UTV Technical Regulations, Edition 2026

CK-UTV 1 – DEFINITIONS AND GENERAL PROVISIONS

CK-UTV 1.0 Definition

UTV – Utility Terrain Vehicle is a one- or two-seat 4-WD competition vehicle that complies with the technical regulations listed below.

CK-UTV 1.1 General

Read the rule text carefully. If something is not specifically stated as permitted, then no form of modification from the original configuration is allowed. This means that anything not explicitly mentioned is considered prohibited.

SBF may, during the ongoing season, make exemptions or changes to the rules if deemed necessary for safety reasons or other significant reasons.

CK-UTV 1.2 Driver Responsibility

It is always the competitor's responsibility to ensure that their competition vehicle complies with the technical regulations.

CK-UTV 1.3 Exemptions

Exemptions may be granted by the discipline committee in exceptional cases, e.g., if a spare part cannot be delivered but an equivalent part is available on the market. An exemption is always time-limited and tied to a specific vehicle or driver.

CK-UTV 1.4 Fuel Regulations

According to SBF G16.

Control fuel: Aspen+ 98 and Aspen R.
No additives are permitted.

Fuel sampling may occur.

CK-UTV 1.5 Scrutineering and Technical Inspection

Before the competition, all participating vehicles must undergo a safety inspection. The inspection shall include the driver's personal equipment, the requirements specified in the technical regulations, and a check that no components are damaged in a way that may constitute a safety risk. Special attention shall be paid to any cracks in the chassis, roll cage, and fuel system.

Vehicles that do not meet the technical requirements during scrutineering may not compete unless deficiencies can be corrected before the start. Such corrections must be approved by the chief scrutineer.

Vehicles that fail a spot check during the event shall be excluded from the heat and may not restart without the approval of the chief scrutineer.

Vehicles that do not meet the technical requirements during a post-race inspection shall be excluded from the final.

Deficiencies discovered at scrutineering which cannot be repaired during the event must be noted in the vehicle logbook.

CK-UTV 1.6 Noise Measurement

Noise measurement is performed according to the organizer's instructions.

Measurement methods follow the common rules: Appendix G 6.2 Noise Measurement (LM).

CK-UTV 2 – VEHICLE

CK-UTV 2.0 Permitted Vehicles

Vehicles with national or international logbooks built according to national regulations, or alternatively FIA 286A Group SSV (T4) or FIA 286 Group Challenger (T3), are allowed to compete/train in UTV.

CK-UTV 2.1 Vehicle Classes

National vehicle classes according to the table below. For specific additional rules, see each class's regulations.

Class	Specification
UTV Junior	Original, non-turbo, max 999 cc. Nationally homologated vehicles only.
UTV Standard	Original, with turbo. Nationally homologated vehicles only.
UTV Mod	Modified according to regulations. Nationally homologated vehicles, vehicles with international logbooks, and FIA Challenger 286 / SSV 286A.

CK-UTV 2.2 Homologation

Each vehicle model/type must have a valid homologation document to be eligible for competition/training. A list of nationally homologated UTV vehicles is available under technical regulations at sbf.se.

Vehicles from another country may participate if they meet the technical requirements for the specific UTV class and either follow national homologation or are built according to FIA 286 or 286A.

Additional homologation is only allowed for the components listed below:

- Upper & lower control arms
- Longitudinal arms
- Brakes
- Pedal box
- Anti-roll bars
- Differential
- CVT/Variator

Additional safety-enhancing components may be approved by the Technical Committee and the Crosskart Committee.

Otherwise, the technical rules below apply along with any deviations listed in class-specific technical regulations.

CK-UTV 2.3 Vehicle Logbook

Each vehicle must have an SBF-issued logbook identifying the vehicle and treated as a valuable document.

The logbook is issued by the organizer during competition through a logbook inspection.

Any remarks must be rectified before the next training/competition.

Cost for the logbook follows the fee list “Fordonshandlingar och Teknikavgifter” available at sbf.se.

Lost logbooks must be reported to SBF or the organizer.

CK-UTV 2.4 Competition Numbers

Assigned competition numbers shall be clearly visible from both the right and left sides.

Background must be white, minimum 200 × 200 mm.
For drivers with disabilities, the background must be yellow.

Numbers must be black, minimum 180 mm high and 30 mm wide.

CK-UTV 3 – FRAME

CK-UTV 3.0 Construction

The frame must be a factory-built UTV/SSV described in the national homologation document or identified in the same manner as vehicles under FIA 286 or FIA 286A.

CK-UTV 3.1 Chassis

May not be modified or reinforced except as specified in the technical rules or in the homologation document.

Reinforcement is allowed only by adding material, such as strengthening attachment points around control arms or adding material to control arms.

CK-UTV 3.2 Roll Cage

A certified roll cage must be installed and include a main hoop, side bars, and rear stays. The roll cage must have a valid certificate issued by a Swedish certified cage manufacturer or another ASN-certified manufacturer.

