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

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

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. General provisions for the Moto 3 Class

For all motorcycles, the use of titanium, carbon fibres or carbon fibre composite materials is prohibited for the frame structure, the front fork, the handlebar, the swing arm, as well as the swing arm and wheel axles.

Moreover, no light-alloy wheel axles or swing arm axles must be used. The use of titanium screws and nuts is permitted.

2. Classification

up to 250cc/4-stroke, 1 cylinder

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 152 kg.

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, after and/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 vehicle side. Black background, white numbers. Font size min. 150mm.

Competition numbers must be clearly legible (see DMSB Rulebook, blue section, fig. O).

5. Fuel

All motorcycles must run on commercial unleaded fuel.

The FIM provisions on fuel shall apply.

Each participant/team must specify and document the type of fuel used, the exact type, the source and the manufacturer in the technical passport/scrutineering form, and report any modifications to the series coordinator before an event.

DMSB may take fuel samples at any time during the event.

6. Parts - description

If the construction of a motorcycle appears to present a danger, it may be excluded from the event or from continuation in the event.

7. Main frame and sub-frame

All motorcycles must display a vehicle identification number (chassis number) on the main frame. In the absence of the original chassis number, the Scrutineers shall apply a seal.

The chassis design is not subject to any restrictions as long as it complies with the requirements set forth in the FIM Grand Prix Technical Regulations and the material provisions under Article 1 therein.

8. Front fork

The front fork is not subject to any restrictions as long as it complies with the following requirements:

Steering dampers may be mounted or replaced by accessory dampers. The steering damper must not be used as a steering lock limiting device.

9. Rear swing arm

A chain guard must be installed so that no persons or parts of the body may become snagged inadvertently between the drive parts and chain.

If the swing arm is equipped with an underbody guard, the latter may be used as a chain guard.

For safety reasons, all motorcycles with an exposed primary drive must be equipped with a protector. The design of the protector must make it impossible for persons or parts of the body to become snagged inadvertently between the drive parts and chain, thus preventing injury.

10. Rear suspension systems

The rear suspension system is not subject to any restrictions as long as it complies with the following requirements:

Suspension systems must be of a conventional passive, mechanical type.

Active and semi-active suspension systems and/or the electronic control of any aspect of the suspension and suspension height are not permitted.

The spring of the spring strut must be made of an iron-based alloy.

11. Wheels/rims

The wheels are not subject to any restrictions as long as they comply with the following requirements: The maximum rim sizes are: 2.5''x17'' (front) and 3.5''x17'' (rear).

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

12. Brakes

The branching of the front brake line for the two front brake calipers must be located above the lower fork bridge. Otherwise, the brakes are not subject to any restrictions.

13. Tyres

The use of slicks, intermediates and rain tyres is permitted:

The surface of a slick tyre must contain at least three grooves spaced apart by no more than 120°, indicating the wear limit of the tread surface and the tyre shoulder. As soon as two of these grooves are worn at different points of the tyre, this tyre may no longer be used.

Additional tread grooves and notches are only permitted on slicks (no-profile tyres) provided they were cut by authorised specialised staff using a special tool, with a confirmed and documented release from the tyre manufacturer or his representative. Modified tyres must carry Mepolette stickers.

The minimum distance between the tyre surface (at its widest point) and all solidly mounted components of the motorcycle is shown in Table 1 (see blue section, figures pertaining to the Technical Regulations).

All tyres must comply with the manufacturer's general safety standards.

14. Footrests/foot controls

Footrests are not subject to any restrictions as long as they comply with the DMSB General Technical Regulations for Road Racing.

The ends of the foot rests must have a spherical radius of 8mm (solid materials) and be made of solid plastic, Teflon or a comparable solid material. They must be rounded and securely and permanently covered (see blue section, figures pertaining to the Technical Regulations: Figure C).

15. Handlebars and hand controls

Handlebars and hand controls are not subject to any restrictions as long as they comply with the following requirements: These items must not be made of carbon fibre, carbon fibre composite materials or similar materials.

The mandatory width of the motorcycle handlebars is at least 450mm (see blue section, figures pertaining to the Technical Regulations: Figure C). The handles must be positioned in a way that the distance between their ends corresponds to at least the compulsory minimum width for the handlebars.

Unprotected ends of the handlebar must be plugged with a solid material or rubber-coated.

The minimum steering angle of the handlebar on each side, relative to the central longitudinal axis and the straight-ahead position, must be 15°.

In no position of the handlebar must the front wheel be in contact with the fairing (if present).

