

## Rules amendments applying on **01.08.2025**

# Implementation of “Maximum Gearing” Test Protocol

### Introduction and description of the context for introducing this Test Protocol

The SafeR Commission seeks to test various safety related initiatives in professional road cycling.

The measure of restricting gearing (i.e. by determining a maximum gear ratio) will be carried out through tests in selected professional one-day races and/or stage races. The tests will only be implemented on mass start events and will not apply to time trials.

The decision to carry out these tests is based on discussions on the subject within SafeR, which led to the conclusion that gearing could be contributing to excessive top speeds in certain sections of races such as downhill.

Following the implementation of tests, relevant data will be monitored and feedback from all stakeholders will be gathered to study the effects of restrictions on gearing and to consider other measures related to gearing that could achieve the desired outcome of improving safety.

An overall evaluation will be carried out within SafeR at the end of the season, before being presented to the Professional Cycling Council and then to the UCI Management Committee with a view to a decision on relevant measures for future seasons. This may include establishing maximum gear ratios, carrying out further tests or analysing other methods for potentially reducing speeds in specific sections of races.

In line with the above, the UCI Management Committee approved this Test Protocol according to the terms below.

### Explanation of changes to the regulations

This Test Protocol shall apply as a **restriction, on a trial basis in specific races, to the** gear ratio of the drivetrain system.

The tests shall be carried for the entire duration of events to be selected.

### Implementation Protocol

#### Provision 1 – Scope of application

This Test Protocol is implemented by the UCI as from 1 August 2025. The Test Protocol will be applied to selected races of the UCI International Calendar.

Without the application of this Test Protocol, the existing regulations apply.

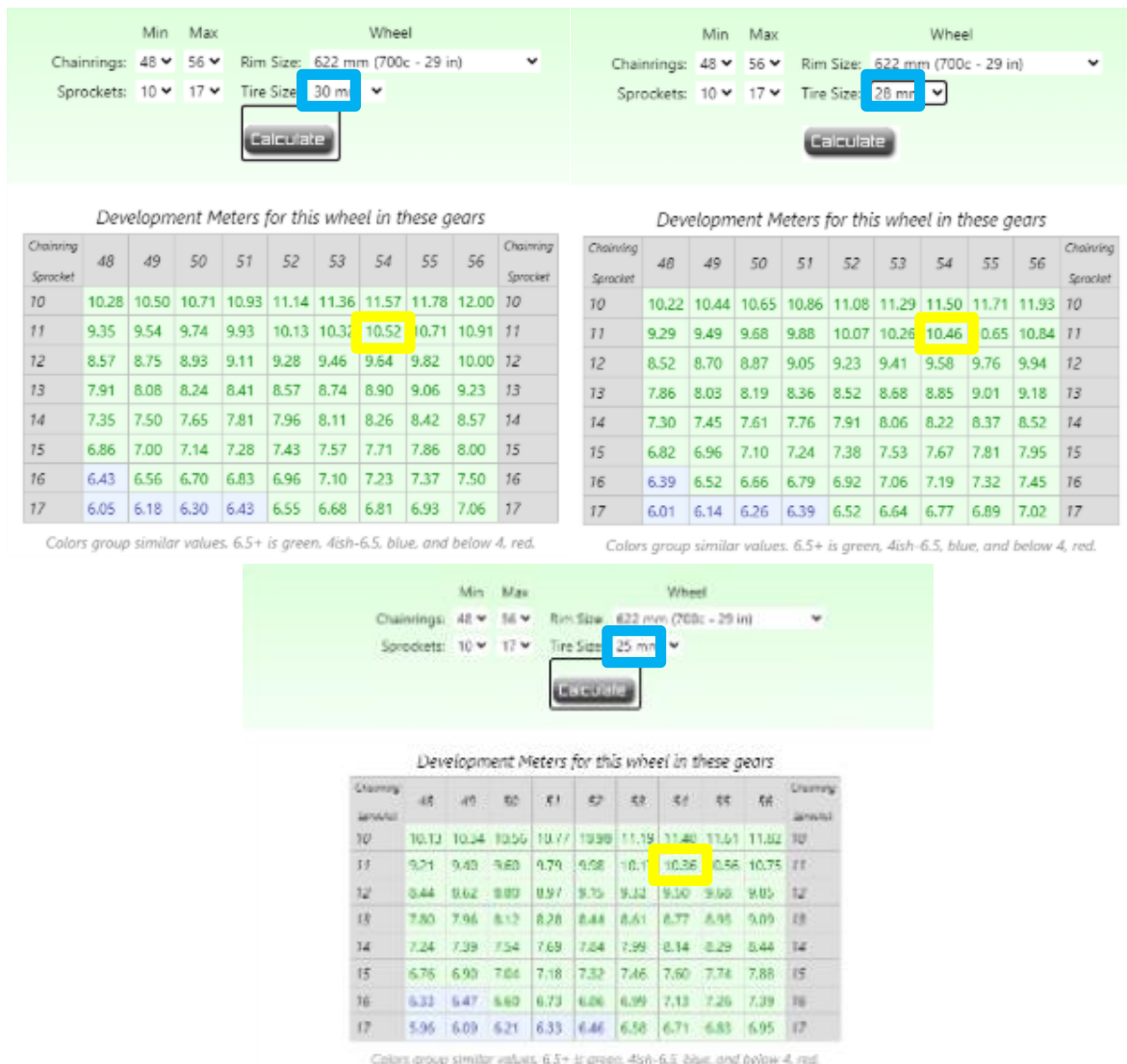
The SafeR Commission will recommend the application of the Test Protocol on selected events. The UCI will then confirm the application of the Test Protocol on one-day races or stage races after consultation with the race organiser, considering:

