

PART VI BMX

Version on **01.01.2018**

6.1.012 (N) In order for a category to be held, at least five riders must be registered and confirmed in that category following riders confirmation.

If less than five riders are entered in a category following riders confirmation, they will be combined with an older category. However, categories ~~for Cruiser 24 inch bicycles~~ with a maximum age of more than 34 shall be combined with the next younger category.

(text modified on 01.01.18).

6.1.027 (N) For events on the UCI international BMX Calendar, participants in the Championship categories may be seeded into the Motos using one of the following methods:

- a. The participants' places in the latest UCI BMX rankings as determined in article 6.6.001 to 6.6.009.
- b. The results of a separate BMX Time Trial held before the BMX Race as determined in articles 6.1.019.
- c. Random seeding.
- d. Scrambled seeding.
- e. **In case of a weekend with two events registered on the UCI International BMX Calendar at the same venue (one on each day), the event on the second day may be seeded using the Final Classification of the event on the first day.**

The seeding method to be used must be described in the Technical Guide for the event.

(text modified on 01.01.18).

6.1.033 In the Motos, for each heat in which he competes, a rider shall receive a point score equal to his finish position in the heat, with the rider in first place earning one point and so on down to the eighth-place rider, who will receive eight points. During the motos, riders scored with an IRM will receive a score for that heat in accordance with article 6.1.034. The riders with the lowest total points earned in the Motos transfer to the next Phase of the BMX Race in accordance with the rules set forth in Annex 1. In the Qualifiers, the top four **finishing** riders will transfer to the next Stage of the Qualifiers. In the 1/2 Finals, the top four **finishing** riders will transfer to the Final.

Scrambled Seeding

In case Scrambled Seeding is used for the Motos, transfers following the Motos are done on an aggregate basis for each complete category. That is, following the Motos, a classification for all riders in each category based upon the total scores following the Motos (in accordance with the method described above) is made. The best ranked riders in this classification will transfer to the next Phase of the event. The number of riders who transfer to the next Phase depends upon the number of riders entered and confirmed following riders confirmation, as described in Annex 1.

For example, as per Annex 1, a category with 39 riders entered and confirmed following riders confirmation would have 5 heats in each Round of the Motos. Following the Motos, 4 heats of 1/4 Finals would be held, each of which would have 5 riders.

Therefore, the best ranked 20 riders (4 quarter finals x 5 riders each) following the Motos will transfer to the Qualifiers. The riders who transfer to the Qualifiers would then be seeded into the first round of the Qualifiers according to the method in 6.1.027bis, in order of their classification following the Motos. Ties in transferring positions are resolved in accordance with the method described in article 6.1.0356.

For avoidance of doubt, in the specific case of a category that has 9 riders and confirmed following riders' confirmation, the 7 riders with the lowest total points earned in the Motos shall transfer to the Final.

(text modified on 01.01.18).

6.1.035 Within the results for each heat, riders scored with IRMs are classified after all riders who finished the heat. Taking this into account, riders scored with IRMs are classified in the following order:

- a. Riders scored as DNF.
- b. Riders scored as REL.
- c. Riders scored as DNS.

In case of multiple riders scored as DNF, REL or DNS in a heat, the tiebreaker (within each type of IRM) will be ~~as follows:~~ done in accordance with the tie-breaking method described in article 6.1.041ter.

- ~~a. Position in previous heat.~~
- ~~b. Lap time in last run of previous heat.~~
- ~~c. BMX Time trial results.~~

(text modified on 01.01.18).

6.1.036 Article moved; now article 6.1.041ter.

(text modified on 01.01.18).

6.1.036 bis

Article moved; now article 6.1.041quater.

(text modified on 01.01.18).

6.1.037 A rider shall have finished at the moment when the tire of the ~~leading front~~ wheel touches the vertical plane rising from the starting edge of the finish line. According to article 1.2.109 the bike and the rider have to cross the finish line together.

(text modified on 01.01.18).

6.1.038 In a Final, at least two riders (who have not been scored with an IRM during the final) need to cross the finish line; otherwise the result of the Final is not valid.

In case a Final is declared not valid, a restart of at minimum three riders shall be done within 15 minutes **of the point in time when the president of the commissaires' panel declares the result of Final as not valid**. In the case no restart is done, the times or results for the preceding Phase (and within that Phase, the preceding Round) will be declared the final result, with the Final Classification of the event determined as specified in article 6.1.041.

(text modified on 01.01.18).

6.1.040 **Within each Round of competition, the results of the heats for each category each heat shall be posted within ten minutes of the conclusion of all heats for that category within the Round in question.** By default, printed results will be provided, and will be posted in at least one location, unless otherwise outlined in the technical guide or announced during the team managers meeting. Results may be provided by electronic means.

Results, regardless of the publication method, must in some way include a time-stamp indicating the time of publication.

(text modified on 01.01.18).

6.1.041 The Final Classification of the BMX event for each category (or combined category) is determined by:

- a. The Phase reached (Final, Qualifiers, or Motos), ~~and the last Round completed within that Phase, if applicable.~~
- b. **If the Phase reached is the Final or the Qualifiers, the rank from the last completed Phase or Round within that Phase.**
- c. **If the Phase reached is the Motos, the total points from this Phase, if applicable (i.e. the Motos). In case the Motos are not completed, then the total points from all Rounds of the Motos that were completed.**
- d. The time in the last heat completed, in case of ties the time from the previous heat is considered.

When the tie cannot be broken by time, ~~the riders will share the same rank. then the tie-breaker in article 6.1.041ter shall apply.~~

(text modified on 01.01.18)

6.1.041ter

This tie-breaking method is used in the following cases:

- a. In case more than 1 rider in a heat is scored with the same IRM as described in articles 6.1.034 and 6.1.035;
- b. In case a tie occurs in any particular heat where a clear decision cannot be determined from the applicable scoring system in the transferring positions in the Qualifiers or the award positions in a Final;
- c. In case a tie occurs when determining the Final Classification, as described in article 6.1.041.

In all of the above cases, the tie will be broken by applying the following methods in the order listed below until the tie is broken. In case a method is either not available or not applicable to the situation, then the next highest priority tie-breaking method will be used. ~~In the case where a tie occurs in any particular heat where a clear decision cannot be determined from the applicable scoring system in the Qualifiers, or the award positions in a Final, the tie breaker will be the rider's best finish in the preceding qualifiers, the next tie breaker will be:~~

- a. Time in the previous heat
- b. Position in the previous heat
- c. The rider's best finish in the preceding qualifiers (if applicable to the situation)
- d. In descending order 3rd, 2nd, 1st round finish result in the Motos.
- e. BMX Time Trial results (if held)
- f. For Championships categories, the UCI Individual BMX ranking, or for Challenge level and Masters categories, the national ranking or series ranking used for seeding the Motos, if any
- g. In the case of breaking ties between riders scored with the same IRM, at random.

Otherwise, if the tie can't be broken according to the above method, then the riders concerned shall share the place in question, and the place(s) below would not be allocated. For example: 2 riders tied for 5th place in the semi-finals would both receive 9th place in the Final Classification; the next place awarded would be 11th place.

(article moved and text modified on 01.01.18)

6.1.041 quater

Should a situation arise in one of the three Rounds of Motos where a clear decision cannot be determined from the applicable scoring system, both riders will be scored with the better ranked finishing position. For example: a protest between 4th place and 5th place finishing position would in the case of a tied decision ultimately give both riders 4th place finish in that particular heat; 5th place would not be allocated.

(article moved on 01.01.18).

6.1.071 All bicycles, clothing and equipment ~~used for competition~~ must meet the general specifications provided in this chapter and must also comply with the regulations detailed in Part I, Chapter III of the UCI Regulations.

(text modified on 01.01.18).