No modifications are allowed to a certified cage, including drilling holes or welding brackets to attach equipment.

CK-UTV 3.3 Ballast

For safety reasons, ballast is not permitted.

CK-UTV 4 – DRIVETRAIN

CK-UTV 4.0 Engine

The engine must conform to the vehicle's original documentation.
Modifications or component replacements may only be made according to the valid homologation document.

CK-UTV 4.1 Turbo

Must be original for the engine.

CK-UTV 4.2 Engine Management

The engine control unit must be according to the vehicle's original documentation.
Software must be standard for the engine and may not be upgraded or altered.

CK-UTV 4.3 Cooling System

Radiator is free but must be well protected and sealed off from the cockpit.
No joints in cooling pipes or hoses may be located inside the cockpit.

Maximum coolant volume: 14 L.
Single or dual fans may be used.

CK-UTV 4.4 Exhaust System

Must be in original configuration unless otherwise stated.
The silencer must be in good condition and meet current noise limits.
A spark arrestor is mandatory.

CK-UTV 4.5 Fuel System

Fuel tank must be in original configuration.
Fuel lines must be securely fastened, and no joints may be located inside the cockpit.

CK-UTV 5 – BRAKE SYSTEM

CK-UTV 5.0 Service Brake

A service brake is required on all four wheels. The braking system must be in original configuration or according to the valid homologation document.

- One brake caliper per wheel
- Brake pad manufacturer is free within the environmental legislation
- Brake shields may be modified or removed

CK-UTV 5.1 Handbrake

The handbrake function may be retained and used during racing.

CK-UTV 5.2 Brake Lines

Brake lines may be replaced with steel-braided lines.

CK-UTV 6 – BODYWORK / COCKPIT

CK-UTV 6.0 Cockpit Space

No sharp edges, brackets, or similar items that the driver/co-driver may be injured on are allowed.

The vehicle must have side openings that allow the driver and co-driver to exit.

Viewed from the side, the side openings are defined as the area above the door sills and below the lateral roll bar. These openings must allow a rectangular template to pass through measuring at least 500 mm in width and 500 mm in height (vertical measurement). Corners may be rounded with a maximum radius of 150 mm.

Pedals must remain original unless otherwise specified in class regulations or homologation.

CK-UTV 6.1 Roof

A roof for occupant protection is mandatory, with a minimum thickness of 2 mm, made of steel or aluminum alloy.

Minimum clearance between occupants' helmets and any air ducts mounted below roof level must be 60 mm.

Drilling into the roll cage to attach the roof is not permitted.

CK-UTV 6.2 Doors

Doors must be able to be opened easily from both the inside and outside.

A marking must be present along with a handle/strap to pull for opening.

It is permitted to modify the original door frame solely to accommodate the installation of a roll cage. Body panels must remain unmodified.

CK-UTV 6.3 Windows

A front window made of hard plastic (polycarbonate or similar) may be installed.

On chassis equipped with doors, transparent plastic windows may also be mounted on the sides.

CK-UTV 6.4 Window Nets / Safety Protection

Side protection between the floor and roof is mandatory on both sides.

The protection must prevent arms or legs from leaving the vehicle in case of a rollover or accident.

If window nets are used, they must be equipped with a quick-release mechanism operable by both the driver and safety personnel. Nets must be attached to the roll cage above the door opening.

Allowed nets:

- FIA-approved
- National "fishnet" type:
    - Wire thickness: 2–5 mm
    - Mesh size: max 50 × 50 mm
    - Border fabric: 25 mm wide
    - Minimum net size:

- Large side windows: 675 × 450 mm
- Small side windows: 535 × 450 mm

Arm straps are recommended to prevent arms from exiting the cockpit.

Roll cage padding must be installed in the driver area.
Approved standards: FIA 8857-2001 (Technical List 23) or SFI 45.1.

CK-UTV 6.5 Seats

FIA-approved racing seats must be installed according to TR 5.16.
However, FIA expiration dates do not apply; the seat must not be older than:

- 5 years at first logbook inspection, or
- 10 years for FIA 8862-2009 seats.

The seat must fit the size of the driver/co-driver.

Seats may **not** be modified under any circumstances.

Seats with head-supported sides ("wing seats") are recommended.

CK-UTV 6.6 Safety Belts

FIA-approved 6-point harness is mandatory according to TR 5.6.1 and must be installed according to TR 5.6.2.

FIA expiration dates do not apply; the harness must not be older than 5 years at the first logbook inspection.

Safety belts may **not** be modified under any circumstances.

CK-UTV 7 – STEERING SYSTEM

CK-UTV 7.0 Steering Equipment

Steering must be done using a steering wheel, preferably with a quick-release mechanism according to TR 5.4.

The steering wheel may be replaced with another as long as the hub fits the steering column.

Steering rack limiters may be installed.

CK-UTV 8 – ELECTRICAL SYSTEM

CK-UTV 8.0 Battery

The battery must be securely mounted and shielded to prevent short circuits or leaks.