- The profile of the stages and the format of the event (cf. Appendix 1);
- The level of the teams;
- The number of riders in the race and the number of riders per team.

## Provision 2 – Articles amended through the Test Protocol

Article 1.3.010 is amended to enable the implementation of the following measures:

1. Limiting the maximum gear ratio of the chainring and cassette to a distance covered per pedal revolution of 10.46 meters or an equivalent of 54 x 11.



Source: [Bicycle Gear Development Meters Table | BikeCalc](#)

There are 4 group set brands used in professional road cycling events, with the following maximum gear ratios:

- Shimano: 54 x 11 ;
- SRAM: 54 x 10; SRAM rear cassettes have only the 10-cog sprocket which can be mechanically limited before the race by teams' mechanics (see below).
- Campagnolo: 54 x 11;
- FSA: 54 x 11.

Regarding tire width, the most commonly used sizes will likely be 25 mm and 28 mm, with 30 mm as the upper limit. For testing purposes, the width will not be taken into account, given that the difference in rollout between 25 mm and 30 mm is approximately 1.5%.

#### Provision 3 – Enforcement

The supervision and implementation of this Test Protocol on events determine by the UCI will be conducted by the Commissaires' Panel.

The Commissaires' Panel will ensure compliance with the Testing Protocol by measuring the diameter of the chainring and verify the rear gears.

Failure to comply with the maximum gearing test protocol will be sanctioned according to the table of race incidents as laid down in articles 2.12.007 (e.g. points 2.1, 2.2 or 2.5, as the case may be).

#### Provision 4 – Responsibilities of organisers

- The event organisers shall be responsible for:
  - Providing the UCI with speed and location data of riders (GPS files) at the current and past editions of the event;
  - Adding the following provision in the special regulations of the event:

#### **Article XX – Event selected for maximum gearing test protocol**

- This event has been selected for the implementation of the gear restriction test protocol
  - Limiting the maximum gear ratio of the chainring and cassette to a distance covered per pedal revolution of 10.46 meters or an equivalent of 54 x 11.