



# **BIKETRIAL TECHNICAL RULES 2026**

Rev 53 - Valid from 16<sup>th</sup> April 2026



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*BikeTrial Technical rules 2026 will be valid in all BikeTrial Events organized by the BikeTrial International Union or by his Members. This book it contains two parts: the first part about the organizational regulations, the second part about Technical Rules.*

## **First part – Organizational regulations**

### *Involved figures, Definitions, Tasks*

#### **Art. 1 BIKETRIAL**

BikeTrial is an original and individual sport that incorporates the use of a special bike which the rider must maneuver and balance in order to ride through specially natural or designed artificial “sections”. The objective is to pass through the sections in minimum time and with as little physical contact with the ground as possible, hence obtaining minimum penalty points.

BikeTrial promote the values that educate participants in a familiar environment, educating their members on the culture of respect for people and natural environment, and especially encouraging Fair Play, conditions that will have to be observed and promoted by all members, riders, minders, parents, delegates, observers and all people involved in the BikeTrial Event (here also only named “Event”) and BikeTrial Sport.

*As provided by the BikeTrial International Union Statute Article 2: “BIU [...] is the supreme world sports authority empowered to manage the BikeTrial, Blind BikeTrial, Push BikeTrial and Nature ride activities and represent this activity in front of other legal entities. In this respect, it acts as the supreme world body for settling disputes, which might arise from organization of such activity. It is responsible for launching the entire system of championship competitions in BikeTrial, including launching and declaring official champion titles in all BikeTrial categories. As a result, it determines the technical and economic conditions for operation of organizations involved in the BIU competition system. The same applies to transmissions or audio or video recording related to all Events included in the BIU championship system (competitions), including any related advertisement.”*

#### **Art. 2 RIDER**

The Rider is the competitor in a BikeTrial competition.

BikeTrial rider is the first figure and spokesperson of the BikeTrial Sport; with the acceptance of a BikeTrial Licenses the Rider confirms its will to respect and promote BikeTrial Sport, BIU body, Observers, Organizer, Jury and all people involved in each BikeTrial competition. Also to know the whole BikeTrial Rules and to accept all judgment with maximum respect and fair-play.

## **Art. 3 MINDER**

The Minder performs the job of mechanic, assistant and trainer of the Rider during the Event. The number of minders per rider is 1. During the competition the minder should wear the bib (same number as the rider). The Minder is allowed to enter the sections.

## **Art. 4 BIKETRIAL INTERNATIONAL EVENT**

BIU is the only organization that has right of ownership over the name “BikeTrial”, and relative Sport Event.

The BikeTrial International Event is the over-national sporting Event organized by the BikeTrial International Union, or its Member or Affiliated Member, under direct Agreement with BIU.

Each BikeTrial International Event will be inserted in the Official BikeTrial Calendar.

The BikeTrial International Events are defined by type as follow:

- Contest, Cup, Championship, Indoor Championship

The BikeTrial International Events are defined by geographical area as follow:

- Continental, World

BikeTrial International Union provide 5 geographical macro area, here also named “Continent”: America, Europe, Asia, Africa, Oceania.

The BikeTrial International Event will take the own name from the Area where organized and from the Type of the Event. **Example:**

- European BikeTrial Championship, Asian BikeTrial Cup, World BikeTrial Championship.

## **Art. 5 ORGANIZER**

The Organizer is the figure in charge to provide all organizational, civils, and economical aspects of the BikeTrial Event. The organizer must belong to, or must have direct agreement with, an entity which is legally affiliated with the BikeTrial Union of that country. The organizer must obey the Technical Rules, the BIU Event Agreement, and all documents signed between himself and BIU.

Organizer will also responsible for all civil and penal aspects arising from the Event and to be responsible for all aspects regarding the guiding of the Event.

## **Art. 6 DIRECTOR OF THE EVENT – DOE**

**Director of the Event** is nominated by the Organizer and is the figure in charge to provide all technical aspects of the competition. He must be an expert on the BikeTrial Rules and know BikeTrial competitions. Director of the Event will sign the agreement in combination with the Organizer.

DOE will work with the Executive Officer Group to provide the smooth running of the Event. The DOE will be the only one person to have the right to participate in Executive Officer Group meeting and discuss about whole aspect of the competition, but not about sport results or disciplinary decision, that are whole and exclusive competence of the EOG.

## **Art. 7 EXECUTIVE OFFICER GROUP – EOG**

Executive Officer Group consist of the Jury and the Observers in hierarchical system. Head of EOG is the Jury. EOG is the only one figure in charge to provide all sporty matter during the BikeTrial competition. Observer must take part in EOG meeting when requested by the Jury and respect Jury decision and requests.

BIU will publish implementing rules about EOG set and composition when needed.

EOG presence is mandatory during all BIU International events **except** when provided by the Event Agreement.

## **Art. 8 JURY**

### **COMPETENCES AND COMPOSITION**

The Jury is the maximum sport's authority during the Event and represent officially the BIU during the competition. The presence is mandatory in each BikeTrial International Event.

The Jury is responsible to: Checking, modify and approve sections and track, take part in Licenses control, approve Entry List, approve Starting List, decide with DOE the competition time and approve it, receive and discuss official protest submitted by the competitors, determinate the final ranking, declare the final sport results, take all disciplinary measures if needed, control the correct application of all BIU Rules during the competition, and all other sporting matter during the Event. All this task are exclusive competences of the Jury; Organizer and DOE cannot modify or interfere in this matters. Jury judgment is final.

The Jury will be composed of 3 Members nominated by BIU Presidium at least 7 days before the Event. BIU will also nominate the Jury President. Jury member names list will be published on Official board of the competition before the start of the Event.

Each Jury member have disciplinary competence on the competition track, for the whole time of the Event in all technical questions and judgments outside of the BikeTrial sections, this one are exclusive competence of the Observers.

The Jury will not accept any audiovisual proof presented to support a claim (or the opposite could encourage interested chasing of adversaries).

### **JURY MEETINGS**

The schedule of jury meeting will be as follows:

- 1<sup>st</sup> jury meeting (before the start of each competition's day):

Inspection of the sections. Approval of the Entry list and the Start List.

