the FIM Referee without prejudice to other sanctions provided in the FIM regulations.
3. Each of the following offenses will result in a penalty of up to EUR 500.
 - Non respect of the General Conditions of the Event, which are communicated by the Officials, the FIM and/or the Organizer.
 - They may include Paddock access and other limited access, Timetables and/or other regulations.
 - In the event of a serious infraction, the manufacturer, the Team and/or the bib holder may lose their rights for all or part of the current sports season.

4.23 Premature Stoppage of the Race and / or Competition

1. If the Race Direction is obliged or decides to stop a Race or Competition for a Pause before all the Riders in a single class have finished, the Race or Competition may be resumed in conditions more or less identical to those preceding the stop in accordance with the procedure set out below and an extra time allowance will be granted to all Riders still on the course. The stoppage may not exceed 90 minutes.
2. If the Race or Competition cannot be restarted and the Riders in any given class have not covered at least half the total number of Sections, the Race or Competition will be declared null and void for that class. If the Race or Competition is stopped after that point, the results remain valid.
3. Procedure for temporary or permanent stoppage of the Race or Competition:
 - If a decision is taken to stop the Race or Competition, all of the chief section observers must be informed and must note the time and Rider numbers and situation of all the Riders present in the Sections, enclosures, corridors or **the Liaisons**.
 - They must communicate to the Riders the instructions given by the Race Direction. They must communicate the situation to the Clerk of the Course.
4. In case of a resumption of the Race or Competition, the procedure must allow all Riders to do so in a situation as identical as possible to that prevailing before the Pause.

4.24 Scoring system – Electronic

1. Each section **must be equipped with a FIM provided system, consisting of an electronic scoring** device. This device will be used to record the official score for each Rider.
2. The electronic recording of **the Riders penalties** will be made by a Tablet Operator at each section.
3. **This or its Penalties via** electronic results will be retained to establish the official results.
4. The electronic **penalties** will in all cases take precedence over any other system **or information received**.
5. The Rider is responsible **for verifying the** electronic **penalty** recorded by the Tablet Operator. **It is considered to be the one given by the Section Observer.**
6. The Rider will receive from the FIM an electronic tag as part of the official scoring system.
7. The Rider is the only person to carry the electronic tag and is responsible for getting it recorded at each section by the official and or method advised upon.
8. The Rider must present the electronic tag when requested by an Official.
9. The rider must ensure not to lose the electronic tag, that it remains in good condition and that it is attainable.
10. The Rider will be responsible if they lose the electronic tag and if it not available when it needs to be used.

In addition to 4.24:

4.24 TVT/TVMT	FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy
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11. A manual system, by individual scoring card and punch tool, may be used in the case of the FIM Vintage Trophies.

4.24.1 Scoring system – Back-Up

1. A manual system will be put in place by the FIM to constitute a back-up.
2. It must be under the responsibility of the Chief Section Observer.
3. This back-up system will only be used in case of malfunctioning of the electronic device. **So, the electronic system does not allow the penalty(ies) of one or more Riders to be known.**

4.25 Results

4.25.1 Results of the “Speed Section”

- 1. The winner of a Speed Section is the Rider with the shortest time, in accordance with the conditions of Article “Penalty Points for faults in a Section during the Race or Competition”.**
- 2. In the event of a tie, refer to Article “Ties in the Speed Sections”**
- 3. The classification shall be used in accordance with the specific purpose of the type of Speed Section.**

4.25.2 Race Results

1. The winner of each Race will be the Rider with the lowest number of points according to Art. “Penalty Points” added to all other penalty points of the present regulations.
2. Riders will be awarded Championship Point(s) after each Race in accordance with the relevant Article.

4.25.3 Competition Results

1. The winner of the Competition will be the one who has accumulated the most “Championship Points” by adding up the points from Race 1 and Race 2. **In the event that, for one or more Classes, Race 2 is replaced by a Final and a Super Final, it is the results of these latter that will determine the allocation of Championship Points for this phase.**
2. The results must contain at least the following information:
 - a) Logos, and generic name of the FIM Championship/Prizes;
 - b) Different Championship Logos (TrialGP, Trial2, etc);
 - c) Title, venue, date, FMNR, IMN N°, Organiser/Moto Club, Class or Category of the Event;
 - d) Position, number, surname, first name, nationality, FMN, motorcycle manufacturer of the Rider as well as the name of the team when applicable;
 - e) Performance;
 - f) Name and signature of the FIM Referee and FMNR Clerk of the Course, and publication time of the results.

