



CCR 005/2020

- FMNs & CONUs
- FIM Homologated Racing Circuits
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- Dorna and EEL

20 March 2020

## Clarification about the verges between the kerbs and the ROA

Dear Sir or Madam,

Please note that the FIM CCR Bureau has decided to make a clarification to the verge between the kerbs and the Run Off Area.

The 2020 FIM Standards for Circuits are therefore amended as follows:

### **4.8 VERGES AND RUN-OFF AREAS**

#### **4.8.1 Definition and Purpose**

*Verges are the outer parts of the transversal profile of the track.*

*Run-off area is the ground between the verge and the first line of protective devices.*

*Both are absolutely necessary from the construction point of view as they serve as a limit and shoulder for the superstructure of the track.*

*They contribute to higher safety by improving visibility, improving the possible use of the track over its whole width and, if they are of sufficient range, serve as an area in which motorcycles can be brought to a halt.*

#### **4.8.2 Characteristics**

*Verges should be at the same level of the racetrack asphalt or the **upper lower** side of the kerbs avoiding any kind of positive step.*

*Negative steps are permitted with a maximum of -2 cm. They have a flat surface but which is less even than that of the track itself.*

*They must be kept free of any debris and stones of a higher diameter than those of the grains of the gravel beds.*



Verges should be completely flat without any kind of obstruction and it is recommended that they should have a surface different from the racing surface. ~~Any kind of artificial grass planned for the verges should be inspected and approved in advance.~~

The width of the verges will vary along the track according to the circuit layout. A minimum of **1 metre** should be maintained around the complete racetrack.

**To prevent the erosion of a natural grass verge, bringing earth and stones onto the track, the transition from the kerb to the run off area, where the racing line is tangent to the track edge, should be made with a band of concrete (or asphalt) of 1meter large, unless expressly stated otherwise by the circuit inspector (due to contrary requirements for different disciplines).**

The transition from the verge to the run-off area should be very smooth. In addition to the speed at every point of the racetrack, the final length of the run-off areas will be defined bearing in mind the racetrack layout, topography, racing trajectories and gradients.

In case that run-off area slopes, it is recommended that this should not exceed 10% upward or 3% downwards. In case that the run-off area is covered with a gravel bed, additional calculations should be considered.

We remain at your disposal for any additional information you may require.

With best regards,

Paul DUPARC  
CCR COORDINATOR