- 2<sup>nd</sup> jury meeting (at the end of each competition's day):

This Jury meeting must be finished within 30 minutes of the last rider completely the Event.

Approval of the competition results. In the case of a category not being approved in the provisional results, the placing will be announced in the awarding ceremony by the provisional results. This means the results may be changed at the 3<sup>rd</sup> jury meeting.

- 3<sup>rd</sup> jury meeting (after the closing ceremony): Approval of the rest of the results.

## **OTHERS**

- The organizer must provide the map of the track and “section checking list” for the jury members before they start checking sections.
- Only DOE and Jury will be allowed to check (inspect) the sections.

## **Art. 9 OBSERVERS**

The Observer is the only authority in the section he/her is observing.

When provided observers are part of the Executive Officer Group (EOG) set by them and by the Jury.

The observer must judge according to the rules. The observer must be neutral and absolutely impartial. The observer must judge all riders in the same way and same manner.

The observer must be aged 18 years old, or more. Competitors are expected to give maximum respect toward Observers, any kind of disrespect or offense will be not tolerated by the EOG. Riders must accept judgment with maximum education and fair-play.

The observer must indicate the score to the Riders by hand signals. The observer will be provided with a “count down” mechanism which will make an acoustic sound to signify the end time. Besides this, the observer must advice the riders (approximately) one minute before the finishing time and at 30 seconds, 15 seconds, 5, 4, 3, 2, 1, in English. The chief observer should not carry the timer in the section.

The observer is responsible for keeping the section in good condition regarding boundary ribbon and section equipment at the completion time of the competition.

## **Art. 10 NATIONAL DELEGATE**

The National Delegate is the representative of the National Team during the international competitions. His name must be communicate to BIU before the Event.

Any National Delegate from any country has the right to ask the EOG when provided, or DOE of any International Competition, to perform an age check of any rider by examine his/her official documents, (passport, etc).

## **Art. 11 TIME KEEPER and SECRETERY STAFF**

Organizer must provide Time Keeper staff for the Event.

Time Keeper must record the arriving time in hours, minutes and seconds of each rider.

Time Keeper will be part of the Secretarial staff and will follow, with whole Secretarial Staff, the Jury instructions about the good conduct of the Event.

## **Art. 12 TECHNICAL CONTROL**

Organizer must provide Technical control staff for the Event. Technical Control staff will check that the Bike, Rider clothes and equipment are not dangerous for BikeTrial Sport use.



Any bikes considered dangerous by Technical Control will be not admitted to the competition.

The Riders can submit in Technical Control 2 bikes, but both with the same wheel size.

Technical Control staff it mark the bike with a sticker or paint that make recognizable the bike as admitted in the competition.

## **Art. 13 AGENDA**

The Organizer must send the information (e.g. map of the place, accommodation and schedule of the Event) to BIU at least three months before the Event. All data must be collected in a file named “Agenda” and follow the “BIU Agenda instructions”.

## **Art. 14 BIKETRIAL CONTEST**

The BikeTrial Contest is the over-national Event focused on the sport promotion, Rider – meeting and cultural exchange, also with or without competition value. Organizer have the maximum freedom to submit his own BikeTrial Contest project to BIU Presidium for the approval. BIU can approve special project aimed to promote his own activities during this type of events.

## **Art. 15 CONTINENTAL BIKETRIAL CUP**

The BikeTrial Continental Cup take the name from Continent where organized. The BikeTrial Continental Cup is an Event or a series of Events organized in exclusively or in concurrently with a Continental Championship or National event and reserved to the Continental Riders and foreign guests in **GROUP H** categories. Continental Cup does not give any title of “Champion”.

BIU will provide a special prize and Diploma for the final 3 best Riders in each category.

BIU can approve special project aimed to promote his own activities during this type of events.

## **Art. 16 CONTINENTAL BIKETRIAL CHAMPIONSHIP**

The Continental BikeTrial Championship take the name from Continent where organized. All National Calendars of the BikeTrial continental Area must respect this date. No other BikeTrial Event can be arranged in the continental area during this time.

The Continental Championship can be a single Event or a series of Events organized in exclusively or in concurrently with a National Event and opened to all Continental Riders in Group A and B. Continental Championship proclaims the Continental BikeTrial Champion of the year in each provided category. Must be organized on natural sections; Maximum 20% of artificial sections allowed.

Continental BikeTrial Championship is open to all Riders with BIU license issued from a Country in the area. Foreign Riders are welcome as guests, also as winner of the competition, but title of Champion, or winner of the cup if provided, will be for the best Rider in each category from the area.

BIU provide to supply the Continental BikeTrial Champion Diploma, jersey and medal / trophy in each category.

Continental BikeTrial Championship can also host the Continental BikeTrial Cup.

## **Art. 17 CONTINENTAL BIKETRIAL INDOOR CHAMPIONSHIP**

The Continental BikeTrial Indoor Championship take the name from Continent where organized. All National Calendars of the BikeTrial continental Area must respect this date. No other BikeTrial Event can be arranged in the continental area during this time.

The Continental Indoor Championship can be a single Event or a series of Events organized in exclusively or in concurrently with a National Event and opened to all Continental Riders in Group A and B. Continental Indoor Championship proclaims the Continental BikeTrial Indoor Champion of the year in each provided category; must provide artificial sections only.

Continental BikeTrial Indoor Championship is open to all Riders with BIU license issued from a Country in the area. Foreign Riders are welcome as guests, also as winner of the competition, but title of Champion will be for the best Rider in category from the area.

BIU provide to supply the Continental BikeTrial Indoor Champion Diploma, jersey and medal / trophy in each category.

Continental BikeTrial Indoor Championship can also host the Continental BikeTrial Cup.

## **Art. 18 WORLD BIKETRIAL CHAMPIONSHIP - WBC**

The World BikeTrial Championship is the most important Event organized by BIU. All National Calendars must respect WBC date. No other BikeTrial Event can be arranged during WBC time. World BikeTrial Championship is open to all Riders with BIU license in Group A and B.

The WBC proclaims the World BikeTrial Champion of the year in each provided category. Maximum 20% of artificial sections allowed.

BIU provide to supply the World Champion Diploma, jersey and medal / trophy in each category.

World BikeTrial Championship also host the World BikeTrial Cup for the Group H. BIU will provide cups and Diplomas for the final 3 best Riders in each category.