The battery may be relocated to a protected area and mounted according to SBF guidelines TR 5.21.

Maximum allowed voltage: 16V.

CK-UTV 8.1 Master Switch

A master switch that shuts off the engine's ignition system is mandatory and must not be of the spring-loaded type that automatically returns to the ON position.

It must be mounted on the outside of the vehicle, in front of the driver, and marked with a red lightning bolt on a blue triangular background with a white border.

CK-UTV 9 – POWER TRANSMISSION

CK-UTV 9.0 Transmission

Must be in original configuration or according to the valid homologation document.

Transmission guards may be installed.

CK-UTV 9.1 Differential

Must be standard type or follow the valid homologation document.

Transmission guards may be installed.

CK-UTV 9.2 Variator (CVT)

Must be in original configuration or according to the valid homologation document.

- The variator and the entire system (including weights and belt) must remain strictly standard
- The belt must be of the same type and dimensions as the manufacturer's original
    - Brand, model, and material are free
- Variator ducts are free, but no fan may be installed inside

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CK-UTV 9.3 Driveshafts

Must be original for the vehicle or according to the homologation document.

CK-UTV 10 – WHEEL SYSTEM

CK-UTV 10.0 Tires

- **Summer:** BF Goodrich Mud Terrain KM3 32 × 10.00 R14
- **Winter:** BF Goodrich Mud Terrain KM3 32 × 10.00 R14 with studs, max stud length 8 mm

Control tires according to the above unless an individual competition/organizer invitation allows alternatives.

CK-UTV 10.1 Rims

- Only **14-inch** rims may be used
- Wheel spacers: maximum **51 mm (2 inches)**, one per wheel

CK-UTV 10.2 Mudguards

Must be mounted on the vehicle and may not extend outside the vehicle's boundary lines.

CK-UTV 10.3 Suspension

- Springs are free
- Limiting straps that restrict suspension travel may be installed
- Upper strut braces may be installed

CK-UTV 10.4 Shock Absorbers

Must be original for the vehicle or follow the valid homologation document.

CK-UTV 10.5 Front/Rear Suspension Assemblies

Must be original for the vehicle or follow the homologation document.

Original model control arms and suspension arms may be reinforced, but must follow the original shape.

Anti-roll bars may be installed or removed as long as original mounting points are retained.

Installation of underbody protection is **mandatory**. They must be removable and may only protect the following parts:

- Engine
- Radiator
- Intercooler

- Gearbox
- Centre differential
- Rear differential
- Driveshafts (longitudinal and transverse)
- Subframes
- Suspension components
- Steering components
- Exhaust system

CK-UTV 11 – SAFETY SYSTEMS

CK-UTV 11.0 Fire Extinguisher

At least one handheld fire extinguisher, minimum 2 kg, must be mounted in the cockpit and easily accessible for both driver and safety personnel according to TR 5.7.3.

CK-UTV 11.1 SOS Sign

An SOS sign with a green and a red side must be present in each vehicle.

CK-UTV 11.2 Injury Flags

Two red injury flags must be placed in the right and left door areas.

CK-UTV 11.3 Tow Hook

Must be mounted both front and rear and be securely attached to the chassis.

Must be clearly marked with an arrow in a contrasting color.

CK-UTV 11.4 Warning Triangle

Two warning triangles must be kept in the vehicle for placement in case of an accident.

CK-UTV 11.5 Safety Kit

The safety kit must be firmly mounted between the driver’s and passenger’s seat.

CK-UTV 12 – COMMUNICATION

CK-UTV 12.0 Intercom

Communication equipment may be used.

CK-UTV 12.1 Lighting

A brake light, clearly visible from the rear, is mandatory.
Red, impact-resistant lamps mounted high must be installed.

CK-UTV 12.2 Mirrors

An interior rear-view mirror is mandatory.
Exterior mirrors are recommended.

CK-UTV 12.3 Windshield Wiper

If a front windshield is installed, at least one windshield wiper is required.
Otherwise free.

The washer tank may be installed in the cockpit, mounted with at least two M8 bolts.

- Maximum weight of the washer tank is **15 kg**, including contents.
- If mounted in the cockpit, the tank may contain **water only**.

CK-UTV 12.4 Camera

A camera must be mounted at scrutineering, and this must be documented in the inspection report.

CK-UTV 13 – PERSONAL SAFETY

CK-UTV 13.0 Clothing

Personal equipment must meet the minimum requirements in TR 6.

Mandatory:

- Flame-resistant overalls according to TR 6.0
- Flame-resistant underwear according to TR 6.1
- Shoes according to TR 6.2
- Gloves according to TR 6.3 (both driver and co-driver)

CK-UTV 13.1 FHR/HNRS

HANS or Hybrid device is mandatory according to TR 6.5.

CK-UTV 13.2 Helmet

A full-face or jet-type helmet prepared with anchors for HANS/hybrid neck support is mandatory according to TR 6.4.

CK-UTV 13.3 Goggles

If a jet helmet is used, motocross-type goggles with roll-off are mandatory.

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