In addition to 4.25.3:

4.25.3 TDN/WTDN FIM Trial Des Nations / FIM Women's Trial Des Nations

3. Three separate classifications will be established (World Championship, Women's World Championship and International Trophy). Only the team results will be published.
4. The classification of the Team will be as follows :
 - The addition of penalty points, according to Art. "Penalty Points" the two best results of each team in a Section will represent the result of the Team in the Section.
 - The sum of the points of the Team of each Section will represent the total penalties of the Team in the Sections of the Competition.
 - To this total will be added all penalty points, according to Art. "Penalty Points" of all the riders of the Team who participated in the Competition.
5. A minimum of 2 Riders per Team must have finished for the Team to be classified.
6. Where less than three Riders of a team complete the Competition, the missing results for each Section will always be 5 points.
7. When only two Riders represent a team, all the results for each section and on each lap will count.
8. If only one Rider of a team finishes the Competition the team will not be included in the Final Classification.

4.25.3 TVT/TVMT FIM Trial Vintage Trophy/FIM Trial Vintage Motorcycle Trophy

9. To define the classification of the Competition, a ranking on the basis of an addition of Pondered points and other possible penalties will be taken into account. The Pondered points will be obtained according to Art. "Penalty Points" for faults in a Section during the Competition", to which a ratio will be assigned according to the age of the Rider. The winner will be the Rider with the fewest points.
10. This on the basis of the following scale:
 Penalty points /(divided) by 0, Rider's age = Total pondered points.
 For example:
 In the case of a total of 10 Penalties:
 - 30-year-old rider: 10 penalties / 0.30 = 33.33 Points
 - 50-year-old rider: 10 penalties / 0.50 = 20.00 Points

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- 65-year-old rider: 10 penalties / 0.65 = 15.40 Points
11. The Winner of the “FIM Trial Vintage Motorcycle Trophy” is the one who, in this classification, will have the fewest points with a Motorcycle that has been eligible “authentic”.

4.26 Ties

4.26.1 Ties at the end of the Race

1. In the event of a tie between two or more Riders, the Rider with the greatest number of 0 points will be the winner. If a tie remains, the greatest number of “1 point”, then “2 points”, then “3 points” will be taken into account.
2. If the tie persists, the Rider who completed the Race in the fastest time will be declared the winner.
3. If a tie still persists, the Rider who started before another rider will be declared the winner.

4.26.2 Ties at the end of the Competition

1. In the event of a tie between two or more Riders on the total added points of Race 1 and Race 2, the Rider with the **fewest penalty points over the whole competition** shall be declared the winner.
2. In the case of Riders who have not obtained a “Championship Point”, the Rider who has obtained the **fewest points over the whole competition** shall be declared the winner.
3. **In the event that two or more Riders have not participated in the same number of Sections (for example, if a Rider did not take part in the Super Final), the Rider with the fewest penalty points across all Sections in which the tied Riders have participated shall be ranked ahead. In the case of a tie, the Rider who has participated in the greatest number of Sections (the Super Final) shall be declared the winner.**
4. **If two or more Riders have qualified for the Super Final but do not finish it and are therefore classified last in the Super Final, the Rider who was better placed in the Final shall be classified ahead and shall receive the corresponding Championship points.**

In addition to 4.26.2:

4.26.2 TDN/WTDN FIM Trial Des Nations / FIM Women’s Trial Des Nations

5. In the case of ties, between two or more teams, the results of all Riders on the team count; the team with the greatest number of 0 points will be the winner. If the tie remains, the greatest number of 1 point, then 2 points, then 3 points will be taken into consideration.
6. If the ties persists, the times of the “last Rider” of each team will be taken into account. It is the “last Rider” of the team who completed the Competition in the fastest time who will be declared the winner, and so on.

This includes the total time of both Laps.

7. If a tie still persists the team who will have started before the other will be declared the winner.

4.26.2 TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

8. In the event of a tie, the rider having more 0 points will be the winner. If the tie still persist, the one with most “1 point”, then “2 points”, then “3 points” will be taken in consideration.
9. If a tie remains, it is the older Rider who will be the winner. The date of birth being proof.
10. If the tie remains, it is the Rider who started before the other who will be declared the winner.

4.26.3 Ties in a “Speed Section”

1. If two or more Riders are tied **after addition of all the Penalties**, it is the **fastest** Rider who will be declared the winner.
2. If there is still a tie, the Rider started before the other one will be declared the winner.
3. In the case of two Riders tied, having made a Failure, the Rider who started before the other will be declared the winner.

4.27 Awards

1. For all classes included in the FIM Trial World Championship, awards shall be given to at least the first 3 placed Riders for each day of Competition. The awards for both the Championship and the Cups are those stated in the FIM Sporting Code.

In addition to 4.27:

4.27 TDN/WTDN FIM Trial Des Nations / FIM Women's Trial Des Nations

2. Awards shall be given to each member and the FMN of at least the first three placed teams in the World Championship and the International Trophy. The awards for this Championship are those stated in the FIM Sporting Code.