## **Art. 19 BIKETRIAL WORLD CUP**

The BikeTrial World Cup it's a competition, or series of competitions, reserved to the Riders in GROUP H. The BWC can be organized during the WBC or during a separated Event. BWC does not give the title of "Champion". BWC can start with Entry List of 5 Riders minimum, from at least 2 countries.

BIU will provide Diplomas and special prize for the final 3 best Riders.

BIU can approve special project aimed to promote his own activities during this type of events.

## **Art. 20 WORLD BIKETRIAL INDOOR CHAMPIONSHIP**

The World BikeTrial Indoor Championship it's a single or series of BikeTrial Events that proclaims the World BikeTrial Indoor Champion. All National Calendars must respect WBIC date. No other BikeTrial Event can be arranged during WBIC time.

Each competition of the WBIC series can be also named "Gran Prix" as optional addition to the "World BikeTrial Indoor Championship".

The Organizer of the WBIC will reward the first 3 competitors, in each competition, in the measure, as minimum, as provided by the BikeTrial Handbook 2024 and Agreement. The rewards will be highlighted in the official Agenda.

BIU provide to supply the World BikeTrial Indoor Champion diploma, jersey and medals.

### **WBIC section time**

The time limit to pass a BikeTrial section during World BikeTrial Indoor Championship is 90 seconds (see also Art. 39).

### **Selection of participants**

World BikeTrial Indoor Championship is open to all Riders with BIU license, in compliance with the requirements of Class 1, Class 2, Class 3, Class F categories.

### **Qualification**

All Riders in the Starting List must take part in the qualification **except the first three present Riders** from the BikeTrial International Ranking (they are named "seed of series").

Qualifying time must end at least 2 hours before the Competition. This time interval will be highlighted in the official Agenda.

Qualifications cannot carried out on the same sections of the Final Competition. Organizer can prepare different sections or modify the same sections for the Final Competition. Qualifying sections must be more easy than competition sections.

### **Competition**

The Final Competition of the World BikeTrial Indoor Championship will take place with eight (8) Riders. The present 3 "seed of series" and 5 from the qualification.

Final competition will be held on **four (4) sections**.

Final Competition cannot carried out on the same sections of the qualification. Organizer can prepare different sections or modify the same sections from qualifications. Final Competition sections must be more hard than qualifying sections.

The Organizer can send to BIU his proposal, at least 60 days in advance, to optimize time and scheme of the competition.



## **Art. 21 ENROLMENT COST**

The International Union, National Union, etc. are entitled to charge annual fees to the entities and organizers affiliated with them. The BIU is irrespectively entitled to charge a specific amount for any kind of authorization of an Event. The organizer is also entitled to charge an entry fee to the riders.

## **Art. 22 ENTRIES AND LICENSES**

At the start of each Event an application form will be distributed upon presentation of a current BikeTrial license issued by the BIU Member or directly from BIU in the current year. If the rider possesses a license, he/she can enter any competition in that year.

BIU Members A (Members) and BIU Members B (Affiliated Members) have the possibility to ask to use the National Licenses as BIU License during the International Event, in this case the BIU Member must communicate to BIU, at least 30 days before the start of the first competition of the year, a facsimile of the issued license.

## **Art. 23 EVENT AGREEMENT**

The Organizer must obtain the Agreement to hold an Event from BIU through the National BIU Member of that country.

Before each BikeTrial International Event will be signed a special agreement between the Organizer, with permission of the Delegate, and BIU. The aim of the agreement will be to establish the parameters that grant the correct running of the Event. Agreement will be signed by the Organizer, the Delegate and BIU.

If the Organizer has an outstanding balance or the Event does not meet the BIU standards, the sanction will be carried out against the National BIU Member. All fees are non-refundable and non-transferable in case of cancellation of the Event.

In the case of weather problems or accident happened during the Event and stopping the competition for safety reason, the results will be admitted by the Jury if 50% of competition was already over. It means at least 1 lap must be done by all riders.

## **Art. 24 ENTRY LIST and ENTRY FEE**

### **Entry List**

Before each BikeTrial international Event BIU set up the Entry List of the participants Riders.

BIU send the entry list form to each delegate of the country before the Event. All dates, times and deadline for Entry List and registration in the Event will be published in the Event Agenda and Official BIU web site.

The participating nation must send the entry form (according to BIU format) and the list of riders to the BIU Head office, by the delegate, through before the registration - deadline.

Normal and suggested registration – deadline is 30 days before the Competition. BIU publish the entry list on the official BIU web site. Official deadline will be published in the Agenda.



After the official deadline will be possible to expand the list of participants with a increase of the amount of registration fee:

- From the day after of official dead line till 15 days before the competition: the 1,5 of the Fee.
- From the 14<sup>th</sup> day before the competition till the 4<sup>th</sup> day: the double of the Fee.

The organizer cannot modify the entry list provided by the BIU without Jury authorization.

### **Entry Fee**

Entry Fee for the BikeTrial International Events will be published in the Event Agenda and BIU Official web site before the Event.

If the rider does not arrive at the Event (unless good proof or a valid reason - injury etc.) he/she will lose the fee. The rider must communicate to the Organizer his absence with valid reason 24 hours before the start of the first Rider in competition.

The delegate has the right to change any Rider names before the deadline. From the initial entry list in the same or different category.

### **Constructor Entry Fee**

Group-E, the Constructor, which participates in this category must pay an entry fee. Import of Constructor Entry Fee will be communicated in Advance from BIU to the Delegates and reported in the Agreement. The fee must be paid to the BIU through the National BIU Member (in this case the 80% will goes to the National Union and the 20% will goes to the BIU), or directly to BIU if this have direct contact with the Constructor. BIU can't overtake the BNU in existing contact.

The Group-E Entry List will be closed with the registration – deadline. The fee must be paid to the BIU before the registration – deadline. The name of the brand will be inserted in the official results and the other official documents of the BIU.

## **Art. 25 IMAGE AND DECORUM OF THE EVENT**

### **UNIFORM**

All riders and the team staff should wear their uniform for the official ceremony (welcome party, opening ceremony, award ceremony, and closing ceremony) of the Event. Those participants can wear their riding gear. A shirt and pants will be accepted as a minimum kit of the team uniform but it is recommended to prepare a full set (a shirt, pants, a cap/hat, and a jacket) if possible. The material of the uniform will be of free choice but the logo of the BNU and the national flag should be printed on each of them.