6.1.072 For avoidance of doubt, before official practice, before the start of, or during the course of any competition or event, the rider, his bicycle, helmet and clothing may be checked by the commissaires or an agent or body of the UCI. Such a check, if done is only to confirm compliance with the sporting and technical requirements of these regulations. Clothing and equipment not in compliance with these regulations may be refused if such non-compliance is noticed, in which case, the rider is not allowed on the track until such non-compliance is remedied. If such non-compliance be noticed following or during a heat, the rider may be scored as Did Not Finish for the heat in question. ~~subject to inspection by commissaires in order to ascertain whether or not this equipment conforms to these rules.~~

~~The UCI makes no representation and/or statement of opinion as to the track worthiness of any bicycle, clothing, safety equipment or other gear which may be examined during the course of this inspection.~~

~~Any rider whose equipment does is unsafe in the opinion of the commissaires, whether or not it fails to comply with a specific provision of these rules, shall not be permitted to ride on the track.~~

All riders shall wear clothing that is recognisable in trim and style as a BMX type garment and as such be distinct from other cycling disciplines.

Any rider who does not comply with all instructions given to him by the commissaires with respect to his clothing or equipment shall not be permitted to compete and may be either relegated or disqualified by the President of the Commissaires panel if the non-compliance of his equipment is noticed.

Regardless of whether or not a rider's bicycle, clothing or equipment is checked by a commissaire or agent or other body of the UCI, all riders are responsible to use equipment that complies with the UCI regulations. In this regard, articles 1.3.001, 1.3.002, and 1.3.003 shall apply. The fact that any non-compliance was not noticed earlier in an event shall not constitute a defence in case it is noticed later in the same event, or at a future event.

(text modified on 01.01.18).

- 6.1.073** The bicycle's frame must be of sufficient strength to withstand the rigors of BMX racing and be devoid of any cracked or bent frame members or welds which are cracked or otherwise deficient.

~~Frames and components must comply with regulation 1.3.024 concerning aerodynamic properties. Superfluous frame mounted accessories are not permitted.~~

Examples of such superfluous accessories include: aerodynamic accessories, chain guards, side stands, mud guards, sheet metal accessories such as simulated fuel tanks, butterfly nuts, any superfluous welded or mechanically fastened fittings such as chain guard lugs, frame mounted reflectors and any other sharp protruding objects are not permitted.

~~Wheel axles may not protrude more than 5 mm beyond the hub nuts.~~

~~All components, accessories and other parts must be firmly attached to the bicycle.~~

(text modified on 01.01.18).

- 6.1.074** ~~Wheel axles may not protrude more than 5 mm beyond the hub nuts.~~

~~Bicycles entered in categories for Standard 20 inch bicycles: the wheels shall not exceed 57 cm (22 ½ inches) in diameter with the tyres inflated.~~

Bicycles entered in categories for Cruiser 24 inch bicycles: the wheels shall be no less than 57 cm (22 ½ inches) in diameter and no more than 66.05 cm (26 inches) in diameter with the tyres inflated.

~~Bicycles with 20 inch wheels may be used only in the Standard 20 inch bicycle categories. Cruisers may be used only in the cruiser categories.~~

~~With the exception set forth herein below, all bicycles used in the standard 20 inch type must be equipped with matching wheels that are nominally 20 inches in diameter. The total diameter of the wheels, inflated tires included, shall not exceed 22 1/2 inches (57 cm).~~

~~The total diameter of the wheels, inflated tires included, in the cruiser type shall measure at least 22 1/2 inches (57 cm), and the total diameter of the wheels, inflated tires included, shall be no larger than 26 inches in diameter.~~

~~The bicycles of riders aged 6 and under may be equipped with wheels smaller than 20 inches.~~

~~Wheels must be laced with the full complement of spokes for which the hubs and rims are intended. Spokes must be properly tensioned and hub bearings must be adjusted to eliminate noticeable play. Disc wheels are not permitted, wheels must be open.~~

~~Tires must be of one piece construction and have tread sufficient to provide adequate grip on the particular surface that the track presents.~~

~~Tires must be inflated to a pressure sufficient to assure safe riding under racing conditions.~~

Quick release axles are not recommended but may be used if the release levers are taped or wired in the locked position.

(text modified on 01.01.18).

6.1.075 Maximum width of handlebars ~~on both standard bicycles and cruisers~~ shall be 73.7 cm ~~(29 inches).~~

The maximum rise of handlebars ~~on both standard bicycles and cruisers~~ shall be 30.5 cm ~~(12 inches).~~

Handlebar grips are mandatory and must completely cover the ends of the handlebars.

Handlebars that are cracked or bent are not permitted.

(text modified on 01.01.18).

6.1.077 All bicycles entered in competition must be equipped with an effective rear brake, which must be operated by hand. ~~(calliper brake).~~

The rear brake cable/~~hose~~ must be secured to the frame.

A front brake may be fitted, but is not required.

The free end of the handbrake lever must be smoothly rounded or covered in such a manner as to prevent it from presenting a hazard.

All exposed cable ends must be capped, soldered or covered to prevent fraying.

(text modified on 01.01.18).

6.1.079 ~~Cranks of either one-piece, two-piece or three-piece construction are permitted.~~ Crank arms may be of any length so long as they do not compromise the bicycle's ground clearance.

The bottom bracket bearings must be adjusted so as to allow the cranks to spin smoothly and without noticeable play.

Pedals must be securely attached to the crank arms. ~~and adjusted so as to eliminate lateral motion of the pedal body along the pedal axle. Pedal axles must be of sufficient strength to withstand the rigors of competition. The teeth on pedal cages must be sufficiently pointed and prominent to offer effective grip on a rider's shoes without being so sharp as to pose a safety hazard.~~ Toe clips and straps are not permitted.

(N) Interlocking pedal-cleat systems are allowed. With the exception of the UCI BMX World Challenge, national federations or continental confederations may decide to set limits on the use of such interlocking pedal-cleat systems for the challenge categories 12 years old and younger in all events held within their territory. In case the continental confederation sets such a limit, it shall apply in all member countries of that continental confederation.

Multiple speed gear systems are permitted.

(text modified on 01.01.18).

Safety Pads

Drive Method

6.1.080 ~~The following safety pads, each having a minimum thickness of 1 cm are recommended:~~

- ~~a.—A pad that surrounds the crossbar of the handlebars;~~
- ~~b.—A pad that surrounds the top tube of the frame;~~
- ~~c.—A pad that covers the stem connecting the handlebars to the fork.~~

~~For BMX, the bicycle may be driven either by a chain or a belt of one-piece construction.~~

(text modified on 01.01.18).

§ 7 International ~~Elite Permanent Career~~ Number System

6.1.094 The International ~~Elite Permanent Career~~ Number System is for Men Elite & Women Elite category only. This system allows ~~the top~~ riders ~~determined as defined below in article~~

~~6.1.095 to choose a specific number for themselves which they have the exclusive right to use for their entire Elite category career, subject to the rules below the entire Olympic Quadrennial for which it was awarded. Elite World Champions and Olympic Champions shall have the right to use this number for their entire Elite career.~~

~~(text modified on 01.01.18).~~

~~6.1.095 Any licensed rider in the category Men Elite and Women Elite can choose a permanent career number between 10-999. The International Elite Number list defined in January 2018 shall be frozen until 31st December 2020; during this period of time, International Elite Numbers shall neither be granted nor removed.~~

~~Following the publication of the UCI Individual Rankings for Men Elite and Women Elite on 31st December 2020, all International Elite Numbers formerly awarded shall again become available. Riders in the top 40 ranked Men Elite and top 40 Ranked Women Elite in the UCI Individual Ranking of 31st December 2020 will then be invited to select a UCI Elite Number. Riders already in possession of a UCI International Elite Number may choose to retain that number; otherwise, all such numbers shall be in the range of 9 to 199.~~

~~In case any of the riders selected by their national federation to participate in the 2020 Tokyo Olympic Games, or former Elite World Champions, or former Olympic Champions are not in the top 40 respectively, they may also request an International Elite Number in accordance with the method specified above, as long as they are still in possession of an Elite license and have figured in the UCI individual ranking of 31st December in at least 1 year within the last Olympic Quadrennial. In case of multiple requests for the same number, requests from present Olympic Champions, present World Champions shall take priority in that order; following this, the request of the rider with the higher ranking on 31st December 2020 shall take priority.~~