4.27TVT/TVMT FIM Trial Vintage Trophy / FIM Trial Vintage Motorcycle Trophy

3. Prizes must be awarded to the first 3 Riders of the "FIM Trial Vintage Trophy".
4. Only the Rider who has been classified first in the "FIM Trial Vintage Motorcycle Trophy" will be awarded a prize referencing and in the presence of the Motorcycle used.

4.28 Results Awarding “Championship Points”

1. All Riders who have completed an FIM World Championship Race will appear on the Championship rankings.
2. The Riders in the first 15 places of the final classification of each class in each Race of the FIM Trial World Championships/Prizes will be allocated “Championship Points” in accordance with the following scale:

20	points to the 1 st	7	points to the 9 th
17	points to the 2 nd	6	points to the 10 th
15	points to the 3 rd	5	points to the 11 th
13	points to the 4 th	4	points to the 12 th
11	points to the 5 th	3	points to the 13 th
10	points to the 6 th	2	points to the 14 th
9	points to the 7 th	1	point to the 15 th
8	points to the 8 th		
3. If a Rider starts the Race but does not finish it, or finishes beyond 15th place, he will be awarded 0 points.
4. A Rider, classified in the Championship, but who has not taken part in an Race will be assigned a “-”.
5. **A Rider who has started a Competition but does not finish it, except in the case of the Super Final, shall be given the classification “DNF”.**

4.29 Final Championship Standing

1. The addition of all results for each Race and of each “Power Section” will count towards the Riders’ Final Championships Standing and will constitute a total of points of the Championship.
2. The Rider with the highest total number of “Championship Points will be the winner and so on.

In addition to 4.29:

4.29 FIM Manufacturer’s Trial World Championship

3. “Championship Points” will be awarded to the TrialGP rider and the Trial2 rider representing the same Manufacturer and having the best result in each Race in its respective category and in accordance with Article “Results Awarding Championship Points”. The addition of these “Championship Points” will constitute the classification of each Competition.
4. The addition of the “Championship Points” of each Race will constitute the final classification of the Championship.
5. The “Championship Points” obtained in the “Power Section” will not be taking in consideration for this classification.
6. The Manufacturer with the highest number of “Championship Points” will be the winner, and so on.

4.29.1 Ties at the end of the Championship

1. A tie with the total number of “Championship Points” of the final classification in each class included in the FIM Trial World Championship or FIM Trial Prizes will be decided by the majority of the best results during the Races.
2. If a further tie exists, it will be decided in the following order by the best result based on the higher number of “Championship Points” in the last Race held for his class, in the last but one, or in the last but two, etc.
3. In the event that one or more Riders, having participated and been classified beyond 15th place in one or more Events; And are therefore tied with a total of 0 points. They will be classified taking into account the following criteria:
 - a) The Rider having the best classification result during a Race will be classified ahead of the other.
 - b) If the tie persists, the Rider having had the best second result, the best third, etc...
 - c) If the tie persists, the Rider with the greatest number of participations

in the same Championship.

- d) If the tie persists, the youngest Rider.

In addition to 4.29.1:

4.29.1 FIM Manufacturer's Trial World Championship

4. A tie in the final classification included in the FIM Manufacturer's Trial World Championship will be decided by the majority of the best results. The Manufacturers concerned will be decided by the majority of best results of the two riders combined in all Classes (TrialGP and Trial2).
5. If a further tie exists, it will be decided in the following order by the best result in the last Race in TrialGP class then in Trial2, in the last but one, or in the last but two, etc.

4.30 Procedures of the Prize-Giving Ceremony and Public interview

1. A Prize-Giving Ceremony shall take place within few minutes after the arrival at the finish of the last Rider. The first three placed Riders, shall make themselves available at the Podium to attend a short public interview that may take place immediately after the Prize-Giving Ceremony.
2. Riders during the Prize-giving ceremony or public interview must respect Art. "Rider's Behaviour and Assistance". Failure to comply may incur penalties under Art. "Financial penalties".
3. All the riders involved in the Prize Giving Ceremony must be present in the marked waiting area 5 minutes before the Prize Giving Ceremony or as communicated by the FIM. They will then be called to come to the Podium. If the rider is absent or late, a penalty may be awarded according to Art. "Financial penalties".
4. The First 3 Riders of TrialGP and TrialGP Women will have to place their motorcycles inside the dedicated area in front of the Podium, just before the Prize-giving Ceremony.

In addition to 4.30:

4.30 TDN/WTDN FIM Trial Des Nations / FIM Women's Trial Des Nations

5. A Prize-Giving Ceremony shall take place within 15 minutes after the arrival at the finish of the last team. The first three placed teams, together with any additional teams invited by the FIM, shall make themselves available to attend a short public interview that may take place immediately after the Prize-Giving Ceremony.
6. If one of the first three teams of each group is late or absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Race Direction, the National team will receive a penalty Art. "Financial penalties".

