

PART 1 – GENERAL ORGANISATION OF CYCLING AS A SPORT

Rules Amendments applying on **15.10.2018**

update on 02.10.2018

Chapter III EQUIPMENT

Section 1: general provisions

§ 2 Technical innovations

1.3.006 ~~Bicycles and their accessories~~ **Equipment** shall be of a type that is sold for use by anyone practicing cycling as a sport.

Any equipment in development phase and not yet available for sale (prototype) must be subject of an authorisation request to the UCI Equipment Unit before its use. Authorisation will be granted only for equipment which is in the final stage of development and for which commercialisation will take place no later than 12 months after the first use in competition. The manufacturer may request a single prolongation of the prototype status if justified by the relevant reasons.

When assessing a request for use of equipment which is not yet available for sale, the UCI Equipment Unit will pay particular attention to the safety of the equipment which will be submitted to it for authorisation.

The use of equipment designed especially for the attainment of a particular performance (record or other) shall not be authorised.

Upon expiry of the authorised period of use of a prototype (equipment not yet available for sale), any item of equipment must be commercially available in order to be used in cycling events. The requirement of commercial availability shall be understood as equipment having to be available through a publicly available order system (whether with manufacturer, distributor or retailer). Upon an order being placed, the order shall be confirmed within 30 days and the relevant equipment shall be made available for delivery within a further 90-day deadline. In addition, the retail price of the equipment shall be publicly advertised, shall not render the equipment *de facto* unavailable to the general public and shall not unreasonably exceed the market value for equipment of a similar standard.

Any equipment which is not commercially available and is not authorised (not authorised by UCI Equipment Unit or authorised period expired), may not be used in cycling events governed by the UCI Regulations. Any such unauthorised use of equipment may be

sanctioned by disqualification of results obtained when using the equipment and/or a fine ranging from CHF 5'000 to 100'000.

(text modified on 01.11.10; 01.10.11; 01.01.17; 15.10.18)

Section 2: bicycles

§ 2 Technical specifications

1.3.023 For road time trials and individual and team pursuit on the track, a fixed ~~extension~~ **additional handlebar (consisting of 2 extensions)** may be added to the steering system. ~~in this instance, the height difference between the elbow support points and the highest and lowest points of the handlebar extension (including gear levers) must be less than 40 cm. (see diagram «Structure (1B)»).~~ It is also possible to add **a handlebar extensions** for the 500 m and kilometre time trials on the track, but in this case, the position of the tip of the saddle must be at least 5 cm behind the vertical plane passing through the bottom bracket axle.

The distance between the vertical line passing through the bottom bracket axle and the extremity of the handlebar may not exceed 75 cm, with the other limits set in article 1.3.022 (B, C, D) remaining unchanged. ~~Elbow or forearm rests are permitted (see diagram «Structure (1B)»).~~

For road time trial competitions, controls or levers fixed to the handlebar extensions may not extend beyond the 75 cm limit.

For the track and road competitions covered by the first paragraph, the distance of 75 cm may be increased to 80 cm to the extent that this is required for morphological reasons; «morphological reasons» should be taken as meaning anything regarding the size or length of the rider's body parts. A rider who, for this reason, considers that he needs to make use of a distance between 75 and 80 cm must inform the commissaires' panel at the time of the bike check.

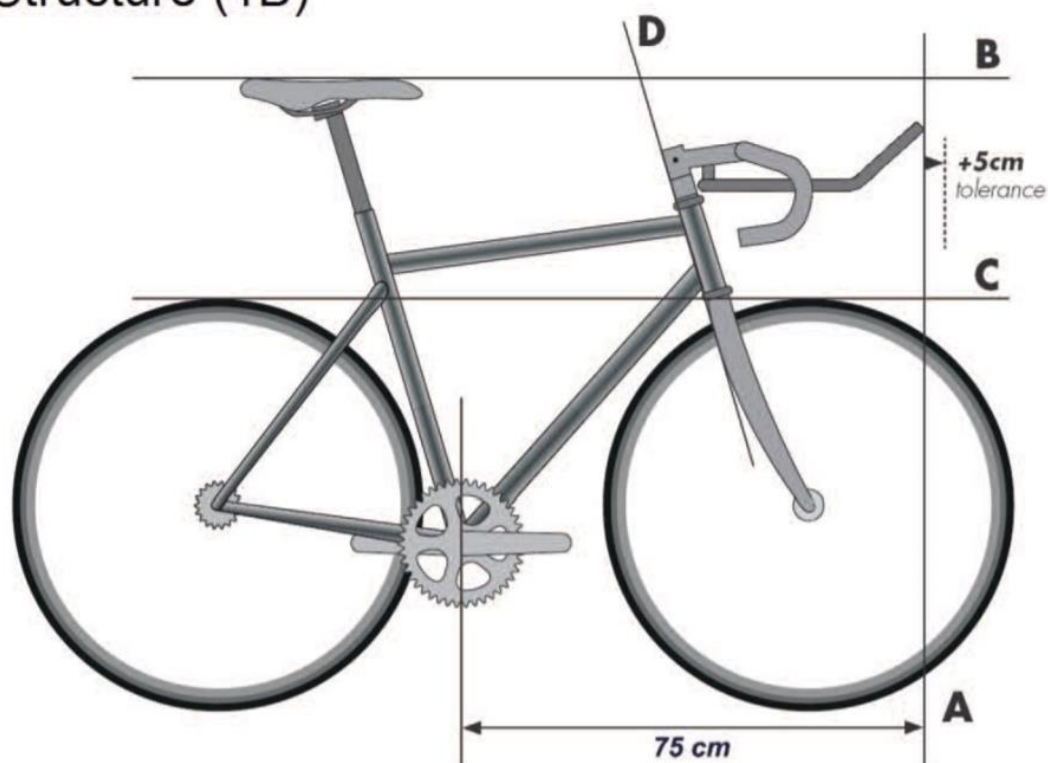
For riders that are 190 cm tall or taller, the horizontal distance between the vertical lines passing through the bottom bracket axle and the extremity of the handlebar extensions including all accessories may be extended to 85 cm.

