

HAND SIGNALS

The way to be “Heard” when loud racing is in your turn.
Here you’ll find hand signals for flagging, information, and emergency situations.

Hand Signals for Flagging



Waving Yellow

FIM:

-- Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

-- Typically three waved yellows will be shown before an incident. On very fast parts of the track there may be four. Work with flagging control.

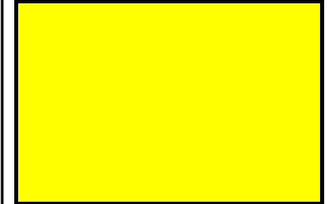
-- During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

- This is for each track inspection. Yes, it is in the rule book.
- There is no mention of a motionless, standing or stationary yellow flag in the FIM rule book. It is not used.

AMA:

-- Indicates serious hazards on or near the track.

The hand signal is given by extending your arm straight out from the shoulder and then moving it up and down, keeping your arm straight.



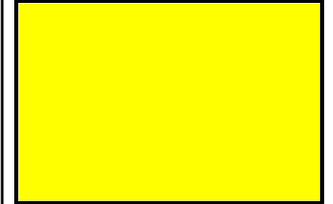


Standing Yellow

AMA ONLY:

- Indicates a potentially hazardous situation on or near the track.
- Although there is no mention in the AMA rule book, we typically show a standing yellow flag ahead of every waving yellow. Direction will come from flagging control at the start of the weekend.

This signal is given by extending your arm straight out from the shoulder and held stationary



Surface

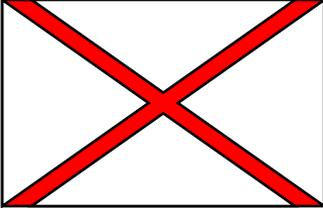
FIM:- The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown motionless at the flag marshal post.

AMA: - Indicates debris, fluid or a potentially hazardous situation on or near the track. Exercise caution. In the case of localized rain, marshals may also point to the sky to indicate this specific condition.

- The yellow and red striped flag is the only surface condition flag for AMA. FIM uses a special rain flag for that bit of information – read on.

This signal is given by extending your arm straight at about a 60 degree down angle and then making a small circular motion.



<p>White Flag with Diagonal Cross</p> <p><i>No hand signal. Respond by radio.</i></p>	<p>FIM Only:</p> <ul style="list-style-type: none">- Drops of rain on this section of the track. This flag must be shown motionless at the flag marshal post.- Also shown with yellow and red striped flag to indicate rain – not just drops – on this part of the circuit.	
<p>White Flag</p> <p><i>No hand signal. Respond by radio.</i></p>	<p>FIM:</p> <ul style="list-style-type: none">- Waved at the flag marshal post during the race, this flag indicates that the riders are allowed to change machine. This usually involves rain tires.- The white flag is not used at Start/Finish indicates the final lap of the race since it has the different meaning than above. FIM uses a light-board at Start/Finish indicating laps remaining. <p>AMA:</p> <ul style="list-style-type: none">- Indicates the final lap of the race when waved at Start/Finish.- Not used from USARM flag stations.	



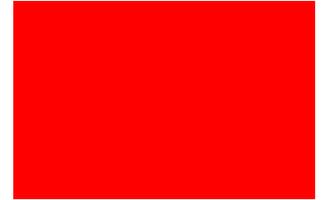
Red Flag Requested

AMA and FIM:

Shown waving at all flag stations. Indicates that a race or session is being stopped.

Do not show this flag unless you are completely sure that you have clear direction from Race Control to do so !!!

This signal is given by taking a hand and doing a slash motion across your neck as if you're cutting your throat.



