

***TECHNICAL REGULATIONS***  
***IDC NEXT GENERATION***

***INTERNATIONAL DUTCH***  
***CHAMPIONSHIP***

***2024***



## *Table of contents*

1. General .....	3
2. Next Generation bikes.....	3
3. Hardware & Elektronik.....	4
4. ECU firmware and mapings .....	4
5. Control IDC Technical Committee .....	5
6. Regulations .....	5
7. Decisions .....	5
8. Penalties .....	5

## **1. General**

With effect from the 2024 IDC season, within the IDC Dutch Supersport and Dutch ProClass 600, the so-called "Next Generation bikes" will be allowed.

These IDC technical regulations are specific to Next Generation bikes and an addition to the current IDC technical regulations.

In compiling the IDC technical regulations, the IDC organisation has Next Generation bikes to the national and international regulations.

## **2. Next Generation bikes**

These technical regulations apply to the following engine brand/types:

Engine brand & type	number of cylinders	cc capacity	rev/m*
Ducati Panigale V2	2	955	12000
MV Agusta F3 800	3	800	14500
MV Augusta F3 Superveloce	3	800	14500
Triumph ST765R/RS	3	765	14000
Suzuki GSX-R750	4	750	14500

*\* Listed speeds may be adjusted by the FIM during the season. During the season it is possible that enginebrands/types will be added, in doing so the IDC will follow the FIM regulation.*

## **3. Double championships 2024**

NG motorbikes, which are **WELL** equipped with the restrictions set by the IDC which are described in the IDC technical regulations Next Generation 2024, run in the Dutch Proclass 600 or Dutch Supersport.

NG motorbikes, which do **NOT** feature the restrictions set by the IDC and described in the IDC Next Generation 2024 technical regulations, will compete in the Dutch Proclass 600 NG or Dutch Supersport NG.

The following classes ride together with separate honours and championships.

Dutch Proclass 600 and Dutch Proclass 600 NG.

Dutch Supersport and Dutch Supersport NG.

Dutch ProClass 600 - Dutch ProClass 600 NG - Dutch Supersport - Dutch Supersport NG

Cylinder capacity (cc)	Number of cylinders	Max. gears
598-636	4	6
Suzuki GSX-R750 NG	4	6
600-680	3	6
MV Agusta F3 800 NG	3	6
MV Agusta F3 Superveloce NG	3	6
Triumph ST765RS NG	3	6
600-800	2	6
Ducati Panigale V2 NG	2	6

### **3. Hardware & Electronics**

- 3.1 Applied ECU should be of type Mectronik MKE7 WSS600\_A.
- 3.2 Applied wiring harness should be of type "WSS next generation harness" for the respective brand/type.
- 3.3 Applied display unit must be of type "WSS advanced display unit ADU5".
- 3.4 The corresponding switches must be placed on both handlebar halves.
- 3.5 Motorcycle should be equipped with a corresponding Kill switch.

The official supplier for the 3.1 to 3.5 is Solo engineering: <https://soloengineering.com>.

- 3.6 Suzuki GSX-R750 should be equipped with Ride by Wire modification. RBW system specification: Team Hammer motorsport TH-RBW-18.

Mentioned RBW system is the only FIM homologated system.

- 3.7 The following original standard sensors listed below must be connected directly to the ECU:

- throttle position (several allowed)
- map sensor, map sync (pressure sensor on the intake port used to synchronise the engine during start-up)
- airbox pressure
- engine pick-ups (camshaft, crankshaft)
- twist grip position
- front and rear speed (only add if not fitted as standard)
- rear speed (only add if not fitted as standard)
- gearbox output shaft speed (if fitted as standard)
- gear indicator
- air pressure
- water temperature
- air temperature
- tip-over switch (no inclination - except from ECU)

- 3.8 The following sensors are free to apply:

- shift sensor/switch
- Lambda, Bosch LSU4.9 only (only one sensor)
- front fork and rear damper position
- front and rear brake pressure
- fuel pressure, only pressure sensor allowed, temperature sensor not allowed
- oil pressure and temperature
- TPMS sensors, Tyre Pressure Monitoring

- 3.9 Fitting sensors/systems which in any way negatively affect the Limitation mappings is prohibited.

### **4. ECU firmware and mappings**

- 4.1 Applied firmware and manufacturer map is only the FIM WSS Next Generation permitted version SSNG\_FIM 2.24.XX or higher.
- 4.2 Permitted manufacturers engine mappings must be in accordance with WSS Next Generation regulations.

4.3 ECU must have the 'FIM settings' section up to date at all times, it is the responsibility of the rider/team to ensure this is functioning correctly.

## **5. Control IDC Technical Committee**

5.1 Technical Committee will ask the team/rider at each technical check, prior to the event, to display the Firmware and Manufacturer map present.

Checks via SSChecker and CAN-K will not be carried out.

5.2 Technical Committee is free at any time during the event to ask the team/rider to show the Firmware and Manufacturer map present on the display.

5.3 Each team/rider is obliged at the time of the request to display these data immediately.

## **6. Regulations**

6.1 These IDC regulations provide for so-called "Next Generation" modifications  
For all other technical regulation points, the IDC Technical Regulations 2024 shall apply.

6.2 In case of conflicting articles, or parts thereof, the IDC Next Generation Regulations 2024 shall prevail.

## **7. Decisions**

In all cases not covered by the IDC Next Generation rules, the race director will decide in consultation with the technical committee.

## **8. Penalties**

Penalties concerning infringements of the IDC Technical Regulations Next Generation 2024 are stated in the IDC General Regulations 2024 under article 5.3.