Only one exemption for morphological reasons may be requested; either the handlebar extension can be moved forward or the peak of the saddle can be moved forward, in accordance with Article 1.3.013.

In addition, all ~~extension and elbow rest assemblies~~ must conform to the following :

- ~~Elbow rests must be made up of two parts (one part for each arm) and are only allowed if extensions are added ;~~
- ~~The maximum width of each elbow rest is 12.5cm ;~~
- ~~The maximum length of each elbow rest is 12.5cm ;~~
- ~~The maximum inclination of each elbow rest (measured on the support surface of the arm) is 15 degrees ;~~
- ~~The maximum dimension of the cross section of each extension is 4cm ;~~
- ~~The height difference between the elbow support point (midpoint of the elbow rest) and the highest or lowest point of the extension (including accessory) must be less than 10cm.~~

Structure (1B)

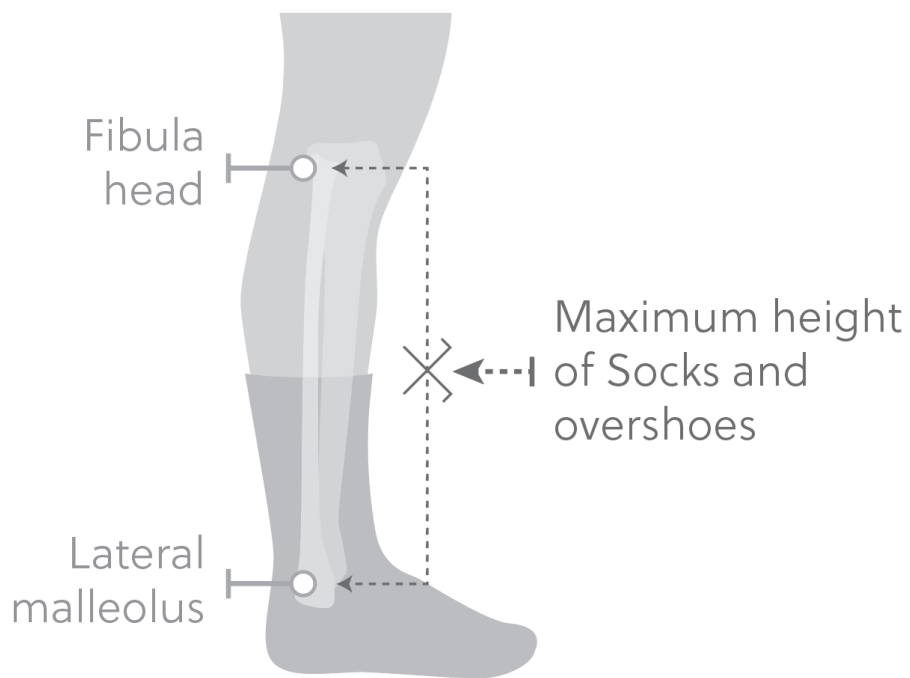


(text modified on 07.06.00; 01.01.05; 01.04.07; 01.01.09; 01.02.12; 01.10.12; 29.04.14; 15.10.18)

Section 3: riders' clothing

§ 1 General provisions

- 1.3.033 bis** Socks and overshoes used in competition may not rise above the height defined by half the distance between the middle of the lateral malleolus and the middle of the fibula head.



(article introduced on 15.10.18)