The installation of static steering stops (steering dampers are not considered to be stops) is mandatory in order to ensure a minimum distance of approx. 20mm between the handlebar with the hand levers and the fuel tank at a maximum steering angle (see blue section, figures pertaining to the Technical Regulations: Figures A, B, C).

Handlebar clamps must be designed to prevent handlebar breakage.

Repair welding of alloy handlebars is not permitted.

The hand levers for the clutch and front brakes are not subject to any restrictions but must have a ball end to the exterior (minimum diameter of this ball: 16mm), which may also be flattened, but the edges must be rounded in any case (minimum thickness

of this flattened part: 14mm). The ends must be permanently attached and form an integral unit with the lever.

Each control lever (hand and foot lever) must be mounted on a separate pin.

A guard bracket for the brake lever must be mounted.

16. Fairing/mudguard

The fairing materials are not subject to any restrictions.

The front wheel, with the exception of the tyre and of the part covered by the fender, must be fully visible from both sides.

No part of the fairing must protrude beyond a line drawn vertically at the leading edge of the front tyre.

Mudguards are not regarded as parts of the fairing.

No part of the fairing must jut out beyond the rear of a vertical line drawn through the rear wheel axle. Beyond this line, the rim of the rear wheel must be fully visible (180° of the wheel's circumference). No part of the motorcycle must extend beyond a rear perpendicular tangent applied at the outer edge of the rear wheel.

Spoilers may only be fitted when they are an integral part of the fairing or seat. They must neither exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm.

The edges of windshield and of all other exposed parts of the fairing must be rounded. In the normal riding position, the rider must be completely visible, from either side, from the rear and from above. Excepted from this are his forearms. It is forbidden to use transparent materials to evade these rules.

Whatever the position of the handlebars, there must be a space of at least 20mm between the fairing and the ends of the handlebars or steering device, including any attachments thereto.

The front mudguard must cover at least 100° of the wheel circumference. In this area, the wheel may be covered provided that the following angles are respected. The angle between a line drawn from the front edge of the mudguard to the wheel centre on the one hand and a horizontal line running through the wheel centre on the other hand must be between 45° and 60°. The angle between a line drawn from the rear edge of the mudguard to the wheel centre and a horizontal line running through the wheel centre must not exceed 20° (see blue section, figures pertaining to the Technical Regulations: Figure A).

The rear mudguard must cover at least 120° of the wheel circumference. The angle between two lines, one of which is drawn from the rear edge of the mudguard to the wheel centre, while the other runs horizontally through the wheel centre, must not exceed 20°.

Mudguards are not required if a fairing is available. However, if this is not the case, the fitting of mudguards is mandatory.

If the fairing of the saddle extends to the vertical tangent applied at the outer edge of the rear wheel (with a tolerance of -50mm), a rear mudguard is not required.

The lower part of the fairing must be constructed so that in the event of an engine failure, it can collect at least half of the motorcycle's oil and engine coolant (at least 3 litres).

The lower edge of the openings in the fairing must be at least 50mm above the fairing bottom.

This part must have at least one and no more than two 25mm drain openings at the lowest point.

The opening(s) must remain closed and may only be opened if the Clerk of the Course declares a "wet race".

17. Fuel tank

The fuel must be contained in a single tank which is securely mounted to the motorcycle.-The fuel tank must be topped up completely with a fire retardant foam (preferably "Explosafe®").

The fuel tank breather lines must be equipped with non-return valves. They must vent into a catch tank made of a suitable material and with a minimum capacity of 150cc.

Closed fuel and oil filler caps must be leak-proof. In addition, they must be secured to prevent accidental opening.

The fuel filler cap must be installed so that it does not protrude above the surface of the tank and that it cannot be torn off in an accident.

18. Seat

The height of the rear part of the rider's seat/hump must not exceed 150mm, measured from the lowest point of the rigid seat base up to the top of this seat cowl.

The width of the seat or of all parts situated behind it, except exhaust systems, must not exceed 450mm.

The top portion of the rear seat cowl may be modified to a solo seat (hump) and may be closed at the bottom towards the wheel.

All exposed edges must be rounded.

The use of carbon fibre or carbon composite materials is allowed.

19. Cable harness

The cable harness is not subject to any restrictions.

20. Battery

The size, type and location of the battery are optional.

If lithium-ion batteries are used, they must be provided with an appropriate and approved BMS protection circuit.

21. Water and oil cooler

Any type of water and oil cooler may be used, but they have to be mounted inside the fairing.

Only pure water may be used as engine coolant. Additives are allowed to prevent corrosion, cavitation and abrasion, provided that they do not contain MEG (monoethylene glycol).

22. Airbox

The air filter is not subject to any restrictions. The airbox must be completely closed around the intake trumpet of the carburettor/injection system.