Black Flag

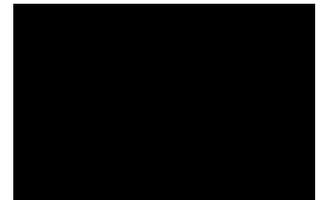
***No hand signal.
Respond by radio.***

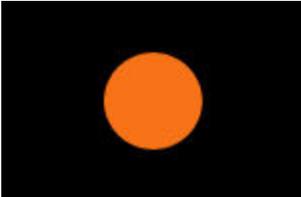
FIM: At Turns and Start/Finish

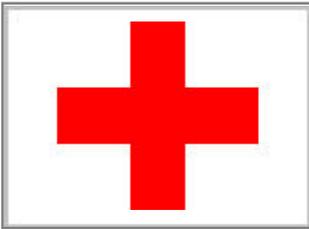
- This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart. Shown with number board at each turn to identify the rider being signaled.

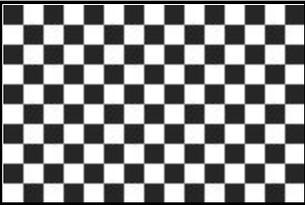
AMA: From Start/Finish only.

- Indicates a problem with a motorcycle or a rider disqualification. A number board displayed with the flag indicates the rider being signaled. Riders must carefully reduce speed and stop at the first suitable location off the course.



<p>Mechanical Black (Meatball)</p> <p><i>No hand signal. Respond by radio.</i></p>	<p>FIM: -This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track. Shown with number board.</p> <p>AMA: From Start/Finish only. - Indicates a problem with a motorcycle or a rider disqualification. A number board displayed with the flag indicates the rider being signaled. Riders must carefully reduce speed and stop at the first suitable location off the course.</p>	
<p>Green Flag</p> <p><i>No hand signal. Respond by radio.</i></p>	<p>FIM:-</p> <ul style="list-style-type: none"> - The track is clear. (Lights are used to start a race.) - This flag is shown motionless at each flag marshal post for the first lap of a session, and before races for the sighting lap(s) and warm up lap. - This flag is shown motionless at the flag marshal post immediately after the incident that required one or more yellow flags. - This flag is also waved by the starter to signal the start of the warm up lap. <p>AMA: Starter only, not on turns. - Indicates the start of a race or clear track conditions.</p>	

<p>Blue Flag</p> <p><i>No hand signal. Respond by radio.</i></p>	<p><i>Passing Flag - This is the most challenging flag for most people to master.</i></p> <p>FIM:</p> <ul style="list-style-type: none"> - Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. - During the practice sessions, the rider concerned must hold line and slow gradually to allow the faster rider to pass. - During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. - The blue flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track. For us at the exit of Turn 2. - From Start/Finish only: Waved with the checkered flag when a rider(s) closely precede the leader during the final lap before the finish line. <p>AMA:</p> <p>Race only. This flag is displayed by individual corner stations as well as the starter to indicate to a rider that they are about to be overtaken or lapped.</p>	
<p>Ambulance Flag</p> <p><i>No hand signal. Respond by radio.</i></p>	<p>AMA: - Indicates that ambulance, safety vehicles, or emergency vehicles are on course.</p>	

 <p>Checkered Flag</p>	<p>Checkered Flag - indicates end of session or race.</p> <p><i>This signal is given by making a horizontal Figure-8 motion with your hand.</i></p>	
 <p>Flags Down</p>	<p>-This signal is used to instruct the flagger(s) that he may cancel any flag(s) they have displayed.</p> <p><i>This signal is given by holding both arms out above your head and then lowering them down to your legs.</i></p>	

Information Hand Signals

 <p>Bikes/Cars On Course</p>	<p>On Course - Indicates that bikes or cars are now on course, either for a race or a special session.</p> <p><i>This signal is given by extending your arm straight up and making a small circular motion.</i></p>
 <p>Session Half Over</p>	<p>Half Way - Indicates that the current session/race is half complete, by laps or time.</p> <p><i>This signal is made by making an "X" with your arms over your head.</i></p>

 <p>Five Minutes</p>	<p>Five Minutes Remaining - Indicates that there are now 5 minutes remaining in the current session.</p> <p><i>This signal is given by raising your hand with all five fingers extended. Alternate with patting your wrist, where you watch would be.</i></p>
 <p>Out of Communication</p>	<p>-Out of Communications - indicates that you are having problems with the landline or your radio.</p> <p><i>This signal is given by raising and waving your headset or radio above your head.</i></p>
 <p>Bikes/Cars On Course</p>	<p>On Course - Indicates that bikes or cars are now on course, either for a race or a special session.</p> <p><i>This signal is given by extending your arm straight up and making a small circular motion.</i></p>
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**Tires,
Haybales or
Air-bales
need
attention**

Protective barrier needs attention. Tire or haybale barrier needs repair or the Air-bale needs attention or repair.