~~Such requests shall be received up to and including 31st January 2021, after which no further requests shall be considered.~~

~~All riders not matching the criteria described above shall have their International Elite Numbers (formerly referred to as UCI Permanent Career Numbers) removed. Beginning on 1st January 2021, they shall use a random number assigned to them by the organisation of the races in which they register which does not conflict with an awarded International Elite Number. Likewise, such riders must not print a number on the back of their jersey. For Elite riders, such numbers shall fall in the range of 200 to 599.~~

~~This procedure shall be repeated as described above for each Olympic Quadrennial. For the purpose of awarding International Elite Numbers, each Olympic Quadrennial begins on 1st January in the year following the Olympic Games and ends on 31st December in the year of the Olympic Games.~~

~~Once a rider retires from his Elite BMX racing career, his International Elite Number shall again become available at the end of the Olympic Quadrennial in which he retired. A rider shall be considered to have retired when he has not figured in the UCI Individual Ranking of 31st December in 2 consecutive years, or upon notification of retirement sent to the UCI~~

by the rider in question. Such riders lose the right to use their permanent number at the beginning of the season in which they no longer hold a license in the Elite category.

Under circumstances that it may determine, the UCI BMX Commission may occasionally decide to retire the permanent number of a rider so that it is no longer available to be selected by someone else once that rider's Elite career is over.

A chosen number will be exclusive for the rider, and cannot be used by any other rider in the Championships level categories within the same gender, including the Juniors category. As such, Juniors riders shall always be assigned numbers in the range of 600 to 999.

~~Once awarded, a rider must use his/her International Elite Number must be used at all international BMX events. A chosen number will remain as long as the rider receives UCI points during the season and will be automatically allocated for the next season. The number will be available again once a rider has finished the season ending on 31st December without UCI points. A rider who has not scored a UCI point throughout the calendar season up to the 31st of December shall relinquish their permanent career number and must reapply for a number for the next season.~~

~~In case an Elite rider decides to switch to the Masters Men 30+ category (from Men Elite) at the start of the next season or to a challenge category (from Men Elite or Women Elite), then he must relinquish his permanent career number at the moment that the category change takes effect. At that point, the number will again become available.~~

A number plate with white background and black numbers shall be used, according to article 6.1.091.

(text modified on 01.01.18).

- 6.1.096** Numbers 1 – 8 are reserved and will be assigned to the top 8 finishers in the previous year's BMX world championships for the Men Elite and Women Elite categories and may be used for the upcoming season and the remainder of the current season following the World Championships. A rider who is eligible for number 1 – 8 may ride with his world championships number for the season until the next world championships. During this period of time, the permanent career numbers for all such riders, if any, will remain and will not become available to anyone else.

Such riders must notify the UCI of their intention to use number 1 – 8 no later than 2 weeks following the date of the UCI BMX World Championships race in which they earned this right.

For avoidance of doubt, this article shall continue to apply in the years 2018 – 2020 when the UCI Permanent Career number list is frozen.

(text modified on 01.01.18)

- 6.1.097** Each rider that has received a UCI permanent career number, and also the riders that choose to ride with a world number 1 - 8, may choose to print their number on the jersey according to the following principles. Doing so is not mandatory.

- a. The colour of the number must be in strong contrast with the colour of the background.
- b. The distance between the numbers must be 1.5 cm
- c. The minimum height of the number must be 20 centimeters
- d. The width of the numbers shall be;
 - i. minimum 10 cm for one digit numbers
 - ii. minimum 20 cm for two digit numbers
 - iii. minimum 25 cm for three digit numbers
- e. There should be a minimum of 5 cm of free space without publicity around the number.
- f. As an option, display their last name across the shoulders, above the number. Only Elite riders who received a permanent career number through the UCI or Elite riders with a world number 1 - 8, may print a permanent career number or world number 1 - 8 on the back of the jersey **if they choose**. No other riders are allowed to print a number on the back of their jersey. **However, for avoidance of doubt, all riders are allowed to print their surname across the back of their jersey.**

(text modified on 01.01.18).

6.1.098 The national federation shall submit a single list of all their riders, wishing and eligible to receive a permanent career number **within the time period specified in article 6.1.095 before the date set by the UCI** with the number they would like to obtain. The following information should be included in the document:

Name of the rider

- a. UCI ID
- b. Current UCI BMX ranking position
- c. 1st, 2nd, 3rd choice of number

In case of conflicting wishes, the following rules will be adopted:

- a. The rider with the highest UCI BMX ranking on the date of the registration deadline will have the first right of choice (first elite ranking, then junior ranking).
- b. The UCI has the final authority to assign numbers based on the above criteria.
- c.

(text modified on 01.01.18).

6.1.100 International BMX events are registered on the UCI International BMX Calendar in accordance with the following classification:

- a. Olympic Games (OG)
- b. World Championships (CM)
 - i. No other international BMX event may be organized on the same dates as the world championships. No continental championships, HC or C1 event may be organized on the weekend prior to the starting date of World Championships.
- c. BMX Supercross World Cup (CDM)

- i. No other international BMX event may be organized on the same dates as a UCI BMX Supercross World Cup event.
- d. Continental Championships (CC)
 - i. No other HC, C1 or CN on the same continent during the continental championships date may be organized.
 - ii. Continental Championships are regulated in accordance with Part X of the UCI Regulations, "Continental Championships". Additionally, the continental confederation shall provide the bid procedure to each country in enough time for the countries to submit bids to host the continental championships. The bid procedure shall be available, at least, in either English or French.
- e. International Competition Hors Class (HC)
 - i. No C1 or CN events may be organised on the same date as an HC event on the same continent.
 - ii. Events registered on the UCI International BMX Calendar for the first time (new organiser, new venue, or both) are not eligible for Class HC status.
 - iii. The continental confederation must propose or otherwise approve all HC events to be held within the continent concerned.
 - iv. A maximum of six HC events may be registered in any continent in each season.
 - v. In order to be awarded Class HC status, the event must have had sufficient numbers of riders entered in the Men Elite category in the season before the application for Class HC status such that at least semi-finals were held.
 - vi. For avoidance of doubt, class HC events are open to license holders of all nationalities.
- f. International Competition Class 1 (C1)
 - i. No CN events may be organised on the same date as the C1 event on the same continent.
 - ii. There is no limitation on the number C1 events that a national federation may apply to hold.
- g. National Championships (CN)
 - i. National BMX championships must be run on the first weekend of July.
- h. **Regional Games (RJ)**

The UCI has the final and sole authority to allocate any event on the UCI International BMX Calendar, and to resolve all disputes concerning date conflicts and event classifications for events registered on that calendar.

(text modified on 01.01.18).

Team Staff

6.2.006 (N) Each national federation or team which registers riders must appoint a single team manager to represent the interests of all of its riders at the international BMX event. In addition to this team manager, a number of team assistants shall be allowed. This number of team assistants shall correspond to the limits defined below, if not specifically defined within the technical guide for an individual event, or the specific regulations for a series of events.

Number of attending riders	Number of permitted assistants
1 - 10	1
11 – 50	2
51 - 100	3
101 and over	4
Host nation	5

A team manager or his nominated assistant is accredited with the right to enter a restricted zone, as granted by the race director, in order to perform his duties. Such accreditation may be revoked for any breach of the UCI Regulations or non-compliance with the instructions of the organisation or the commissaires' panel.

(text modified on 01.01.18).

Chapter III Specific Rules for BMX Supercross World Cup Events

Allocation of UCI BMX Supercross World Cup

6.3.001 The date and venue of each UCI BMX Supercross World Cup competition shall be determined by the UCI management committee.

Application to the UCI for the sanctioning of a UCI BMX Supercross World cup competition is open to any national federation or organization.

(text modified on 01.01.18).