The airbox drains must be completely sealed and have a closed breather system.

Sensors for data collection (data recording) may be added.

23. Carburettor

Gas valves/butterfly valves must close automatically when the rider releases the handle. Otherwise, the carburettor is not subject to any restrictions.

24. Fuel system/injection - fuel inlet control

The fuel injection system is not subject to any restrictions.

Variable-length inlet systems are not permitted.

Intake trumpets variable in length operating when the engine is running are not permitted, unless they are an original part of the engine manufacturer/model.

Only one throttle, controlled by mechanical means (e.g. Bowden cable or similar), is permitted. No other moving parts (except injectors) are permitted in the intake area in front of the throttle. No interruptions of the mechanical connections are allowed.

An idling speed control by means of a bypass system, controlled by the ECU, is permitted. Combinations with other systems are not permitted.

No more than 2 independently controlled fuel injectors are permitted and they must be located above the inlet valve.

25. Fuel supply

The fuel lines are not subject to any restrictions.

26. Engine

The engine is not subject to any restrictions as long as it complies with the following requirements:

Only four-stroke, one-cylinder, normally aspirated engines with a maximum displacement of 250cc are allowed. The maximum piston diameter must be 81mm, with oval pistons not being permitted.

The engine block (crankcase and cylinder) must be made of a cast aluminium alloy.

The piston must be made of an aluminium alloy.

Connecting rods and valves must be made of either iron-based or titanium-based alloys.

The camshaft, piston pins, crankshafts and valve springs must be made of iron-based alloys.

The valve-train assembly must be driven by a chain/belt.

High-pressure oil lines must be of a metal reinforced construction with swaged or treaded connectors.

Oil leading components that risk being damaged in an accident (e.g. engine and gearbox housing as well as ignition, clutch and generator covers) must be protected by additional means made of steel, light-alloy, carbon, Kevlar or carbon fibre composite material components.

The oil breather hose must be connected and vent into the airbox or another catch tank.

The breather system (airbox plus any other oil collector box) must be designed to retain a minimum of 250cc of the discharged liquid when a vent pipe is clogged (as illustrated in the blue section, figures pertaining to the Technical Regulations: Figure C).

The ECU is not subject to any restrictions. The maximum engine speed must be limited to 14,000rpm. Throughout the races and practice sessions, the engine speed characteristics must be recorded by means of data recording or similar systems. Checks will be carried out by the Scrutineers who may order the exchange of the part at any time.

The alternator must supply the battery with charging tension while the engine is running.

Articles 27-36: not applicable

37. Gear ratio/transmission

The transmission must have no more than six gears. Otherwise, the transmission is not subject to any restrictions.

38. Clutch

The clutch is not subject to any restrictions. Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

Articles 39-40: not applicable

41. Exhaust system and noise control

Exhaust gases must be discharged to the rear and in a way that they do not cause dust pollution or pollute the tyres and brakes nor hinder or disturb other riders in any way. The exhaust end must not protrude beyond the vertical tangent applied at the rear edge of the rear wheel.

The silencers are marked at technical scrutineering. Any subsequent replacement is not permitted. It is possible, however, to fit another approved and marked replacement silencer.

Variable-length exhaust systems are not permitted. No moving parts (e.g. valves, baffles etc.) are permitted in the exhaust systems.

The maximum noise exposure limit value is 113dB(A) at 5000rpm.

A tolerance of +2dB(A) is accepted only after the race at final Scrutineering.

During the check, the ambient noise must not exceed 90db(A) within a 5m radius of the noise source.

42. Fasteners/connecting components

Aluminium fasteners may only be used for components that are neither subject to high stresses nor load bearing. Safety wire holes may be drilled in these fasteners.

43. Miscellaneous

All drain screws must be secured by wire.

Further, all exposed screws and bolts (in oil flow) and external oil filters must be effectively secured by wire.

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

Tail light:

The motorcycles must be equipped with an LED tail light. The LED tail light must be mounted to the rear fairing, at least 600mm above the ground and located in the area between the rear wheel and hump, and have adequate light intensity. It must be ensured that it is not obstructed by components and/or the rider and that its light is directed to the rear with a maximum deviation of 5° in relation to the motorcycle's longitudinal axis. Glare prevention is mandatory.

It may only be switched on in a wet race or upon instruction of the Stewards of the Meeting; non-compliance shall be punished.

Additional equipment not on the original homologated motorcycle may be added (data acquisition, computer, recording equipment, etc.). The required attachment holes with a diameter of up to 6mm may be drilled for this purpose. Electronic driving assistance is permitted.