### **FLAGS**

Every country should be represented by its flag and National Anthem. Such a presentation is generally set on the first day of the Event.

## **Art. 26 MINIMUM AND MANDATORY ITEMS AND TOOLS FOR THE EVENT**

### **EVENT AGREEMENT**

A specific agreement will be sign between the Organizer, the Delegate and BIU to define responsibilities, duties and rights about the event and his conduction.

### **INFORMATION BOARD**

The organizer must provide an information board and must put all information on the board. (eg. time schedule, special rules and provisional results).

### **INFORMATION SYSTEM**

The organizer must provide a megaphone or sound diffusion system set for general information. Announcements should be reported in English as the minimum.

### **CAMPING AREA**

The organizer must provide a camping area which has enough capacity and adequate ground with at least five toilets and showers for ladies and five toilets and showers for men as the minimum.

Camping Area is not requested for Contest, Cups, WBIC.

### **INSURANCE**

Adequate insurance coverage (damage, accident and injury) needs to be provided for riders, spectators and staff to cover any foreseen/unforeseen Events that might occur, as better provided by the Event Agreement.

### **MEDICAL SERVICE AND AMBULANCE**

Organizer will provide a medical service with Ambulance as provided by the Agreement.

### **SECRETARY ROOM**

Organizer must provide a space for Secretary Room for Jury and secretary staff. Secretary room must be able to be closed and not noisy during the meeting.

### **RANKING SOFTWARE**

The organizer must use the BIU original software for the competition results. The data should be passed to the BIU as soon as possible (within 24 hours at least) after the Event finished.

## **Art. 27 MINIMUM AND MANDATORY MOMENTS OF THE EVENT**

In every Event the Organizer will provide to celebrate the most important moment of the day with the follower times:

### **OPENING CEREMONY**

With the Opening Ceremony the Event is officially declared open by the Organizer; He present the Delegates and Riders to the host town, local authority and spectators.



The BIU flag is exposed right now and must still be shown during the whole Event.

### **AWARD CEREMONY**

With the Award Ceremony the Organizer will celebrate the winner of the Event.

The organizer must provide national flags, national anthem, and award platform in order to honor the winners in the Award Ceremony.

***The awarded Rider that reject to go on podium (excepting medical issues) will be disqualified for 1 year from all BikeTrial International events.***

The organizer must provide, as the minimum, a trophy or gift for the first three riders in each category. The award of top 3 in each category should be given by the order below:

H3, H2, H1, Under 10, Under 12, Under 14, Under 16, Class E, Class F, Class 3, Class 2, Class 1, Nations, Constructor.

***No object, tools, flags, sign or any items in addition to the normal racing clothing can be worn on podium by the Riders. National flag is admitted.***

### **Under 10 CATEGORY**

A special gift / gadget to all Riders in Under 10 category is strongly suggested. Also suggested to call them close to the podium name by name.

### **CLOSING CEREMONY**

With the Closing Ceremony the Event is officially declared over by the Organizer.

The BIU flag passed to the Delegate of next organizing country in the end of the closing ceremony (except the final Event of the series).

## Second part – Technical regulations

### Art. 28 CHAMPIONSHIP OR CUP POINT SYSTEM

The number of Championship points to be awarded to all riders who finished the competition in each category as follows:

Place	Point	Place	Point	Place	Point	Place	Point
1 <sup>st</sup>	= 25	2 <sup>nd</sup>	= 20	3 <sup>rd</sup>	= 16	4 <sup>th</sup>	= 13
5 <sup>th</sup>	= 11	6 <sup>th</sup>	= 10	7 <sup>th</sup>	= 9	8 <sup>th</sup>	= 8
9 <sup>th</sup>	= 7	10 <sup>th</sup>	= 6	11 <sup>th</sup>	= 5	12 <sup>th</sup>	= 4
13 <sup>th</sup>	= 3	14 <sup>th</sup>	= 1	15 <sup>th</sup>	= 1	16 <sup>th</sup>	= 0.99

16<sup>th</sup> = 0.99 (cents of point), 17<sup>th</sup> = 0.98 and followers until 0.00 for 115<sup>o</sup> position.

### Art. 29 CLASSIFICATION SYSTEM

#### Competition - Group A, B, H

The placing will be determined by the total penalty points.

The rider with the lowest points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows: (Refer to the chart 1)

- The rider with more 0 points. (Clean).
- The rider with more 1 points.
- The rider with more 2 points.
- The rider with more 3 points.
- the rider who went furthest around the total number of sections with the least number of marks.
- The rider who wins the additional sections. (The tie decider will be run over 3 sections from the next higher category. In the case there is still a tie the rider with the shortest accumulated total time spent in the tie decider sections will be deemed the winner).

#### Competition - Group D – Nations

The placing will be determined by sum of the Championship points of the best 7 results from all categories. The country with the most points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows: (Refer to the chart 2)

- The country with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc.
- The country with less total penalty.
- The country with total shorter time.



### **Competition - Group E - Constructors**

The placing will be determined by sum of the Championship points of the best **7** results from all categories. The constructor with the most points will be the winner of the competition, and so on. In the case of ties, the placing will be determined by the order as follows:

- 1) The constructor with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place and etc.
- 2) The constructor with less total penalty.
- 3) The constructor with total shorter time.

### **Championship or Cup - All Groups**

#### **A) IF the Championship is organized in the same place or in a single event:**

The placing will be determined by sum of the Championship points. The rider/country/constructor with the most points will be the Champion and so on.

In the case of ties, the placing will be determined by the order as follows:

- 1) The rider/country/constructor with more 1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc..
- 2) The rider/country/constructor with less penalty in all competitions.
- 3) The winner of the last competition.

#### **B) IF the Championship or Cup is organized in more places:**

The placing will be determined by sum of the Championship points. The rider/country/constructor with the most points will be the Champion and so on.