4.31 Protests and Appeals

1. Any natural or legal person, holder of a FIM licence, who considers to be directly prejudiced, during a meeting under the authority of the FIM, following dangerous, unsporting or fraudulent behaviour, riding or act, which has not been subject to a decision by the FIM Referee has the right to protest against such behaviour, riding or act.
2. All protests must be lodged to the FIM Referee.
3. Generally, protests against the eligibility of a Rider, team or a motorcycle entered must be made before the first Rider starts the Competition.
4. No protest or appeal can be lodged against a “Statement of fact” pronounced by a **Chief Section Observer, an Official and the FIM Referee**.
5. Any other protests must be lodged immediately after the reason for the protest is known.
6. A protest must be presented within 30 minutes of the Competition results being signed and displayed by the Clerk of the Course and the FIM Referee.
7. Protests must be lodged in accordance with the FIM Disciplinary Code, Supplementary Regulations and be accompanied by a fee of € 660.- or the equivalent amount in local currency returnable if the protest is justified.
8. If the protest involves the dismantling of a motorcycle’s engine, it must be accompanied by a deposit of € 300 for additional costs. This amount will be given to the mechanic performing the intervention. If the engine is deemed compliant with the regulations, these additional costs will be borne by the person who filed the protest. If the engine is not compliant with the regulations, these costs will be added to the penalty of the person in breach of the regulations.
9. Protests entailing a fuel control must be accompanied by additional fees of **an amount of € 750.-**.
10. No protest or appeal may be made if it, or the time taken to process it, or the consequences thereof, affect the smooth running of the Race and/or the Competition. For example the case, when such a claim would have consequences against a selection or the starting order of a “Super Test”, the “Power Section” or other process, which may affect the results of the Competition.
11. Any natural or legal person, holder of a FIM licence, who is directly prejudiced following a decision taken by the Referee during a meeting under

the authority of the FIM has the right to present an appeal against this decision.

12. This appeal against the decision of the FIM Referee may be made to the International Court of Appeal (CAI). This written appeal must be presented 5 days at latest after the notification of the decision according to the FIM Disciplinary Code. The Deposit for the appeal is of 1.320€.

5 OFFICIALS AND PROCEDURES

5.1 General

1. The management and supervision of the Event, as well as the disciplinary procedures, are the responsibility of the bodies composed by officials qualified and appointed by the FIM or the FMNR.
2. It is recommended that Officials who hold an FIM licence speak English or French fluently.
3. The FIM and the FMNR shall appoint officials whose aptitude and integrity for the position they can fully vouch for. These officials must be in possession of a valid FIM or FMNR licence for the appropriate Event and function.
4. An official shall not be a Rider, sponsor, team manager, mechanic participating in the Event.
5. All officials and Section Observers must remain operative and available with all the required equipment for the Event in place within the time limit for lodging a protest.

5.2 Bodies

Constitution:

- The International Jury: This has an advisory role.

It is made up of all the Event Officials and representatives of the bodies defined in these regulations.

- Race Direction: It has an operational role.

It is made up of the FIM Championship Manager, the FMNR Clerk of the Course and the CTRS.

- The FIM Referee: ensures the smooth running of the Event and has a disciplinary function.

He is appointed by the CTR Director.

5.3 The international Jury

1. Each member of the International Jury has the right and duty to bring any remark to the attention of the whole International Jury with the aim of improving the smooth running of the Event, any interest of a Participant or any other person present.
2. The following persons have the right to attend meetings of the International Jury:
 - a) FIM Referee;
 - b) FIM Championship Manager;
 - c) FMNR Clerk of the Course;
 - d) FIM Technical Section Adviser “CTRS”;
 - e) FIM Women’s Technical Section Adviser “WCTRS”;
 - f) FIM CTR Coordinator;
 - g) FIM CTR Representative;
 - h) FMNR Steward;
 - i) FMN Delegates;
 - j) FMNR Technical Stewards;
 - k) FIM Technical Director;
 - l) FIM Medical Delegate;
 - m) The Chief Medical Officer;
 - n) FMNR Sustainability Steward;
 - o) FIM Sustainability Delegate;
 - p) FIM CFM Delegate;
 - q) FIM Timekeeper / Results Manager;
 - r) Members of the FIM Board of Directors, FIM Commission Directors, FIM General Manager and administrative staff of the concerned sports Commission;
 - s) A Manufacturer’s representative. He must be a FIM Manufacturer’s licence holder;
 - t) Rider’s representatives of each class participating in the Event.

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3. The meetings of the International Jury shall be managed by the CTR/FIM Coordinator or, in his absence, by the CTR representative.
 4. They will take place in accordance with the official Timetable validated with the Supplementary Regulations.