6.3.007 Each UCI BMX Supercross World Cup shall be run in accordance with the following schedule:

- a. Day 1: Team Managers Meeting and riders confirmation (morning or afternoon), followed by Practice (afternoon or evening)
- b. Day 2: Practice (morning or afternoon), UCI BMX Supercross World Cup Stage 1 (afternoon or evening)
- c. Day 3: Practice (same time of day as on Day 2), UCI BMX Supercross World Cup Stage 2 (same time of day as on Day 2)

The Team Managers' meeting and / or riders' confirmation may also be scheduled on the afternoon or evening before Day 1.

Save for an Act of God which would prevent it, two complete UCI BMX World Cup Stages will be run within the same weekend, each on a separate day. For whatever reason, in case either of the Stages can't be run, that Stage shall not be rescheduled. In case the entire event is cancelled, the UCI and the organiser acting jointly shall decide in due time whether or not the event will be rescheduled at some later date.

(text modified on 01.01.18).

- 6.3.008** Riders are automatically entered in both Stages of each UCI BMX Supercross World Cup event. Following riders confirmation, all confirmed riders are obliged to start in both Stages of the event, unless they are excused from doing so by the Official Event Doctor.

For this reason, the start lists for the first Stage of the event will not be drawn up until **after** the conclusion of the first practice session.

Should a rider fail to start in Round 1 of the Stage 1 of the event for any reason **other than with the written permission of the Official Event Doctor**, he is automatically removed from the start list for Stage 2.

In case a rider is required to return for an examination by the Official Event Doctor before being confirmed as a starter in either Stage 1 or Stage 2 of the event, the rider in question must attend this examination. Any such riders not returning for such an examination by the cut-off time defined in the Team Manager's Meeting shall not be included in the start lists and will not be allowed to start in the remaining Stages of the event. The requirement to return for a medical examination shall be communicated clearly by the Official Event Doctor, who must notify the Secretary Commissaire of the identity of all such riders.

~~Immediately following Stage 1 of the event, the Official Event Doctor will provide the secretary with a list of all riders who received a medical excuse or who the Official Event Doctor has decided to pull from the event for medical reasons. These riders will be removed from the start lists for Stage 2 of the event.~~

(text modified on 01.01.18).

- 6.3.010** The ~~seeding and~~ transfer system for UCI BMX Supercross World Cup events is described in Annex 1 bis. **Seeding method for all Phases of each UCI BMX Supercross World Cup Stage shall be done according to article 6.1.027bis. The seeding order used for Round 1 of each UCI BMX Supercross World Cup Stage is described below in article 6.3.011.**

Riders scored as "Did Not Finish" (DNF) or who are Relegated (REL) may be eligible to transfer to the next Phase or Round. In case one or more riders are scored as DNF or REL within a heat, and 3 or fewer riders finish the heat, transfer eligibility among the riders scored as DNF or REL shall be determined in accordance with article 6.1.035.

Any rider scored as "Did Not Start" (DNS) is not eligible to transfer to the next Phase or Round.

In case multiple riders do not start in a heat such that 4 or less riders are present on the starting gate, the heat shall still be run in order to establish the lap times for the subsequent Phase or Round; in this case, all riders who start in the heat shall transfer.

(text modified on 01.01.18).

- 6.3.012** The Last Chance phase is a repechage which allows a "last chance" for riders not in the top four (4) in their heat in Round 1 to advance to the Qualifiers.

All riders not advancing directly to the Qualifiers from Round 1 shall participate in the Last Chance phase.

The Last Chance phase comprises a number of heats as described in Annex 1 bis. The heats in the Last Chance phase are seeded according to the method found in [article 6.1.027bis Annex 1 bis](#), in order of their lap times in Round 1.

Within the Last Chance phase, the riders in each heat shall race only once. The top **two (2)** riders from each heat in the Last Chance phase shall advance to the Qualifiers.

(text modified on 01.01.18).

6.3.013 For both categories, the Qualifiers are held over a number of Rounds, each distinguished by their degree of removal from the Final (1/32 final, 1/16 final, 1/8 final, 1/4 final, 1/2 final).

Each Round of the Qualifiers is composed of a number of heats of at most eight (8) riders. Within each Round, the riders in each heat shall race once.

The top four (4) riders from each heat in a Round of the Qualifiers shall transfer to the next Round of the Qualifiers. When the 1/2 final Round of the Qualifiers is reached, the top four (4) riders from each heat shall transfer to the Final.

The heats in each Round of the Qualifiers are seeded according to the method found in [article 6.1.027bis Annex 1 bis](#); the seeding order used is as follows:

- a. The first Round of the Qualifiers is made up of riders advancing from Round 1 combined with those advancing from the Last Chance phase. These riders are seeded into the first Round of the Qualifiers in order of lap time from their last round of racing (Round 1 for those advancing directly from Round 1, and the lap time from the Last Chance phase for those advancing from the Last Chance phase). **However, all riders transferring directly from Round 1 are seeded above those transferring from the Last Chance Phase, even if some of the times from the Last Chance Phase are faster.**
- b. Otherwise, the riders are seeded into the heats in all other Rounds of the Qualifiers in order of their lap times from the previous Round of the Qualifiers.

(text modified on 01.01.18).

6.3.015 Gate starting positions within UCI BMX Supercross World Cup events are decided as follows:

- a. Round 1: With each heat, gate positions are chosen in the order in which the riders are seeded.
- b. Last Chance: Within each heat, gates positions are chosen in order of the riders' lap time from Round 1 (fastest to slowest)
- c. Qualifiers and Finals: In order of lap time (fastest to slowest) from the preceding Phase or Round.
 - For the first Round of the Qualifiers, the **seeding order of the first Round of the Qualifiers is used. lap time for those riders advancing directly from**

~~Round 1 is used. For those riders advancing from the Last Chance Phase, the lap time from the Last Chance Phase is used.~~

- Ties are broken by lap time from the Phase or Round before, until the tie is broken (up to and including Seeding order in Round 1)

(text modified on 01.01.18).

6.3.016 For both categories in each Stage of a UCI BMX Supercross World Cup event, a Final Classification shall be drawn up in accordance with article 6.1.041. When preparing the Final Classification, those riders who participated in the Last Chance phase, but who did not advance to the Qualifiers shall have their position in the Final Classification determined using their results from the Last Chance phase, and not their Results from Round 1 (in other words, the Round 1 results for all such riders shall be ignored). **However, such Riders shall be ranked below those who transferred directly to the Qualifiers from Round 1.**

It is the Final Classification which shall be used to award the prizes and points in the UCI Individual BMX Ranking and UCI BMX Supercross World Cup Ranking.

(text modified on 01.01.18).

Registration of Participants

6.4.005 All riders must be registered using the UCI online registration system (www.uci.ch) through their national federation. The opening/closing dates of the online registration system are published on the UCI website. All team managers must attend the riders' confirmation presenting their licenses, and picking up the identification numbers for the riders who were entered by their country. The riders confirmation deadlines are indicated on the official programme published on the UCI website. Riders not being confirmed before the indicated deadline, did not complete the registration procedure and may not be able to compete at the event.

During riders confirmation, the team manager for each country must confirm that all entries are correct; any errors brought to the attention of the event organisation or commissaires panel following this moment will not be corrected.

For avoidance of doubt, all riders entered in the UCI BMX World Challenge must have a license issued by the national federation of their country of residence, in accordance with articles 1.1.001 to 1.1.039. The national federation of each such rider's nationality has the duty to confirm this prior to registering that rider for the UCI BMX World Challenge.

Comment: The UCI reserves the right to set an earlier registration deadline for all Challenge and Masters level categories than for Championships level categories.

(text modified on 01.01.18).

Team Staff

6.4.009 Each member organization which registers riders must appoint a national team manager to represent the interests of all of its riders at the UCI BMX World Challenge. In addition to this Challenge team manager, **between 2 and a maximum of 20** team assistants for each

team are allowed; the number of team assistants allowed shall be determined based upon the number of challenge entries registered for each such country, as described in the Competition Guide for the event. All team staff must be accredited in accordance with the competition guide. Such accreditation may be revoked for any breach of the UCI regulations or non-compliance with the instructions of the organisation or commissaires' panel.