In the case of ties, the placing will be determined by the **winner of the last competition.**

## Art. 30 CATEGORIES

All categories are open to both sexes, as requested by the Rider in Entry List, but Class F category is reserved for females only. The minimum number of participants in a category will be 3 riders from at least 2 countries in the final ranking (Event, Championship or Cup). If this condition is not fulfilled the category will be cancelled and Riders moved in the more similar Category as decided by the Jury. In the case Class F will be merged in Under 14.

The categories for competition will be set in groups as follows:

Group	Category and section color	Condition
A	Class 1	18 years old in the current year and older. Color: Yellow. Special admission for Riders aged from 16 years old in the current year can be by Technical Group after request by the National Delegate.
	Class 2	18 years old in the current year and older. Color: Red.
	Class 3	16 and 17 years old in the current year. Color: Red.
B	Class F	12 years old and up in the current year, female Riders only. Class F category compete on Green and/or Blue color. Jury, in collaboration with Organizer, will decide how much Green and how much Blue sections before the start of the event in base of needed level of difficulty. A sign at the entrance of the section will say "Class F on Green" or "Class F on Blue".
	Under 16	14 and 15 years old in the current year. Color: Blue.
	Under 14	12 and 13 years old in the current year. Color: Green
	Under 12	10 and 11 years old in the current year. Under 12 category compete 50% on white color and 50% on green color.
	Under 10	7, 8 and 9 years old in the current year. Color: White.
H	Class E	From 16 years old in the current year with <b>Electric</b> Bike compatible with Art. 35.8. Class E category compete sections 50% on white color and 50% on green color.
	H1	BikeTrial Hobby category not valid as Championship. 16 years old and older in the current year.
	H2	BikeTrial Hobby category not valid as Championship. 30 years old and older in the current year.
D	H3	BikeTrial Hobby category not valid as Championship. 40 years old and older in the current year.
	Nations	The best 7 results from all categories.
E	Constructor	The best 7 results from all categories.

*If requested by the Organizer, and approved by BIU, is possible split Class 1 and Class 2 categories into 20" and 26" if we get a minimum of 10 Riders from 3 Countries in original Official Entry List.*

## BikeTrial Categories 2026 – Table

YOB	19	18	17	16	15	14	13	12	11	10	09	08	07	06	05	04	03	02	01	00	99	98	97	96	95	94	93	92	91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76						
AGE	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50						
A											Class 1																																							
											Class 3										Class 2																													
B											Class F																																							
											U 16																																							
											U 14																																							
											U 12																																							
	Under 10																																																	
H											Class E																																							
											Hobby 1																																							
											Hobby 2																				Hobby 3																			

## Art. 31 RIDER CLOTHES AND EQUIPMENT

The rider is under the obligation to wear: a helmet, pants, shirt and one piece footwear. If the rider does not obey with these attire regulations HE/SHE WILL BE REFUSED ENTRY INTO THE COMPETITION OR SECTIONS. Gloves, shirts with long sleeves, long pants and ankle protective footwear are strongly advisable but not compulsory.

- On the competition track: Jury can check the Rider clothes and equipment.
- Before entering section: The rider will not be allowed to enter the section when the observer has seen a fault in clothes and/or equipment.
- After entering section: In the case of a rider is already in the section when the observer has seen a fault in clothes and/or equipment, the rider will not be allowed to continue riding in the section for safety reasons. The penalty is 5 points.

## Art. 32 PRE-COMPETITION PRACTICE

Riders are not allowed pre-competition practice inside the designated area of the track and sections. Any rider seen with his bicycle in any place (eg. track and sections) one week before the competition will be disqualified from the competition. Any attempt made to practice before the competition will result in the exclusion of the concerned rider from the Championship.

## Art. 33 NUMBER BOARD

The organizer will provide a “number board” for the riders and for their respective minders or for their bikes. The number board size should be a minimum of 10 × 15 cm for the bike as well as for the rider. Number board should be placed on the handlebar of the bike so they are clearly visible. The group color should be clearly indicated at the head part of the bike. The first 20 numbers (1-20) will be reserved for the Class 1 riders. For category Class 1 numbers will follow the BikeTrial Ranking.

## **Art. 34 PUBLICITY**

Advertisements on the rider's attire, helmet and bike are allowed. The advertising space on the plate number is reserved for the organizers. The rider cannot compete without original plate number given from organizer.

## **Art. 35 BIKES**

In order to participate in a BikeTrial Event, the bike composition must meet with the following conditions:

1. The end of the front and rear brake levers must not be finished in a dangerous form.
2. The entirety of the bike must be provided with an effective brake system.
3. Any overhanging metal of more than 10 mm should be covered in order to avoid any dangerous situation.
4. The Technical Control is not to accept any bike with a fissure on the handlebar, frame or fork.
5. The materials that the bike can be constructed from is unlimited.
6. THE TECHNICAL CONTROL MUST CHECK ABOVE MENTIONED POINTS AND THE PASSED STICKER OR PAINT ON THE FRAME MUST BE TOUGH TO REMOVE.
7. The Rider can use maximum 2 bikes during the competition. Both bikes must have the same wheel size and must be submitted to the Technical Control.
8. Only for BTE category: Electric bike with torque sensor pedals and maximum power of 250W.
9. Pedal hooks / pedal straps / click pedals are not allowed to avoid any dangerous situations.

## **Art. 36 BIKE WHEEL SIZE**

The maximum of 22" of one wheel size will apply to the categories of Under 10 and Under 12.

All others categories are free on wheel size.

## **Art. 37 TRACK**

The track will be constructed on paths, roads and in forests (if necessary), along which the sections will be arranged. Track must be marked clearly by the organizer. Riders must follow the designated route and must not take an alternative route.

The track must be structured in a way that does not allow the riders to take a shorter route.

In the case of the Jury deciding to modify or change the sections, the organizer must obey with these changes.

### **TRACK SIGNALS**

The track signals must be different from the section signals. The track must be thoroughly signaled from both start to finish and along all the sections in order to avoid any confusion to the riders.

## Art. 38 SECTIONS

The sections should be constructed on natural ground. Each section should be surrounded by resistant and impermeable ribbon. The ribbon must be totally visible and well secured to stakes or other objects which must be fixed underground. The entirety of the ribbon must be fastened at APPROXIMATELY 30 cm from the ground (as close as possible to this height). All broken ribbon must be replaced in the same position before another rider enters the section. Aside from the pre-mentioned suggestions for marking the track and sections, it is advisable to use some form of barrier to keep on-lookers at safe distance.