5.4 The Race Direction

1. The Race Direction is composed by the FIM Championship Manager, the FMNR Clerk of the Course and the FIM CTRs.
2. The FIM Championship Manager and the CTRs are solely responsible to the FIM.
3. The Race Direction exercises operational control of the Event, in relation to the application of the FIM Codes, FIM regulations and the SR.
4. All civil and legal liability lies with the organisers.
5. It must ensure that all officials and other persons in charge perform their duties correctly throughout the Event;
6. It can propose and organise a Riders' briefing.
7. It must inspect the Sections and the safety arrangements before the start of the Event.
8. The Race Direction may authorise a modification to the SR or to the programme.
9. It must ensure that all engaged participants are duly notified of any modification to the SR or decision;
10. Propose Sanctions to the Referee concerning any natural or legal person not respecting the FIM rules and/or undermining the smooth running of the Event.
11. Only persons holding a Licence and registered for the Event may exchange views or make comments with the members of the Race Direction.
12. The Race Direction is not authorised to make modifications or additions to the FIM regulations, but is competent to take decisions in the exceptional cases, either on its own initiative or for other imperatives, to delay the start of a Race or Competition, to improve the **Liaisons** or the Sections, to make any time or other changes and even to stop prematurely or cancel a Race or Competition or an Event in whole or in part, for urgent safety reasons, in cases of force majeure or out of necessity.

5.5 FIM Referee

1. The Referee is solely responsible towards the FIM.
2. All civil and legal liability lies with the organisers.
3. He has no responsibility for the organisation of the Event.
4. It has a supervisory and disciplinary function as well as supreme control of the Event with regard to the application of the Codes, the FIM regulations and the Supplementary Regulations (SR).
5. He must at all times defend the interests of the FIM and the CTR to make sure they are protected and ensure that the commitments made by the organiser to the FIM are fulfilled and that all decisions are in accordance with the regulations published by the FIM and the Supplementary Regulations of the Event.
6. He has the right to intervene with any party or person if he considers that the FIM rules are not being complied with.
7. He must be informed of all decisions between the organisation and the Race Direction which affect the sporting running of the Event.
8. He shall hear the report of the Race Direction and of any other official concerned.
9. He must sign, with the FMNR Clerk of the Course, the official classifications of the Competition; he must also sign all the minutes of the meetings.
10. He must present his verbal report at the Jury meeting and also his written report to the FIM Administration within 72 hours of the end of the Event.
11. He may impose a sanction for infringement of the FIM Regulations;
12. A Sanction is effective at the moment when the FIM Referee has taken the decision, has officially announced it to the FIM Timekeeper, to the Clerk of the Course and, if possible, to the rider or person sanctioned.
13. He must ensure that any decision taken is communicated clearly and rapidly to all those concerned.
14. The FIM Referee shall be the sole tribunal of the Event competent to rule on any protest that may arise during an Event, subject to the right of subsequent appeal.
15. He shall deal with cases of disciplinary sanctions in accordance with the provisions set out in the Disciplinary and Arbitration Code and in these FIM Trials Rules.
16. He may refer a case to the International Court of Appeal in order to impose

a more serious sanction which is not within its jurisdiction.

17. Any appeal against a decision by the FIM Referee shall be dealt with by the International Court of Appeal in accordance with the FIM Disciplinary Code.
18. The FIM Referee is not authorised to make modifications or additions to the FIM Rules.
19. He may authorise a modification to the SR or to the programme provided that the provisions of the Sporting Code are respected.
20. He must also ensure that the results are made public as soon as possible.
21. Only Officials or any person holding a Licence and registered for the Event may communicate with the Referee.
22. In order to avoid any conflict of interest, he has a duty of reserve in relation to all those involved (organisers, FIM Championship Manager, riders, teams, manufacturers, etc).
23. He must not show any mark other than that of the official FIM clothing or any situation that could be reproached as a membership or that could be interpreted as a conflict of interest with the above-mentioned persons.

5.6 FIM Championship Manager

1. A Championship Manager is appointed by the FIM.
2. He is part of the Race Direction which has an operational role.
3. He is responsible for organising the various tasks and meetings within Race Direction.
4. He is responsible for checking that the materials, timetable and information provided in and that the FIM Standards for Organisers are respected by all.
5. He is responsible for ensuring that all Participants, staff and others respect the instructions of the organisation.
6. He shall ensure that all parties concerned, as well as the Section Observer Manager, receive written notification of any decision taken by the Race Direction as soon as possible.
7. He decides on the attendance of persons at meetings of the International Jury in accordance with the FIM Regulations or by need.