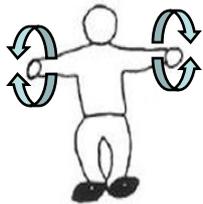
*This signal is given by a wide hugging motion
and pointing to or tapping the barrier.*



**Question
(I Don't Know)**

Question - This indicates that you either have a question or need direction. If you don't know yet but can find out, use the "Checking" signal below.

This signal is given by holding your arms out, both in a bent position.



Checking

Checking – This indicated that you don't have the answer but are checking, such as for debris on course or bike number.

This signal is given by holding your arms out, and rotating your hands up then down.



**Last Bike
or
Vehicle
In
Session**

Indicates the last bike or vehicle in a session. This may be for a racing session, exhibition, track inspection, cleanup activity including Dragon Wagon or photo van – any vehicle on track for any reason.

*This signal is given by pointing to the vehicle as it passes your station,
accompanied by a whistle to alert your fellow workers.*



**Lift tow
needed at
end of
session**

Given after an incident when it is determined that the rider cannot continue.

This signal is given by lifting both arms as you would to lift something with both hands – palms facing up..

Emergency or Medical Hand Signals

These apply primarily to riders for USARM events, but four wheeled vehicles and occupants may also need assistance. Signals also apply for injured workers.



**Rider OK,
Driver OK,
Worker OK**

Rider OK - This indicates that the rider involved in an incident is OK and does not need medical attention. This applies to anyone who is being checked by NMP or worker. Always give this signal even if it is obvious. For multi-bike incidents point to the bike(s) of the rider(s) who are OK.

This signal is made by alternating an "X" and "Touchdown" signal with your arms over your head.



**Alert - Injured
Rider, Driver
Or Worker**

Injured Rider / Driver / Worker - This signal is given to indicate that someone is injured and needs attention. It is a request for first response medical to attend.

This signal is given by extending your arm and letting your forearm hang down. You then swing your forearm towards and then away from your body (like your arm is broken and swinging freely).



**Ambulance
Requested
(from TM or
NMP)**

An ambulance is requested for the injured party. This is followed by either the Now (pointing down) or Checker (figure 8) or signal below.

This signal is given by raising your hands into an “A” over your head. Follow up with the Now or Checkered Flag signal below. Repeat until signal is mirrored from Comm or TM.



NOW !!!

Now - This signal is usually used with an ambulance request. It means that you need whatever the previous signal was, immediately.

This signal is given by taking a arm from your chest and then pointing slightly into or away from your body and pointing down at the same time.



**Checkered
Flag**

After Checkered Flag – When this signal is used with an ambulance request it means that you need medical transport after the session. This is given when advanced medical help is needed, but not immediately.

This signal is given by making a horizontal Figure-8 motion with your hand.



**Assistance
Needed,
Help !!!**

More worker assistance is needed at the site. A worker may also give this signal if they are injured.

This signal is given by patting your head with an open hand.



ALERT-Fire
Big Letter F
Move Right
Hand ↑↓

Alert Fire - indicates that there is a fire. It may be a vehicle or grass fire. Response beyond a single fire bottle is required.

This signal is given by forming an "F" with your arms. Your top arm should be fully extended with your lower arm partially extended and below your upper arm by a small distance.



**Clear,
Cancel or
Negative**

This clear signal can indicate many things, all good.

- The track is clear, either before a session or after an incident.
- There is no debris or oil on course during an incident.
- No further assistance or response is needed.
- Cancel a condition which had been flagged or requested.

This signal is given by making a horizontal crossing and uncrossing motion with your hands below the waist.