- The sections must be new and neutral.
- Dangerous sections must not be constructed.
- The sections should differ substantially from each other and show variety.
- The sections should be designed in a way that suits the different levels of ability in the different categories and which would not occur any danger for both riders and spectators.
- High steps should be avoided.
- Aside from the pre-mentioned suggestions for design the sections. It is advisable to construct 1 easier section as minimum in each category except Class 1 to give a chance to the riders who came from the countries where the technical skill level is not high.
- The exit line of the sections should be drawn 2 m away from the difficult part of each section.
- The Event must not be organized in a place where a month before an Event has been held in the same location. On that note, the organizer should try to look for new areas to make different sections.
- On completion of the entry form, the rider is permitted to observe the sections on foot. The entry order of riders into each section will follow the queue order.
- Each section must be very clearly marked. A line to indicate the start and finish of each section must appear. If it is necessary, an interval line will also be included. A line must also be at the end of each section to indicate when the end of the employed riding time will end.
- The sections will be numbered so as to correspond with each group as follows:
  - Group A 1 to 14 (max 14 sections, minimum 8)
  - Group B 21 to 31 (max 10 sections, minimum 7)
  - Group H 21 to 31 (max 10 sections, minimum 7)

If needed indicate the travel direction into the gates. To indicate the direction will be enough write the progressive number of the gate over the arrows in all the gates of the section. From 1 till the last gate in the section. To understand the correct way, the Rider must read the progressive number of the gate.

### NEUTRAL ZONE

A neutral zone, from 2 to 3 meters, will be set at the entry of each section, at which the rider will wait while the preceding rider is performing the section. A line must be drawn to define the neutral zone and the entry of each section in order to indicate the beginning of the section. The rider has to start with both spindles inside the neutral zone.

### Other

- The length and width of sections: Length: about 20 m, width: 1m as the minimum
- No dangerous section allowed.

## Art. 39 TIME

### Section time

The time limit to pass a BikeTrial section is 2 minutes.

The time limit to pass a BikeTrial section during World BikeTrial Indoor Championship is 90 seconds.

Sections 1, 2 and 21, 22 can be named “Short Sections”.

Inside short sections time is reduced to 1 minute (60 sec.). The Organizer must place a sign close to the entry section reporting the words “Short Section, 60 Second”.

### Track time

These times below will be used as a guide:

- 10 minutes per section
- 15 minutes per km on the track
- 60 minutes for delay penalization

(Example: In an Event of 8 sections, and a track of 1km, two laps will be as follows):

- 8 sections × 2 laps = 16 × 10 minutes = 160
- 1 km + 1 km = 2 × 15 minutes = 30
- 160 minutes + 30 minutes = 190 minutes in total + 60 minutes with delay penalization.

### Neutralization

The time delay control should be provided by the Jury between 1st lap and 2nd lap, in the case that there are still some riders who didn't start yet.

### Delay penalization

Track (start & finish): The start delay penalization will apply by the Jury as soon as rider exceeds his/her starting time, and 1 penalty point will apply for every 1 minute of delay. In the case of a delay exceeding 10 minutes, the rider will be disqualified.

The finish delay penalization will apply by the Jury as soon as the rider exceeds his/her finishing time, and 1 penalty point will apply for every 5 minutes of delay. In the case of delay exceeding 60 minutes, the rider will be disqualified. For example, if the track time was 5:00:00 (4:00:00 + 1 :00:00 with delay penalty), the first penalty point (-1p) will be given to the rider when his/her running time became 4:00:00, and so on every after 5 minutes passed.

## Art. 40 THE START

- 1) The order of riders will be determined by a ballot for each category.
- 2) The start will be made individually, with intervals of time as determined by Jury, Organizer and DOE. Official Starting list will be made as agreed by Jury, Organizer and DOE. The starting list will be published on the Official Board at least 2 hours before the start.
- 3) in the case where the organiser splits the start section, all riders of the same category will start at the same section. **The sections must be done in sequence.**

## Art. 41 SCORE CARD

The card must be made of plastic or of water resistant paper which is non-resistant to ink. The card should be 50 × 180 mm and it should have the numbers 1 to 20 marked on it as well as the numbers “0”, “1”, “2”, “3”, and “5” to indicate the penalty points. Labeled on the upper part of the card should be: the name of the rider, his/her number, the category and the color. On the lower part of the card should be: the start time, finish time and overall time. The score will be indicated on the card by means of punching a hole in the position that corresponds with the number of penalty points.

## Art. 42 BIKETRIAL INTERNATIONAL RANKING

The **BikeTrial International Ranking** is the method for determining the merit level of the BikeTrial Riders in Group A, Class F and H.

BikeTrial International Ranking is determined, in descending order, by the sum of the **Ranking Points** conquered during the single competition (as provided by Art. 28) in the recognized BikeTrial events, each multiplied by the **category weight** and **competition value**, as valid for the **shift period**.

### GROUP A and Class F

**Category weight:**

**Class 1** = 1,00; **Class 2 and 3** = 0,50 with SCRATCH; **Class F** = 0,50.

**Competition Value and shift period:**

1. World BikeTrial Championship
  - Competition Value = 10
  - Shift period = from the day after WBC until the day before next WBC.
2. World BikeTrial Indoor Championship
  - Competition Value = 7
  - Shift period = from the day after WBIC until the day before next WBIC.
3. Continental BikeTrial Championship
  - Competition Value = 7
  - Shift period = from the day after CBC until the day before next CBC.
4. Foreign Riders in a National Championship Competition
  - Competition Value = 3
  - Shift period = from the day after NCC and for the following 365 days.
  - Only one National Event, for each Nation, will be valid for Ranking.  
Delegate will communicate the selected event valid, one for the whole season.

In case of tie, the first is from best number of penalty during the events, after for category in order of calling on podium (art. 27, descending).

### SCRATCH

Scratch is the competition ranking obtained from the union of Class 2 and 3.