5.7 The FMNR Clerk of the Course

1. The Clerk of the Course is appointed by the FMNR.
2. The Clerk of the Course cannot be the FMNR Steward at the same time.
3. He is a member of the Race Direction with the FIM Championship Manager and the Technical Advisers for the Sections (CTRS).
4. When performing his duties, the Clerk of the Course must act and work and be in permanent consultation with the other members of the Race Direction.
5. The FMNR Clerk of the Course can enforce instructions and decisions only with the Race Direction formal consent.
6. The FMNR Clerk of the Course is responsible for the conduct and efficient running of the Event.
7. He must be in constant contact with the FIM Referee regarding any decisions, consequences or sanctions to be taken in relation to matters concerning the FIM Regulations.
8. **He must sign (with date and time), on behalf of Race Direction, the copies of the result sheets as soon as possible and ensure that they are posted for the Riders and teams.**
9. **Moreover**, his main tasks include but are not limited to:
 - a) Verify that the official permission from the local authorities to run the Event has been granted to the organiser;

- b) Verify that an organiser's third party liability insurance policy has been subscribed;
- c) checking the Event's safety and security standards;
- d) ensuring that the venue, the **Liaisons** and the Sections are in good condition, that all the officials are present and ready to perform their roles, and that the security, media and control services are ready to act;
- e) That all Riders and participants are in possession of their licence;
- f) ensuring that there is nothing that prevents a Rider from taking part in the Event, for example an injury, a suspension, a disqualification or any other ban on riding (according to the information provided by the FIM or by the organisers);
- g) refusing to allow a Rider or a motorcycle to start or give the order for a Rider or a motorcycle to be withdrawn from the competition, if this is considered to be the necessary measure on the grounds of safety; but only in cases of force majeure where the FIM Referee's decision cannot be awaited;
- h) withdraw the bibs from a Riders' Assistant, his team manager and/ or manufacturer if the Rider is disqualified;
- i) ordering the evacuation from the **Liaisons**, Sections and surroundings of any person refusing to obey the orders of an official in charge;
- j) collecting the reports of the FIM timekeepers and operational officials and any other information necessary to enable him to present his report at the Jury meeting, then allow the provisional results of the Event to be approved;
- k) The Clerk of the Course can make recommendations to the Race Direction that would lead to a change in the program, such as the start or resumption of a Race or Competition, its duration, its stoppage or cancellation of the Event;
- l) In urgent cases concerning safety or for any other reason of force majeure, the Clerk of the course can delay the start of an Event, have improvements made to the conditions on the **Liaisons** and/or Sections, cancel a Section or decide on a premature stoppage of the Event;
- m) He may propose sanctions to the FIM Referee;
- n) He must report to the FIM Referee on any protest he receives.

5.8 The FIM Technical Adviser for the Sections (CTRS)

1. The CTRS is appointed by the FIM for the World Championships and FIM prizes Events.
2. A Women's CTRS is also appointed by the FIM for the Women's World Championship and FIM Women's Prize Events.
3. At Events grouping FIM Trial World Championships and Prizes and FIM Women's Trial Championship and Prizes happening at the same time, the CTRS and Women's CTRS will substitute mutually according to their respective missions, tasks and decisions concerning a FIM World Championship or Prizes for which have been nominated.
4. The CTRS and the Women's CTRS shall be referred to as the CTRS.
5. He is a member of the Race Direction with the FIM Championship Manager and the Clerk of the Course.
6. When performing his duties, the CTRS must act and work and be in permanent consultation with the other members of the Race Direction.
7. He must keep in touch with the FIM Referee on all matters concerning decisions or their consequences in relation to matters concerning the FIM Regulations.
8. His main tasks include but are not limited to the following:
 - a) executes any decision taken by the Race Direction;
 - b) is granted the authority by the organiser and the Clerk of the Course to take all decisions relating to his missions;
 - c) ensures that the **Liaisons** and Sections are in good condition and comply with the Supplementary Regulations and the Specifications;
 - d) ensures that the **Liaisons** and the Sections comply with the decisions taken by the Race Direction;
 - e) monitors, advises on and if necessary, corrects Sections prepared by the organiser;
 - f) checks the **Liaisons**, the times and the positioning of the time controls;
 - g) monitors the areas surroundings the Sections or on the **Liaisons** that present a risk for the Riders, Assistants or the public and will have the necessary modifications made;
 - h) notifies the Race Direction of any information regarding safety or operational problems on the **Liaisons** or in the Sections;
 - i) ensures that all the Section Observers are present and ready to perform

their roles on the day of the competition.

5.9 The FIM CTR Coordinator

1. Its role is to coordinate administrative tasks, the transmission and posting of information, officials' reports, results, complaints, the organisation of prize-giving ceremonies and, more generally, any procedure relating to the FIM Regulations and their applications.
2. He has no function in relation to the administrative tasks associated with the Organisation.
3. He will coordinate the meetings of the International Jury.

5.10 The CTR Representative

1. He is an official appointed by the CTR.
2. He has supervisory duties for each Event.
3. He may formulate any request or advice on any point.
4. He has no decision-making role.

5.11 FMNR Steward

1. It is an Official appointed by the FMNR.
2. He must hold an FIM Officials Licence.
3. He represents the Organising FMN.
4. He may formulate any request or advice principally concerning matters relating to the Organisation.
5. He has no decision-making role.