Only people who are legally considered to be adults in the country in which the UCI BMX World Challenge is held as of the date of commencement of the Event may be accredited as team staff. In case of any doubt regarding this, then the minimum age shall be 18 as of the date of commencement of the UCI BMX World Challenge.

(text modified on 01.01.18).

6.4.010 Competition categories shall be as described in articles 6.1.009 to 6.1.011.

In order to give the best chance of completing each day of the UCI BMX World Challenge within a reasonable period of time, the UCI reserves the right to change the number of Rounds of Motos that will be held for some or all of the Challenge and Masters categories should it decide that conditions (weather, large number of entries, or other) require it.

The UCI BMX World Challenge for each Challenge or Masters level category shall take place on the day it is scheduled, and shall not be rescheduled. Once competition has begun on any given competition day, in case of cancellation prior to the Final, the results will be determined on the basis of the racing completed for each category in question in accordance with article 6.1.041. For any categories in which at least one round of racing has not been completed, such cancellation shall mean that no results are declared for those categories.

(text modified on 01.01.18).

6.4.011 The UCI shall bestow upon the first-place finisher in each competing category raced at UCI world BMX Challenge level the title of "UCI BMX World Challenge Winner". This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent. Top 8 finishers will receive a trophy. In case of a combined category, the trophies of the highest category will be presented.

The title of "UCI BMX World Challenge Winner" does not entitle the holder to in any way represent himself as a "BMX World Champion", nor to use a replica of the World Champion's jersey, nor to in any way incorporate the rainbow colours into his clothing or equipment. The Title of "BMX World Champion" is reserved for the winners of the UCI BMX World Championship, which is open only to riders in the championship categories.

For the Masters level, the UCI shall bestow upon the first-place finisher the title of "UCI world BMX Masters winner". This title shall remain the property of the UCI and may not be used in conjunction with any product endorsement or for any other commercial purpose without its prior express consent. The UCI will award medals to the top 3 riders and a Masters rainbow jersey to the winner.

In case the UCI BMX World Challenge for any applicable categories is cancelled prior to the start competition for the concerned categories, the title of World Challenge Winner for the winners of categories in question at the previous UCI BMX World Challenge shall remain until the UCI BMX World Challenge for those categories is next held.

In case it is decided that a Challenge or Masters category will no longer be held during future editions of the UCI BMX World Challenge, the titles for such categories shall remain until the date of the next UCI BMX World Challenge, after which it shall no longer be recognised nor awarded.

(text modified on: 01.01.18)

6.6.002 A rider can gain points in the UCI Individual BMX Ranking for their category in different classes of BMX competitions. The rider's points total is subject to the following rules:

- a. OG: Olympic Games (all results)
- b. CM: World Championships
 - a. Only the points from the latest World Championships held shall be included in the individual UCI BMX Ranking, even if it is held less than one year after the last edition of this event.
 - b. The points from the latest World Championships shall remain in the individual UCI BMX Ranking until the event is next held, even if more than one year passes between them.
- c. CDM: UCI BMX Supercross World Cup (all events)

(text modified on: 01.01.18)

6.6.004 A UCI individual BMX ranking will be established for all categories mentioned in 6.1.008. The UCI individual BMX ranking will be calculated on the total points of all events held in each such category, as described in article 6.1.001 with a limitation of events to be calculated in the UCI individual BMX ranking as in article 6.6.002.

In the first year that a former Juniors rider becomes Elite, all of his points will be removed from the Juniors ranking; such points will not be transferred to the Elite ranking, except for those which were earned during UCI BMX Supercross World Cup events; such points earned during UCI BMX Supercross World Cup events will be added to the Elite ranking.

(text modified on 01.01.18).

ANNEX 1 – Schedule of Heats – Seeding and Transfer System

# Riders	Motos	1/16 Finals	1/8 Finals	1/4 Finals	1/2 Finals	Final
5 - 8	1 heat	-	-	-	-	-

9 - 16	2 heats	-	-	-	-	1 heat
17 - 19	3 heats	-	-	-	2 heats	1 heat
20 - 32	4 heats	-	-	-	2 heats	1 heat
33 - 40	5 heats	-	-	4 heats	2 heats	1 heat
41 - 64	8 heats	-	-	4 heats	2 heats	1 heat
65 - 80	10 heats	-	5 heats	4 heats	2 heats	1 heat
81 - 128	16 heats	-	8 heats	4 heats	2 heats	1 heat
129 - 160	20 heats	10 heats	5 heats	4 heats	2 heats	1 heat
161 - 256	32 heats	16 heats	8 heats	4 heats	2 heats	1 heat

The number of heats within the Motos is set out above for each category within the event. For events which are seeded using some time trial result or ranking, the heats are filled using the seeding method described in article 6.1.027bis.

An example is provided below to show that how the heats are filled for a category with 29 entries:

Heat 1	Heat 2	Heat 3	Heat 4
1	2	3	4
8	7	6	5
9	10	11	12
16	15	14	13
17	18	19	20
24	23	22	21
25	26	27	28
			29

For events in which random seeding is used for the Motos, in effect, a random 'seeding order' is created, and the heats are filled in the same way as described in article 6.1.027bis.

For events in which scrambled seeding is used for the Motos, the general principle used is that the riders in each category will be spread as evenly as possible among the number of heats specified in the table above considering the number of entries - that is, the same number of riders will be in each heat. In case a category has a number of entries in which this is not possible, then the heats with less riders are determined at random.

~~MOTOS 9 – 16 RIDERS~~

# Riders	Heats	
	1	2
9	5	4
10	5	5
11	5	6
12	6	6
13	7	6
14	7	7
15	7	8
16	8	8

MOTOS 17-19 RIDERS

# Riders	Heats		
	1	2	3
17	5	6	6
18	6	6	6
19	7	6	6

MOTOS 20-32 RIDERS

# Riders	Heats			
	1	2	3	4
20	5	5	5	5
21	5	5	5	6
22	5	5	6	6
23	5	6	6	6
24	6	6	6	6
25	7	6	6	6
26	7	7	6	6
27	7	7	7	6

UCI CYCLING REGULATIONS

28	7	7	7	7
29	7	7	7	8
30	7	7	8	8
31	7	8	8	8
32	8	8	8	8

MOTOS 33-40 RIDERS

# Riders	Heats				
	1	2	3	4	5
33	7	7	7	6	6
34	7	7	7	7	6
35	7	7	7	7	7
36	7	7	7	7	8
37	7	7	7	8	8
38	7	7	8	8	8
39	7	8	8	8	8
40	8	8	8	8	8

MOTOS 41-64 RIDERS

# Riders	Heats							
	1	2	3	4	5	6	7	8
41	5	5	5	5	5	5	5	6
42	5	5	5	5	5	5	6	6
43	5	5	5	5	5	6	6	6
# Riders	Heats							
# Riders	1	2	3	4	5	6	7	8
44	5	5	5	5	6	6	6	6
45	5	5	5	6	6	6	6	6
46	5	5	6	6	6	6	6	6
47	5	6	6	6	6	6	6	6
48	6	6	6	6	6	6	6	6
49	7	6	6	6	6	6	6	6
50	7	7	6	6	6	6	6	6
51	7	7	7	6	6	6	6	6

UCI CYCLING REGULATIONS

52	7	7	7	7	6	6	6	6
53	7	7	7	7	7	6	6	6
54	7	7	7	7	7	7	6	6
55	7	7	7	7	7	7	7	6
56	7	7	7	7	7	7	7	7
57	7	7	7	7	7	7	7	8
58	7	7	7	7	7	7	8	8
59	7	7	7	7	7	8	8	8
60	7	7	7	7	8	8	8	8
61	7	7	7	8	8	8	8	8
62	7	7	8	8	8	8	8	8
63	7	8	8	8	8	8	8	8
64	8	8	8	8	8	8	8	8