### Example 1, Group A and Class F

- 1) Rider AAA, **Class 1**, 1<sup>st</sup> at WBC Round 1, 3<sup>th</sup> at WBC Round 2, 2<sup>nd</sup> at EBC:  
RP =  $25 \times 1,00 \times 10 + 16 \times 1,00 \times 10 + 20 \times 1,00 \times 7 = 250 + 160 + 140 = 550$  RP
- 2) Rider BBB, **Class 3**, 1<sup>th</sup> (scratch) at WBC Round 1, 1<sup>th</sup> (scratch) at WBC Round 2, 1<sup>st</sup> (Scratch) at EBC:  
RP =  $25 \times 0,50 \times 10 + 25 \times 0,50 \times 10 + 25 \times 0,50 \times 7 = 125 + 125 + 87,5 = 337,5$  RP
- 3) Rider CCC, **Class 1**, 3<sup>rd</sup> at WBC Round 1, 3<sup>rd</sup> at WBC Round 2:  
RP =  $16 \times 1,00 \times 10 + 16 \times 1,00 \times 10 = 160 + 200 = 320$  RP
- 4) Rider DDD, **Class F**, 1<sup>st</sup> at WBC Round 1, 2<sup>nd</sup> at WBC Round 2, 2<sup>nd</sup> in foreign event:  
RP =  $25 \times 0,50 \times 10 + 20 \times 0,50 \times 10 + 20 \times 0,50 \times 3 = 125 + 100 + 30 = 280$  RP

## GROUP H

### Category weight:

**H1** = 1,00 ; **H2** = 0,60 ; **H3** = 0,40 .

### Competition Value and shift period:

1. World BikeTrial Cup
  - Competition Value = 10
  - Shift period = from the day after WBC until the day before next WBC.
2. Continental BikeTrial Cup
  - Competition Value = 7
  - Shift period = from the day after CBC until the day before next CBC.
3. Foreign Riders in a National Championship Competition
  - Competition Value = 4
  - Shift period = from the day after NCC and for the following 365 days.

### Example 2, Group H

- 1) Rider FFF, **H1**, 1<sup>th</sup> at WBC Round 1, 3<sup>nd</sup> at WBC Round 2:  
RP =  $25 \times 1,00 \times 10 + 16 \times 1,00 \times 10 = 250 + 160 = 410$  RP
- 2) Rider GGG, **H2**, 1<sup>st</sup> at WBC Round 1, 1<sup>th</sup> at WBC Round 2, 1<sup>st</sup> at EBC:  
RP =  $25 \times 0,60 \times 10 + 25 \times 0,60 \times 10 + 25 \times 0,60 \times 7 = 150 + 150 + 105 = 405$  RP
- 3) Rider HHH, **H1**, 2<sup>th</sup> at WBC Round 1, 3<sup>nd</sup> at WBC Round 2:  
RP =  $20 \times 1,00 \times 10 + 16 \times 1,00 \times 10 = 200 + 160 = 360$  RP
- 4) Rider III, **H3**, 1<sup>st</sup> at WBC Round 1, 1<sup>st</sup> at WBC Round 2, 2<sup>st</sup> at EBC:  
RP =  $25 \times 0,40 \times 10 + 25 \times 0,40 \times 10 + 25 \times 0,40 \times 7 = 100 + 100 + 70 = 270$  RP

## Art. 43 TECHNICAL PENALIZATION

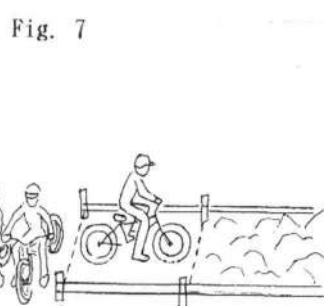
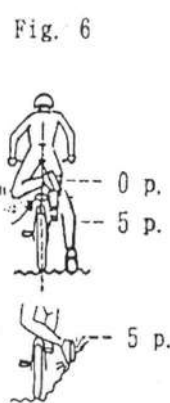
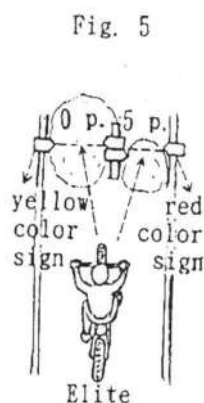
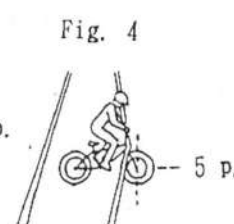
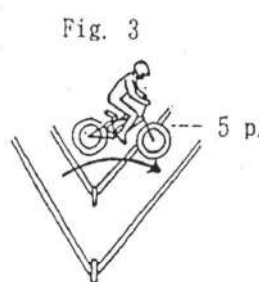
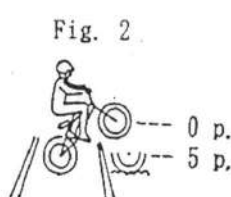
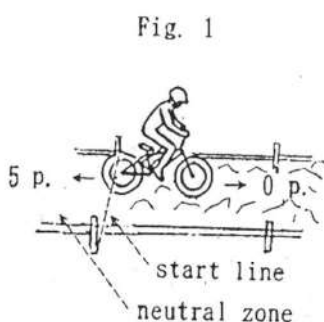
Penalties are given by the Observer to the Rider inside each section.