5.12 FMN Delegate

1. Each FMN, having a Rider taking part in the Event, has the right to be represented by a National Delegate, holding a Trial Steward licence.
2. Each FMN represented must inform the FIM Administration in writing of the presence of its Delegate no later than 15 days before the Event.
3. He may not be a Rider or a “Manufacturers” or “FIM Trial Team” Team Manager.
4. At the time of the Administrative Checks, the FMN Delegate must complete and sign a document committing him to accept and respect all the FIM Regulations and the Event at all times and consequently releasing the FIM and the organiser from all liability; and stipulating in particular that he is responsible for his own actions.
5. He must comply with Article “Team Manager” of these regulations on all points relating to his active role on the course, in particular in the case of the use of a motorbike for his movements on the **Liaisons**.
6. The National Delegate may therefore represent his FMN and the Riders entered by that FMN.
He has the right:
 - a) Attend officials’ meetings as an observer;
 - b) To receive official documents and information;
 - c) To ask questions during meetings.
 - d) Receive passes to enable him to **to ride on the Liaison, to be present at** Officials’ Meetings, Paddock, start and finish areas during the Event;
 - e) To receive an FMN Delegate bib.
7. He may in no way interfere with the awarding of penalties by the officials and/or the Section Chief Observers.

In addition to 5.12:

5.12 TDN FIM Trial Des Nations

8. A Team Manager nominated by the FMN of the team that he represents may, provided that his FMN has notified the FIM Administration (ctr@fim.ch) and compliance with Article “Team Manager”, represent his FMN during TrialGP Meetings as Delegate without having a “FMN Delegate” bib.

5.13 The FIM Chief Timekeeper / Results Manager

1. The FIM Chief Timekeeper is appointed by the FIM.
2. The FIM Chief Timekeeper shall in particular:
 - a) Be qualified to use the timekeeping system of the Event and be in possession of a valid FIM Licence;
 - b) work in collaboration with the FIM Championship Manager/Race Direction and the FIM Referee;
 - c) if requested to do so by the Riders, examine their results and show them the recording of their **Liaisons** times;
 - d) produce the official results in accordance with the FIM Regulations and hand a copy to the Race Direction and the FIM Referee;
 - e) if requested by the FIM Championship Manager to attend the meetings.
3. He has no decision-making role.

5.14 The FIM Technical Director

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Trial Commission.
2. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
3. The FIM Technical Director works in cooperation with the Race Direction.
4. The authority and duties of the FIM Technical Director include but are not limited to (Please also refer to the FIM Technical Code):
 - a) The FIM Technical Director will report to the Race Direction any concerns or deficiencies relating to the technical verifications and present proposals to resolve such concerns;
 - b) The FIM Technical Director is the final arbiter in relation to technical issues at the Event;
 - c) The FIM Technical Director will examine with the Technical Steward the motorcycle and the protective equipment of any Rider involved in serious or fatal accidents and present a written report to the Race Direction;
 - d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

5.15 The FMNR Technical Stewards

1. The Technical Steward and the Chief Technical Steward, appointed by the FMNR, shall in particular:
 - a) verify the motorcycles and equipment in accordance with the FIM Regulations and the Supplementary Regulations;
 - b) attend the Officials' meetings;
 - c) draw up a technical report and hand a copy to the FIM Technical Director;
 - d) if requested to do so by the Race Direction, attend meetings, but without voting rights.
2. When carrying out their duties, the Technical Stewards shall act and work in permanent consultation with the FIM Technical Director. Within the framework of the "FIM Trial Vintage Trophy" the "Vintage Trial Expert" will assist the Technical Stewards for all Vintage Motorcycles but also with regard to the eligibility of authentic motorcycles authorized to participate in the "FIM Trial Vintage Motorcycle Trophy".

5.16 Sustainability Steward

1. The Sustainability Steward, appointed by the FMNR, shall be responsible for all environmental aspects and shall in particular:
 - a) ensure that the FIM Environmental Code is respected;
 - b) report to the FMNR Clerk of the Course any infringement to the FIM Environmental Code;
 - c) have access to all information concerning the Event, and be able, prior, during and after the Event, to give recommendations to the Race Direction on all aspects of the Event which may have potential environmental consequences;
 - d) draw up a report on the basis of the on-line check-list prepared by the CID;
 - e) attend meetings of officials;
 - f) if requested to do so by the Race Direction, attend meetings but without any voting rights.