MOTOS 65-80 RIDERS

# Riders	Heats									
	1	2	3	4	5	6	7	8	9	10
65	7	7	7	7	7	6	6	6	6	6
66	7	7	7	7	7	7	6	6	6	6

UCI CYCLING REGULATIONS

67	7	7	7	7	7	7	7	6	6	6
68	7	7	7	7	7	7	7	7	6	6
69	7	7	7	7	7	7	7	7	7	6
70	7	7	7	7	7	7	7	7	7	7
71	7	7	7	7	7	7	7	7	7	8
72	7	7	7	7	7	7	7	7	8	8
73	7	7	7	7	7	7	7	8	8	8

# Riders	Heats									
	1	2	3	4	5	6	7	8	9	10
74	7	7	7	7	7	7	8	8	8	8
75	7	7	7	7	7	8	8	8	8	8
76	7	7	7	7	8	8	8	8	8	8
77	7	7	7	8	8	8	8	8	8	8
78	7	7	8	8	8	8	8	8	8	8
79	7	8	8	8	8	8	8	8	8	8
80	8	8	8	8	8	8	8	8	8	8

MOTOS 81-128 RIDERS

UCI CYCLING REGULATIONS

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
81	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6
82	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6
83	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6
84	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6
85	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6
86	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6
87	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6
88	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
89	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6
90	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
91	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6
92	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6
93	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
94	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
95	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
96	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
97	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

98	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
99	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
100	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
101	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
102	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
103	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
104	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
105	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
106	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
107	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
108	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
109	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
110	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
111	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
112	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
113	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8

UCI CYCLING REGULATIONS

414	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
415	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
416	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
417	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
418	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
419	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
420	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
421	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
422	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
423	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
424	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
425	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
426	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
427	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
428	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTOS 129-160 RIDERS

	Heats
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UCI CYCLING REGULATIONS

# Riders	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
129	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
130	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
131	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
132	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6

# Riders	Heats																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
134	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
135	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
136	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
137	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
138	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
139	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
140	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
141	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
142	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
143	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8

UCI CYCLING REGULATIONS

144	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
145	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
146	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
147	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
148	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
149	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
150	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
151	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
152	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
153	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
154	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
155	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
156	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
157	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
158	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
159	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
160	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

MOTOS 161-256 RIDERS

UCI CYCLING REGULATIONS

# Riders	Heats															
	1	2	3	4	5	6	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
161	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6

# Riders	Heats															
	1	2	3	4	5	6	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
162	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6
163	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6
164	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6
165	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6
166	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

UCI CYCLING REGULATIONS

	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6
467	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6
468	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
469	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6
470	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
474	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6
472	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6
473	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
474	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
475	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

176	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
# Riders	Heats															
	1	2	3	4	5	6	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
177	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
178	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
179	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
180	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
181	5	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
182	5	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
183	5	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

184	5	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
185	5	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
186	5	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
187	5	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
188	5	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
189	5	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
190	5	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
191	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

# Riders	Heats															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

UCI CYCLING REGULATIONS

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
192	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
193	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
194	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
195	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
196	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
197	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
198	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
199	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
200	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

201	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
202	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
203	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
204	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
205	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
206	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

# Riders	Heats															
	1	2	3	4	5	6	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
207	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
208	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

UCI CYCLING REGULATIONS

	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
209	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
210	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6
211	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6
212	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6
213	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6
214	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6
215	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6
216	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6	6
217	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6	6

UCI CYCLING REGULATIONS

218	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6	6
219	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6	6
220	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6	6
221	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6	6

# Riders	Heats															
	1	2	3	4	5	6	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
222	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6	6
223	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	6
224	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
225	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

UCI CYCLING REGULATIONS

	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
226	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8
227	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
228	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
229	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
230	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
234	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
232	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
233	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
234	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8

UCI CYCLING REGULATIONS

235	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
236	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8

# Riders	Heats															
	1	2	3	4	5	6	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
237	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
238	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
239	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
240	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
241	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
242	7	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8

UCI CYCLING REGULATIONS

	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
243	7	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
244	7	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
245	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
246	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
247	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
248	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
249	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
250	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
251	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

# Riders	Heats															
	1	2	3	4	5	6	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
252	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
253	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
254	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
255	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
256	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

Seeding of motos shall be carried out according to the principle of a downward left to right zigzag pattern.

Example: 30 riders seeded into 4 heats of 7-8 riders

Heat 1	Heat 2	Heat 3	Heat 4
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UCI CYCLING REGULATIONS

1	2	3	4
8	7	6	5
9	10	11	12
16	15	14	13
17	18	19	20
24	23	22	21
25	26	27	28
-	-	30	29

Composition of the Qualifiers and Finals

ANNEX 1 BIS – UCI BMX Supercross World Cup - Schedule of Heats, Seeding and Transfer System

The following table describes the number of heats, and number of riders in each heat during all Phases of the competition, which depends upon the number of riders entered following riders confirmation, but following the removal of any riders withdrawing for medical reasons before the point in time that the start lists are created. The number of riders who transfer from each Phase or Round is also described.

	Phases							
	Round 1	*LC	Qualifiers				Final	
	Round 1		1/32 Finals	1/16 Finals	1/8 Finals	1/4 Finals	1/2 Finals	Final

UCI CYCLING REGULATIONS

Number of Entries	Number of Heats	Riders/ Heat		Number of Heats	Riders/ Heat	Number of Heats	Riders/ Heat	Number of Heats	Riders/ Heat	Number of Heats	Riders/ Heat	Number of Heats	Riders/ Heat	Number of Heats	Riders/ Heat
17--20	3 heats	5-7 riders										2 heats	8 riders	1 heat	8 riders
21--24	4 heats	5-6 riders								4 heats	5 riders	2 heats	8 riders	1 heat	8 riders
25--28	5 heats	5-6 riders								4 heats	6 riders	2 heats	8 riders	1 heat	8 riders
29--34	5 heats	5-7 riders								4 heats	7 riders	2 heats	8 riders	1 heat	8 riders
35--40	6 heats	5-7 riders								4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
41--48	6 heats	6-8 riders						6 heats	6 riders	4 heats	6 riders	2 heats	8 riders	1 heat	8 riders
49--56	8 heats	6-7 riders						8 heats	5 or 6	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
57--64	8 heats	7-8 riders						8 heats	6 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
65--72	10 heats	6-8 riders						8 heats	7 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
73--80	12 heats	6-7 riders						8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
81--88	14 heats	5-7 riders				12 heats	6 riders	8 heats	6 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
89--104	16 heats	5-7 riders				16 heats	5 or 6	8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
105--120	18 heats	5-7 riders				16 heats	6 riders	8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
121--144	20 heats	6-8 riders				16 heats	7 riders	8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
145--168	22 heats	6-8 riders				16 heats	8 riders	8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders
169--192	24 heats	6-8 riders		24 heats	6 riders	16 heats	6 riders	8 heats	8 riders	4 heats	8 riders	2 heats	8 riders	1 heat	8 riders

UCI CYCLING REGULATIONS

Number of Entries	Round 1			Last Chance Qualifier (LCQ)			Total Advancing to Qualifiers (Round 1 + LCQ)	1/32 Finals		1/16 Finals		1/8 Finals		1/4 Finals		1/2 Finals	
	Number of Heats	Riders / Heat	Total Advancing	Number of Heats	Riders / Heat	Total Advancing		Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat
17 to 20	3	5 to 7	12	1	5 to 8	2	14									2	7
21 to 24	3	7 to 8	12	2	4 to 6	4	16									2	8
25 to 32	4	6 to 8	16	2	4 to 8	4	20							4	5	2	8
33 to 40	5	6 to 8	20	3	4 to 7	6	26							4	6 or 7	2	8
41 to 48	6	6 to 8	24	4	4 to 6	8	32							4	8	2	8
49 to 56	7	7 to 8	28	5	4 to 6	10	38					6	6 or 7	4	6	2	8
57 to 64	8	7 to 8	32	5	5 to 7	10	42					6	7	4	6	2	8
65 to 72	9	7 to 8	36	6	4 to 6	12	48					6	8	4	6	2	8
73 to 80	10	7 to 8	40	6	5 to 7	12	52					7	7 or 8	4	7	2	8
81 to 88	11	7 to 8	44	7	5 to 7	14	58					8	7 or 8	4	8	2	8
89 to 96	12	7 to 8	48	7	5 to 7	14	62					8	7 or 8	4	8	2	8
97 to 104	13	7 to 8	52	8	5 to 7	16	68			9	7 or 8	6	6	4	6	2	8
105 to 112	14	7 to 8	56	8	6 to 7	16	72			9	8	6	6	4	6	2	8