N.	Situation	Pen.
1	Over passing the time limit	5
2	Performing a clean section	0
3	1 dab	1
4	2 alternate dabs	2
5	2 dabs at the same time	5
6	3 and 4 alternate dabs	3
7	5 or more dabs	5
8	Leaning the handlebar on any part of the section, as the ground, tree, wall etc.	1
9	Leaning one's hand whilst not on the handlebar on any part of the section, as the ground, tree, wall etc.	5
10	Leaning any part of the body on the ground, except feet.	5
11	Re-crossing the start line and contacting outside with any part of bike after the front axle of bike has crossed the start line of the section. (Fig. 1).	5
12	Over passing the ribbon and contacting outside of the section with the tire.	5
13	One wheel flying over the ribbon without contacting the ground. (Fig. 2). Front or rear wheel, in the air with a dab, over the ribbon is not penalized, only the dab. Front or rear wheel, in the air, passing over a color sign (stake with color) is 5 points. Front or rear wheel, in the air, passing over a stake without color is 0 points. (Fig. 8).	0
14	Two wheels flying over the ribbon. (Fig. 3).	5
15	Crossing over the color sign between the front axle and the rear axle of the bike are not allowed.	5
16	Pushing or treading on the ribbon with bike.	0
17	Under passing the vertical line of the ribbon with the wheel axle. (Fig. 4).	5
18	Both the front and rear wheel axles must pass between the color signs.	5
19	If the axles of the rider's bike crosses between color sign which does not belong to the category of his own. (Fig. 5).	5
20	Breaking a ribbon, pulling up or knocking down a stake.	5
21	Knocking down color signs.	0
22	With foot down touching any part of bike with a hand except handlebar	5
23	One dab on the ground and the other foot crossing the center line of the bike frame.	5
24	One foot on the pedal and the other foot crossing the center line of the bike frame. (Fig. 6).	0
25	One foot on the pedal and the crossing foot touching on any part of the section, (e.g. the ground, tree, etc.). (Fig. 6).	5
26	After one dab, sliding the foot on the ground. (Pivoting on the toes without gaining distance is allowed).	3
27	Leaning with only the toes or heels on any surface. (Resting or touching the pedal is allowed).	1

### Items to be noted

28	The body will be allowed to touch (bump or colliding) any part of the section, leaning will not. The bike can touch any part of the section (except the handlebar).	0
29	Going outside the boundary of the section with the bike in any manner is not allowed.	5

30	The parts which determine the bike limits are as follows: a. Frontal: Front wheel axle b. Posterior: Rear wheel axle c. Contact: Between tire and the ground	-
31	The axle of front wheel indicates the entry and the exit of a section.	-
32	The rider must be equipped with the regulation clothing (pants, helmet, shoes/boots), otherwise the observer will not allow him/her to enter the section.	-
33	Upon entering section, the rider must queue parallel to his/her starting partner. (Refer to fig.7).	-
34	The rider can't ask 5 points without queuing (and without enter) the section.	-
35	The rider has to start with both axles (spindles) inside the neutral zone.	-
36	Losing the score card. 10 Points for each section.	10
37	Section's jump: The section with no score on the score card such as skipping a section, forgot punching the score after try will be 10 points each. (The rider must perform the sections in numerical order).	10
38	Any physical contact Rider / Minder or Rider / external people.	5



## Art. 44 DISCIPLINARY PENALIZATION

Penalties are given by the Observer to the Rider inside each section.

1	<p><b>YELLOW CARD:</b> Any Rider who for whatever reason arises to contrast with the Observer, or create disturbance, or in any case the Observer deems it necessary, will receive a Yellow Card from the Observer.</p> <p>With Yellow Card the section will be 5 penalties. In any case.</p> <p>The Observer also will write, on the Penalty Card of the Rider, “YELLOW CARD” and the number of the section.</p>	5
2	<b>SECOND YELLOW CARD</b> - In the same or in another section	RED CARD
3	<p><b>RED CARD:</b> As decided at the discretion of the Observer.</p> <p>The Observer also will write, on the Penalty Card of the Rider, “RED CARD” and the number of the section.</p>	10
4	More than one RED card	Disqualification by the Jury
5	<p><i>Only the Rider can ask to the Observer, regarding objections or complains. The observer will listen only the riders, not the minder or anyone else (except Group B where the Minder can ask). Rider must ask to the Observer only with Fair-Play and good manners.</i></p> <p><b>If Rider using bad language</b>, or in any case when the Observer deems it necessary:</p>	YELLOW OR RED CARD
6	<p><i>Only the Rider can ask to the Observer, regarding objections or complains. The observer will listen only to the riders, not the minder or anyone else (except Group B where the Minder can ask). Rider must ask to the Observer only with Fair-Play and good manners.</i></p> <p><b>If Rider using good language</b>, or in any case when the Observer deems it necessary:</p>	Modify judgment or repeat section or no change
7	Taking a short cut of the track. The penalty can be given only immediately by one Member of the EOG on the punch card.	YELLOW CARD
8	<b>During</b> the competition the rider (or minder, or any person who is related to him) can't modify the sections. This misconduct will be punished with yellow card or red card.	YELLOW OR RED CARD
9	<b>Before</b> the competition the rider (or minder, or any person who is related to him) can't modify the sections. This misconduct will be punished by Jury action.	From YELLOW CARD till disqualification
10	<p>In case of external disturbance affect the Observer or affect the Rider performances, the Observer can call a “Time Out”.</p> <p>The section's time keeper stop the time and note penalty at this time.</p> <p>The Observer solve the problem of the external disturbance.</p> <p>After Time Out the Rider will finish the section from the same point where Time Out was calling and from the same penalty.</p>	As decided by the Observer.
11	No person (spectator, relative) is allowed inside the section except the Minder.	YELLOW CARD



12	The rider must walk or ride the whole course on the bicycle used for the trial. They cannot ride any other bicycle (e.g. MTB, electric / motorbike) and cannot have their bicycle transported / carried by anyone on an car, motorcycle, MTB, electric / motorbike.	RED CARD
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## **Art. 45 PROTESTS**

Only protests in writing will be accepted and attended to by the Jury. Protests will be addressed to the Jury no later than 15 minutes after the arrival of the last rider. There should only be 1 protest per person and 1 item per protest. Each complaint must be accepted by a pre-determined payment of 50 Euro.

See also Article 8, fifth paragraph.

### **IMPORTANT:**

**NO PROTEST AGAINST OBSERVER DECISION WILL BE ACCEPTED BY THE JURY.**

## **KNOWLEDGE OF THE RULES**

The riders, upon applying for entry for competition must possess a through knowledge of the present Technical Rules and respect any other instructions given by the organizers in order to improve the Event.

## **Art. 46 NATIONAL TECHNICAL RULES**

Every BIU Member is authorized to translate and publish its own technical rules. However they may be different from the international ones **EXCEPT THE PENALIZATION SYSTEM**. Such technical rules are only valid for the national Events.



BikeTrial International Union  
Korunní 2569/108  
101 00 Prague

BikeTrial International Technical Rules 2026 – valid from 15<sup>th</sup> April 2026 – Rev 53

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Visit the BikeTrial official web site



[www.biketrial.site](http://www.biketrial.site)