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To ensure fair competition, the German Motor Sport Federation (DMSB) and ADAC may amend/augment the Technical Regulations any time.

Violations of the Technical Regulations are governed by the corresponding Sporting Regulations.

Unless otherwise specified herein, the vehicle must comply with the standard configuration, the requirements of the German Motorcycle Racing Code (DMSG) and the General Technical Regulations for Road Racing.

In cases of doubt, the DMSB's series-manufactured vehicle shall be used for reference.

Everything not expressly permitted by the present Technical Regulations shall be prohibited.

Allowed modifications must not entail prohibited modifications or violations of the Regulations.

- 1. Eligibility provisions for DMSB Moto3 Standard / 250cc 4-stroke**

Only Honda NSF 250R Type MR03 motorcycles are eligible to enter. Where deviations are permitted, they are described in detail in the specifications below.
- 2. Clothing/equipment**

The rider clothing/equipment must comply with the FIM General Technical Regulations for Road Racing, Article 1.65 (see DMSB Rulebook, orange section, 2016 Technical Regulations for Road Racing).
The rider's name must appear on the right lower arm (sew-on patch, stitching).
- 3. Minimum weights**

The minimum weight is 150kg.
The weight of a bike plus rider wearing full protective equipment must never be less than the minimum weight at any time during an event.

This rule must be obeyed throughout the event. For the weighing, the vehicle must be ready to race, inclusive of all minimum liquid levels and sufficient fuel. The determined weight must be recorded on the scrutineering form.
Prior to the weighing and after or during the practice sessions and after the race, nothing may be added. This also applies to liquids.
- 4. Competition numbers**

1x front + min. 1x per side. Yellow background, black numbers. Font size min. 150mm.
Competition numbers must be clearly legible (see DMSB Rulebook, blue section, fig. O).
- 5. Fuel**

The fuel must comply with DIN EN 228 (unleaded petrol). During scrutineering, each participant/team must specify and document the type of fuel used, the exact type designation, the source and the manufacturer and before each event report any modifications to the series coordinator.
- 6. Main frame, rear frame and swing arm**

Protective parts made of composite materials may be used to cover the sides of the frame and rear swing arm. These protectors must fit the shape of the frame.
Further, to accommodate an elongated seat, the EMR modified rear frame is approved. Any stand device must be screw-mounted in the available bushings on the swing arm.
- 7. Front fork and rear spring strut**

Only the internal front fork springs can be replaced by optional Honda springs (K0-6/K0-7). The rear spring strut springs can be replaced by optional Honda springs (K6-5; K7-0; K7-5; K8-5). Fork oils are not subject to any restrictions.
- 8. Wheels/rims**

The wheels are not subject to any restrictions as long as they comply with the following requirements:

Rim sizes: front max. 2.5" x 17", rear max. 3.5" x 17"

The rims must be made of a magnesium or aluminium alloy.

9. Tyres

Max. 5 tyres are permitted per one-race event. Max. 6 tyres are permitted per two-race event. Wet tyres are excepted from this restriction. Marking of the tyres is mandatory from the first Qualifying to the final race.

The use of slicks and rain tyres is permitted. However they must not be re-cut (see DMSB Rulebook, orange section, 01.49.06.10).

10. Brakes

There are no restrictions on brake linings provided they match the original in shape and size.

The original front master cylinder may be replaced with a Brembo PR16x18 Forged radial master cylinder.

11. Footrests/foot controls

There are no restrictions on footrests (see DMSB Rulebook, orange section, 01.39).

12. Handlebars and hand controls

There are no restrictions on clutch and brake levers (see DMSB Rulebook, orange section, 1.33 and 1.35).

A brake lever guard must be mounted.

13. Fairing/mudguard

There are no restrictions on fairings and mudguards, provided they meet the following requirements:

The fairings and mudguards as well as the fairing fasteners must be designed to comply with the series look, main measurements and fastening points. The fairings and mudguards must be made of fiberglass (FRP). A windshield made by MRA, standard form, may be used as an alternative to the original (see DMSB Rulebook, orange section, 01.43 and 01.45).

14. Fuel tank

The use of the standard tank is mandatory. The tank must be filled up completely with foam, preferably Explosafe® (see DMSB Rulebook, orange section, 01.56).

15. Seat

As an alternative, Version EMR with adapted rear frame is permitted. There are no restrictions on squabs.

16. Water/coolant

Only pure water may be used as engine coolant (see DMSB Rulebook, orange section, 01.64).

17. Engine/drive

All oil drain screws, oil filters and exposed screws and bolts (near oil flow) must be effectively secured by wire.

18. Crankcase/engine case

Oil leading components which risk being damaged in an accident (e.g. engine case/crankcase, gearbox housing as well as ignition, clutch and generator covers) must be protected by an additional cover.

19. Gear ratio/transmission

There are no restrictions on secondary gear ratios.

Other than the original quickshifter system, only the HM Quickshifter PC Honda NSF250R Moto 3 Plug & Play is permitted. Foot control devices may be modified to reverse the shift pattern and for adaptation to the quickshifter system.

20. Ignition/engine management

The ECU software must comply with the standard software. Modifications are permitted only with respect to the standard parameters, i.e. quantity and timing of fuel injection and idling speed.

21. Exhaust system and noise control

Noise exposure limit value:

max. 105dB(A) at 5000rpm.

A tolerance of +3dB(A) will be accepted only at final scrutineering after the race (see DMSB Rulebook, orange section, 01.79).

22. Fasteners/connecting components

Series fasteners/connecting components (e.g. screws, bolts, etc.) must match the standard components.

23. The following items may be modified or replaced:

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

There are no restrictions on exterior paint and decals on the fairing and rims provided that they comply with the advertising regulations.

Heat-resistant mats may be fitted or removed.

24. Additional equipment

The use of the data logging devices (data recorders) listed below is permitted:

- Starlane GPS2
- Starlane GPS Stealth 3X Light or Data
- Starlane GPS4 Stealth Light or Data

Additionally, the Starlane RID Moto extension module may be used. No internal parameters other than engine speed and throttle position may be read out. The installation of external sensors, e.g. spring position and brake pressure sensors etc., is prohibited.

Tail light:

Motorcycles must be equipped with an operational red LED tail light, easily visible to pursuing riders and equipped with its own power source. It may only be switched on in a wet race or upon instruction of the Stewards of the Meeting.

The components listed below may be replaced in compliance with the above provisions:

- Brembo brake linings and front master cylinder
- Fairings and seats / fairing fasteners
- Motorcycle windshields (MRA)
- Squabs
- Chains, drive sprockets
- Rims
- Clutch and brake levers / brake guard brackets
- Footrests