5.17 The Chief Section Observers

1. The Chief Section Observers are appointed by the FMNR/Organisers.
2. The minimum age for all Chief Section Observers is fixed at 18 years.
3. In his section, he decides alone on all penalty points awarded to Riders.
4. The Chief Section Observers have benefited from Practical Guidelines to carry out their missions, taking into account in particular the Spirit of Trial.
5. They are vested with discretionary power to judge faults as assigned in these rules.
6. They are able to judge actions by appealing to common sense and taking into account their intentional, negligible, incongruous and/or misleading character.
7. The minimum age for all Section Observers is fixed at 16 years.
8. They must not have family relationship to any Rider participating in the Event or conflict of interest.
9. They must have taken part in a Briefing organized by the members of the Race Direction and have in consideration their practical guidelines.
10. For each of the Chief Section Observer posts, the organiser must draw up a list of the names of the Chief Observers occupying the post. This list must be given to the FMNR Clerk of the Course, who will transfer it to the Race Direction and the FIM Referee before the start of the competition.
11. The Chief Observers and his Assistants must be identifiable by bibs.
12. There must be one Chief Section Observer per Section.
13. The Chief Section Observer is responsible for good order in his Section, which includes the Section Enclosure and the Corridor.
14. After the Event, the Chief Section Observers must remain available until the deadlines for protests/appeals have expired.

5.18 Chief Medical Officer

1. A Chief Medical officer is an official, appointed by the FMNR/Organiser.
2. The Chief Medical officer will work in collaboration with the Race Direction, and the FIM Referee.
3. He will ensure the respect of the Regulations of the “FIM MEDICAL CODE”.

5.18.1 Alcohol Testing

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the Medical Code of the current year, Art. and appendix N “FIM Alcohol Testing Procedure”.

5.19 Vintage Trial Expert

A Vintage Trial Expert is not an official. He is appointed by the FIM to assist the various officials and interveners to check that the “Vintage” Motorcycles, the materials, timetables and information provided comply with the various points of the FIM Regulations. He is responsible for ensuring that all Participants, staff and any other person follow the instructions of the organization.

5.20 Meetings of the Race Direction

1. The Race Direction meetings take place during the International Jury meetings but also whenever necessary during an Event, in an open or closed session.
2. The meetings of the Race Direction are chaired by the FIM Championship Manager who will set the timetable and organise extraordinary sessions where necessary.
3. In all cases, the FIM Referee can attend the meetings, including closed meetings, as an observer only.
4. If the FIM Championship Manager appointed by the FIM is absent, he will be replaced by the CTR Coordinator or a CTR Representative.
5. If the Clerk of the Course appointed by the FMNR is absent, the FMNR must nominate a replacement who holds an appropriate Officials’ Licence. Failing that, the FMNR Steward could take this position.
6. The members of the Race Direction cannot occupy another official role during the Event, except in the case of FMNR Steward as a replacement in a case of force majeure.
7. The quorum for a Race Direction meeting is two people. Each member has one vote. The decisions are taken by a simple majority. In case of a tie

(absence of a member), the FIM Championship Manager shall always have the casting vote.

5.21 Publication of Decisions

1. All decisions that will facilitate the running of the Event, as well as all results must be published as soon as possible in the official languages of the FIM.
2. Any disciplinary decision pronounced by the FIM Referee must be notified directly at the venue of the Event or, failing that, by registered letter with acknowledgement of receipt.
3. If possible at the Event, the part(s) involved should at least be verbally notified. However, it is preferable that the decision of the FIM Referee be notified by a written document.
4. The document/notification of a decision shall:
 - a) State the name and the licence number of the FIM Referee;
 - b) State the name(s) of the partie(s) involved;
 - c) In case of a protest, state that the protest fee has been paid by the protesting party;
 - d) State the reasons for the action taken/protest lodged;
 - e) State the articles to which the action taken/protest relates;
 - f) State any additional information obtained during the hearing;
 - g) State the decision of the FIM Referee and its supporting evidence and brief report;
 - h) Mention the right to appeal to the CAI.
5. Whenever the parties involved are notified in writing at the Event, the following procedure must be respected:
 - a) The parties concerned by the FIM Referee decision must sign for receipt on a copy of that decision;
 - b) The name of the person who receives the decision, his position/function, the venue, date, time of receipt must also be mentioned on the acknowledgement of receipt;
 - c) The copy of the decision, signed for receipt by the person(s) concerned, must be added to the report of the FIM Referee.

5.22 Minutes of Meetings

1. The Minutes of all the meetings of the Race Direction and/or FIM Referee must be written in both official FIM languages, unless the Race Direction or the FIM Referee agree to accept them in one official language.
2. The Minutes must state in detail the official reports provided for this purpose and will indicate in detail any penalties imposed, the decisions taken concerning any protests received, copies of which must be attached, details of any accidents which may have occurred and any possible irregularities, as well as the opinion of the FIM Championship Manager and the FIM Referee regarding the conditions of the Organiser, including any remarks they consider to be of importance.
3. The FIM Championship Manager and the FIM Referee must send a copy of these Minutes to the FIM Administration within 72 hours after the Event.



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ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

ctr@fim.ch

6530001