Technical regulations

1. Class Moto3 / 2T 125

"Technical regulations for Moto3 / 125 2T" IDM. Which are available on **www.dmb.de** or **www.dmv-rundstrecken-championship.de** .

2. Class STK 1000 and STK 600

"FIM / FIM Europe Technical regulations (for Superstock 1000 FIM Cup / Superstock 600 FIM Europe)

3. Class Moto1000 a Moto600

3.1 The class is open to all motorcycles with four-stroke engines up to four cylinders. Certification is not required. The engine must come from a large series. All parts can be modified or replaced.

3.2 In the Moto1000 class the cylinder displacement is free. In the Moto600 class the maximum displacement is determined as follows:

4 cylinder above 400 cc to 650 cc

3 cylinder above 500 cc to 700 cc

2 cylinder above 600 cc to 750 cc

3.3 When using a different frame serial number and frame piece the rigidity of the connection can be tested or a rigidity test certificate can be required.

3.4 Chain guard must be installed so that it is not possible to jam any part of the body between the chain and rear sprocket. Swingarm on some models of motorcycles can act as a chain guard.

3.5 Use fuel according to FIM regulations (max. 102 ROZ).

3.6 Steel or aluminum rims can be used. Magnesia rims can be used only from professional manufacturer and must not have any visible outer damage. In case of doubts an X-ray examination report can be required. Carbon rims are allowed only with rigidity certificate.

3.7 Choice of tires is free. Tires must conform to valid regulations during scrutineering.

3.8 All motorcycles must be equipped with at least two active brakes (one for each wheel) which are independently controlled, and the efficiency is centered on the wheel. Placement of front brake hoses for both front brake calipers must be kept above the bottom edge of the threefold terminal. Attachment by screw on the bottom side is also allowed.

When the brakes are of non-ferrous materials, it is necessary to submit a report on the strength test.

3.9 The following components must be removed:
Main stand, mirrors, license plate including frame
The stand may also be secured by means of cable ties or wire, in folded state.

3.10 Using the on sale or used fairings is allowed. The edges of the fairing and glazing must not have any sharp edges. The edges must be chamfered (sanded) or taped.

3.11 The lower fairing has to be constructed so that the leakage of oil or other fluids will capture at least half of all fluids in the machine. Minimum content of this unit is 5 liters. The lower edge of the hole must be min. 50 mm from the bottom of the fairing.
This can be fitted with a drain hole max. 25mm. This hole must be properly closed (plugged) during a dry race. It can be open only when the Clerk of the Course signaled a wet race (showed a board with the words "WET RACE").
For motorcycles without fairings a mount a sump below the motor that will meet the above conditions.

3.12 The outer ends of the handlebars must be closed and the bar ends must not have sharp edges.
Handlebars must have sufficient clearance for safe operation.

3.13 Steps can be folding, but in this case must be fitted with a device which automatically returns them to normal position and at the end fitted with an integral protection of 8 mm minimum radius.
Non folding metal steps must always be provided with permanently attached stoppers made of plastic, teflon or similar type material (min. diameter 16 mm).

3.14 All motorcycles must be equipped with clearly marked button / Engine stop switch.

3.15 All motorcycles must be equipped with guard closed suction chamber and a closed system for crankcase ventilation.

3.16 Ventilation System (intake plus related sump) must be designed to accommodate at least 1,000 cc of liquid when clogged

3.17 Bolts and / or pins for mechanically highly stressed parts cannot be made of light metals.
The wheel axles must be made of a metallic material.

3.18 All oil drain valves and auxiliary bolts (plugs) must be tightened and secured with wire.
External oil filters as well as bolts and nuts that are in the oil flow must be reliably secured.

3.19 Oil circuit may be modified or replaced. If the pressure pipes are changed, metal tubes or special pressure hose reinforced with metal cord with crimped or screwed fittings must be used.

3.20 It is necessary to reinforce the cover of the ignition and side covers of the engine, transmission, ignition, clutch and generator by adding a protective cover made of steel or carbon / Kevlar composites.

3.21 If necessary, the existing headlamps, tail lights and turn signals can be removed

or must be secured with tape or foil so that no large pieces of glass can stay laying on the track.

3.22 Lifting equipment must have rounded edges (with a large radius).

3.23 Steering damper may be mounted respectively used as a spare part. Steering damper cannot act as a steering lock.

3.24 Non-series fuel tanks must be filled with foam or equipped with a special Explosafe wire. Must have no external damage and if in doubt, a protocol of X-ray examination can be required.
Material used for wrapping the tank / dummy is arbitrary.
The use of tank foam is also recommended for mass production tanks.
See also Article 01.56; fuel and oil tanks (General technical regulations for road racing)

3.25 No information may be passed in any way onto an oncoming or departing motorcycle.
No systems for automatic lap time measuring such as telemetry can be used.

3.26 The only engine coolant fluid except oil, can be water or water and alcohol mixture.

3.27 The exhaust system shall be in accordance with 01.31 Tech. Regulations for Road Racing.
The silencers must not have sharp edges.

3.28 Permissible noise limit is 103 dB / A, with a tolerance of + 3 dB for race
The noise measurement is carried out according to the following fixed rules :

	2-Cyl.	3-Cyl.	4-Cyl.
600 cc	5.500	6.500	7.000
750 cc	5.500	6.000	7.000
above 750 cc	5.000	5.000	5.500

Other noise limits may be specified in the special provisions.

3.29 All motorcycles must comply with all provisions in accordance with the general technical regulations that are applicable to road racing.

3.30 In the event of a disagreement concerning technical regulations as well as their interpretation, the decision of the Technical steward is final.