UCI CYCLING REGULATIONS

113 to 120	15	7 to 8	60	9	5 to 7	18	78			10	7 or 8	6	6 or 7	4	6	2	8
121 to 128	16	7 to 8	64	9	6 to 8	18	82			11	7 or 8	6	7 or 8	4	6	2	8
129 to 136	17	7 to 8	68	10	6 to 7	20	88			11	7 or 8	6	7 or 8	4	6	2	8
137 to 144	18	7 to 8	72	10	6 to 8	20	92			12	7 or 8	8	6	4	8	2	8
145 to 152	19	7 to 8	76	11	6 to 7	22	98			13	7 or 8	8	6 or 7	4	8	2	8
153 to 160	20	7 to 8	80	11	6 to 8	22	102			13	7 or 8	8	6 or 7	4	8	2	8
161 to 168	21	7 to 8	84	12	6 to 7	24	108			14	7 or 8	8	7	4	8	2	8
169 to 176	22	7 to 8	88	12	6 to 8	24	112			14	7 or 8	8	7	4	8	2	8
177 to 184	23	7 to 8	92	13	6 to 8	26	118			15	7 or 8	8	7 or 8	4	8	2	8
185 to 192	24	7 to 8	96	13	6 to 8	26	122			16	7 or 8	8	8	4	8	2	8
193 to 200	25	7 to 8	100	14	6 to 8	28	128			16	8	8	8	4	8	2	8

UCI CYCLING REGULATIONS

Number of Entries	Round 1			Last Chance Qualifier (LCQ)			Total Advancing to Qualifiers (Round 1 + LCQ)	1/32 Finals		1/16 Finals		1/8 Finals		1/4 Finals		1/2 Finals	
	Number of Heats	Riders / Heat	Total Advancing	Number of Heats	Riders / Heat	Total Advancing		Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat	Number of Heats	Riders / Heat
201 to 208	26	7 to 8	104	14	6 to 8	28	132	17	7 or 8	12	5 or 6	8	6	4	8	2	8
209 to 216	27	7 to 8	108	15	6 to 8	30	138	18	7 or 8	12	5 or 6	8	6	4	8	2	8
217 to 224	28	7 to 8	112	15	7 to 8	30	142	18	7 or 8	12	5 or 6	8	6	4	8	2	8
225 to 232	29	7 to 8	116	16	6 to 8	32	148	19	7 or 8	12	6 or 7	8	6	4	8	2	8
233 to 240	30	7 to 8	120	16	7 to 8	32	152	19	7 or 8	12	6 or 7	8	6	4	8	2	8
241 to 248	31	7 to 8	124	17	6 to 8	34	158	20	7 or 8	12	6 or 7	8	6	4	8	2	8
249 to 256	32	7 to 8	128	17	7 to 8	34	162	21	7 or 8	12	7	8	6	4	8	2	8

For categories with 16 or less riders entered following riders' confirmation, the normal 3-moto system described in Annex 1 and Annex 2 applies instead.

Transfer Rules

- The top 4 riders from each Round 1 heat transfer to the Qualifiers
- The top 2 riders from each Last Chance Qualifier (LCQ) heat transfer to the Qualifiers
- The top 4 riders from each Qualifier heat transfer to the next round of the Qualifiers
- The top 4 riders from each Semi-Final (1/2 Final) heat transfer to the Final

Seeding

Seeding of all Phases and Rounds within Phases is done in accordance with the method described in article 6.1.027bis.

For example, the heats in Round 1 of a category with 37 entries would be seeded as follows:

Heat 1	Heat 2	Heat 3	Heat 4	Heat 5
1	2	3	4	5
10	9	8	7	6
11	12	13	14	15
20	19	18	17	16
21	22	23	24	25
30	29	28	27	26
31	32	33	34	35
			37	36

Last Chance Phase (LC column from table above)

Composition of the Last Chance phase, number of riders transferring from the Last Chance phase and the total number of riders transferring to the first Round of the Qualifiers (riders transferring directly from Round 1 + riders transferring from Last Chance).

UCI CYCLING REGULATIONS

Number of Entries	Number of Round 1 heats	Number of Riders in each Round 1 heat	# of riders that directly transfer to Qualifiers from Round 1	Number of riders in the Last Chance Phase	Number of Last Chance heats	Number of Riders that transfer from Last Chance to Qualifiers	Total Riders that Transfer to Qualifiers (Round 1+ Last Chance)
17—20	3 heats	5-7 riders	12	5 to 8	4	4	16
21—24	4 heats	5-6 riders	16	5 to 8	4	4	20
25—28	5 heats	5-6 riders	20	5 to 8	4	4	24
29—34**	5 heats	5-7 riders	20	9 to 14	2	8	28
35—40	6 heats	5-7 riders	24	11 to 16	2	8	32
41—48	6 heats	6-8 riders	24	17 to 24	3	12	36
49—56	8 heats	6-7 riders	32	17 to 24	3	12	44
57—64	8 heats	7-8 riders	32	25 to 32	4	16	48
65—72	10 heats	6-8 riders	40	25 to 32	4	16	56
73—80	12 heats	6-7 riders	48	25 to 32	4	16	64
81—88	14 heats	5-7 riders	56	25 to 32	4	16	72
89—104	16 heats	5-7 riders	64	25 to 40	5	20	84
105—120	18 heats	5-7 riders	72	33 to 48	6	24	96
121—144	20 heats	6-8 riders	80	41 to 64	8	32	112
145—168	22 heats	6-8 riders	88	57 to 80	10	40	128

UCI CYCLING REGULATIONS

169—192	24 heats	6-8 riders	96	73 to 96	12	48	144
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**** In the case of a category with 29 entries, one of the Last Chance heats will have only 4 riders. Only the top 3 shall transfer from this heat.**

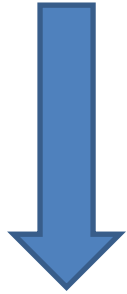
Seeding

~~Within each Phase or Round, riders are seeded into the heats according to the principle of keeping the fastest riders from meeting until the Final (working outside to inside, left to right). The numbers in the example below refer to the seeding order. That is, '1' means the best seeded rider, '2' is the second best seeded, et cetera.~~

~~Example: A category with 49 riders entered.~~

~~Seeding Round 1: 8 heats in Round 1~~

~~Gate Selection Order~~

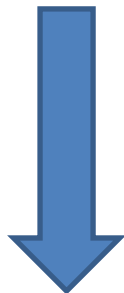


Round 1							
heat 1	heat 2	heat 3	heat 4	heat 5	heat 6	heat 7	heat 8
1	3	5	7	8	6	4	2
9	11	13	15	16	14	12	10
17	19	21	23	24	22	20	18
25	27	29	31	32	30	28	26
33	35	37	39	40	38	36	34
41	43	45	47	48	46	44	42
49							

Seeding the Last Chance Phase.

The Last Chance Phase consists of all riders not in the top 4 in their heat in Round 1. The Last Chance Phase is seeded in order of lap time from Round 1, from fastest to slowest; therefore, the numbers '1', '2', et cetera below indicate the 1st and 2nd seeded riders based upon lap time from Round 1. In the example of a category with 49 riders, 32 riders transfer directly to the Qualifiers from Round 1, leaving 17 riders who must do the Last Chance Phase.

Gate Selection Order



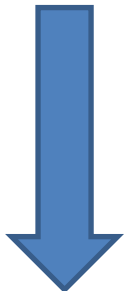
Last Chance		
heat 1	heat 2	heat 3
1	3	2
4	6	5
7	9	8
10	12	11
13	15	14
16		17

Seeding the Qualifiers

Seeding the first round of the Qualifiers: 44 riders transfer to the Qualifiers, 32 from Round 1 and 12 from the Last Chance phase. All transferring riders are ordered by lap time (fastest to slowest) from their last Phase raced (lap time from Round 1 for the 32, and lap time from Last Chance for the other 12); they are then seeded into the Qualifiers (in this case, 1/8 finals).

Gate Selection Order

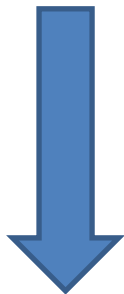
UCI CYCLING REGULATIONS



1/8-Finals							
heat 1	heat 2	heat 3	heat 4	heat 5	heat 6	heat 7	heat 8
4	3	5	7	8	6	4	2
9	11	13	15	16	14	12	10
17	19	21	23	24	22	20	18
25	27	29	31	32	30	28	26
33	35	37	39	40	38	36	34
41	43					44	42

Seeding the next round of the Qualifiers: Example of a category with 49 entries (32 riders transfer to the 1/4 finals from the 1/8 finals). Seeding is in order of lap time from the 1/8 finals.

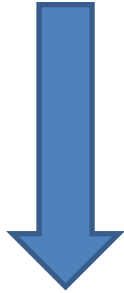
Gate Selection Order



1/4 Finals			
heat 1	heat 2	heat 3	heat 4
1	3	4	2
5	7	8	6
9	11	12	10
13	15	16	14
17	19	20	18
21	23	24	22
25	27	28	26
29	31	32	30

Seeding the next round of the Qualifiers: Example of a category with 49 entries (16 riders transfer to the 1/2 finals from the 1/4 finals). Seeding is in order of lap time from the 1/4 finals.

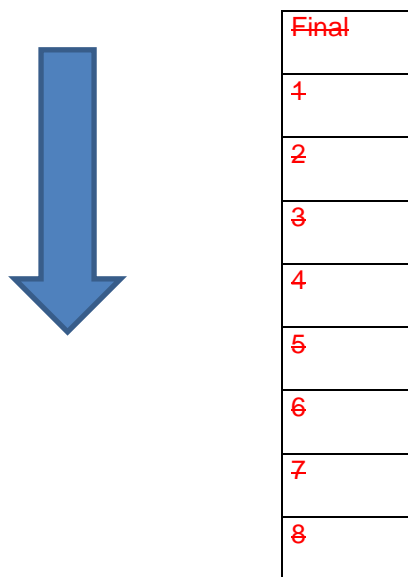
Gate Selection Order



1/2 Finals	
heat 1	heat 2
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16

Seeding the Final: Category with 49 entries (8 riders transfer to the Final from the 1/2 finals).

Gate Selection Order



ANNEX 3 - UCI Random Start Gate Timing Cadence

Starting cadence The UCI starting cadence can be used either automatically with built-in delays, or manually, requiring the operator to press the start button for the second half of the cadence.

In general the cadence consists of the phrase “Ok riders, Random start. Riders ready? Watch the gate.” This is followed by 4 tones that coincide with the display of a light tree and the gate begins to fall on the last tone and light. After the word “gate” there is a time delay between .1 seconds and 2.7 seconds for the lights, the tones generated by the controls and the gate cycle. This time delay must be totally random, produced by the controls and not predictable by the riders or the starter. Further, the starter should have no control or input as to time interval.

Additional items that are an integral part of the cadence are warning tones advising the rider that the gate is about to be raised by the operator and warning tones that advise the riders to stand down if the cadence is interrupted by the operator.

In specific the cadence consists of the following;

- a. "OK RIDERS RANDOM START" as spoken words within 1.5 seconds. In automatic mode, there is a 1.8 second pause, before the second set of words.
- b. "RIDERS READY - WATCH THE GATE" are spoken within 2.0 seconds.
- c. A delay randomly between 0.1 seconds and 2.7 seconds will occur after the second set of words concludes before the LED lights and pulse tones are activated. Note that the random delay and all pulse tones are generated by the controller chip, and therefore they are not included in the mp3 files.
- d. Three pulses of a 632 Hertz tone are played, followed by the fourth long tone of 2.25 seconds. The short tone pulses are 60 milliseconds long with 60 milliseconds of silence between them. The four LED lights (red, yellow, yellow, and green) are synchronized exactly with the start of each tone burst.
 - i. The red light illuminates with the first pulse
 - ii. The first yellow light is added with the second tone pulse
 - iii. The second yellow light is added with the third tone pulse
 - iv. The green light is added with the fourth, long tone pulse.
- e. When the green light comes on, the gate start drop signal is activated. All lights remain illuminated for the duration of the final tone burst, then all lights extinguish.
- f. At the conclusion of the tone sequence, an LED on the control box flashes to alert the operator to press the stop button to raise the gate for the next start.
- g. Upon pressing the stop button, five pulses of 1150 Hz, each .25 second long with a .25 second period between the pulses will sound before the up solenoid is triggered to raise the gate.
- ~~h. For safety, the stop button can be pressed at any time (up to the end of the second set of words) after the start button was pressed, to abort the sequence. A "Stand Down" tone consisting of 740 Hz for .22 seconds followed immediately by 680 Hz for .44 seconds will sound when the gate was aborted.~~
- i. For safety, the stop button can be pressed at any time (up to the end of the second set of words) after the start button was pressed, to abort the sequence. A "Stand Down" tone as follows may be played:
 - A tone of 740 Hz for .22 seconds followed immediately by 680 Hz for .44 seconds will sound when the gate is aborted.
 Alternatively, it is acceptable that no tone is played when the stop button is pressed.

Beginning on 1st January 2020, the only possibility accepted is that no tone is played when the stop button is pressed.

Starting Sequence

Sequence	Action	Timing
1	"OK RIDERS RANDOM START"	1.50 sec
2	Pause (automatic mode)	1.80 sec
3	"RIDERS READY – WATCH THE GATE"	2.00 sec
4	Random Delay	.1 to 2.70 sec
5	1 tone (632 Hertz) – Red light illuminates	0.060 sec
6	Pause	0.060 sec
7	1 tone (632 Hertz) – Yellow light illuminates	0.060 sec
8	Pause	0.060 sec
9	1 tone (632 Hertz) – Yellow light illuminates	0.060 sec
10	Pause	0.060 sec
11	1 tone (632 Hertz) – Green light illuminates	2.25 sec

Gate Rise Warning

Sequence	Action	Timing
1	1 tone (1150 Hertz)	.25 sec
2	Pause	.25 sec
3	1 tone (1150 Hertz)	.25 sec
4	Pause	.25 sec
5	1 tone (1150 Hertz)	.25 sec
6	Pause	.25 sec
7	1 tone (1150 Hertz)	.25 sec
8	Pause	.25 sec
9	1 tone (1150 Hertz)	.25 sec

For large events with many entries, the Gate Rise Warning may be disabled in order to save time when raising and loading the gate. If so, the gate starter shall ensure that riders do not go down onto the gate until it is full raised and locked.

(text modified on 01.01.18).

Abort Stand Down

As described in the text above under point i.

Sequence	Action	Timing
1	1 tone (740 Hertz)	.22 sec
2	1 tone (680 Hertz)	.44 sec

Drop speed of the gate

The gate shall drop at an average speed of app. 0.310 seconds from upright position to down position (90° angle). A variable of +/- 7% is allowed, giving the gate the maximum variation from 0.289 to 0.331 seconds.

The measurement shall be conducted with the UCI approved SpeedMeter Timing Systems, produced by ProStuff, or similar timing equipment.