



FIM EX-BIKE WORLD CUP
2022 REGULATIONS



FIM EX-BIKE WORLD CUP REGULATIONS



EDITION 2022



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



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1		
2		
3		
4		



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Articles amended as from 1.1.2022 are in bold type

Articles amended during the 2022 season are in bold and red type



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GENERAL UNDERTAKINGS AND CONDITIONS

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

All riders, teams' personnel, officials, promoter/organisers and all the persons involved in any capacity whatsoever participating in the FIM E-BIKE CROSS WORLD CUP (hereinafter referred to "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. MEDICAL CODE
5. ANTIDOPING CODE
6. ENVIRONMENTAL CODE
7. CODE OF ETHICS

as supplemented and amended from time to time.

All the persons mentioned above may be penalised in accordance with the provisions of the FIM E-BIKE CROSS WORLD CUP Regulations (hereinafter referred to "Regulations").

Whilst the Regulations may be translated into other languages, in case of any dispute regarding interpretation the official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered E-Bike during any part of the event with respect to observance of the Regulations, is joint and several with that of the team.

All persons concerned in any way with an entered E-Bike or present in any capacity whatsoever in the paddock, pits, pit lane or track, shall wear an appropriate pass at all times during the event.



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ANTIDOPING CODE

All the persons concerned shall at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

SUPPLEMENTARY REGULATIONS

In special circumstances, the FIM may allow the Organiser of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations.



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SPORTING REGULATIONS

INTRODUCTION

A series of races counting toward the FIM EX-Bike World Cup for riders will be organised. Official documents relating to a meeting shall conform to Art. 100.5 of the FIM Sporting Code.

EVENTS

The event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time, at which technical or sporting verifications have been concluded, whichever is the latest.

The Race Control shall remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all Officials and marshals shall remain at the circuit available to the International Jury during that period.

Events shall be staged on race circuits that have been homologated by the FIM for the FIM E-Bike World Cup Series.

Events shall not include any other races except for national support races approved by the FIM which may not alter the event schedule.

The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

The Organiser shall obtain insurance for third party liability according to Art. 110.1.1 of the FIM Sporting Code.

At least 90 days prior to the event, the Organiser of the event shall submit the following information to the FIM and the promoter:

- a) Confirmation of the name and address of the Organiser, including telephone and facsimile numbers for correspondence.
- b) The date and place of the event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d) The location at the circuit of the teams and rider's information centre and the official notice board.



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- e) The name and address of the company providing the third-party liability insurance cover and the number of the policy.
- f) Name and address of FMNR.
- g) The name of the Clerk of the Course and the officials.
- h) The name, address and telephone number of the Chief Medical Officer
- i) The name, address and telephone number of the hospitals designated for the event.
- j) The Supplementary Regulations for the event in English at least (and French)

The FIM Jury has the power to amend the rules. If there is a change of rules or in the SRs therefore, a bulletin must be published and must be posted on the official notice board.

Alcohol Testing

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the Medical Code of the current year, art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".

DEFINITION:

The FIM EX-Bike World Cup is an individual competition reserved for electrically assisted E-Bikes (classes EX1 & EX2) and EX-Light-Moto (Light electric motorcycles in the class EX3) that takes place on close type circuit. Its purpose is to check the reliability of E-Bikes/EX-Light-Moto and the ability of riders.

An E-Bike is a two-wheeled vehicle operating with two sources of energy: human energy (pedalling) and an electric energy (motor), which provides assistance only when the rider pedals. This type of vehicle is also known as Pedelec or Electrically Assisted Mtb.

A pedelec/E-Bike must have operating pedals, an electric engine that can assist the propulsion and a mounted battery of the frame or integrated or optional both ways.

An EX-Light-Moto (Light electric motorcycles in the class EX3) is further described in the present regulations.



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The FIM EX-Bike World Cup is a dedicated series of competitions that reflects the stock E-Bike market for the EX1 class. For some events, it is also dedicated to evaluate the performance of production E-Bikes and/or prototypes in E2 or E3/E-Light-Motos.

For the EX1 and EX2 classes, the bicycle equipped with E-Kits (engine mounted on a wheel + battery that can be fixed) won't be authorised during those competitions.

The assistance speed limits fixed in these regulations can be changed for the events held in North America or other territories where other limits apply by national laws. In such case, the limits must be clearly specified in the Supplementary Regulations of the events.

Official Signals and flags

- Official board signals could be given by means of a black board with a white block number 2, 1, 15 and 5 on both sides.**

Signal	Meaning
“15 SECONDS” board (At the start)	15 seconds until the starting procedure enters its final phase.
“5 SECONDS” board (At the start)	The 5 to starting gate will drop within the next 10 seconds.

- Official flag signals will be given by means of a flag measuring minimum 750 mm high by 600 mm wide as follows:**

Signal	Meaning
Red flag	All riders must stop racing and go to the area indicated by the officials.



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(All false starts must be indicated by waving a red flag)

(The red flag is superior to all flags)

Black flag and a board with a rider's number on it

Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.

Yellow flag, held stationary

Danger, ride cautiously.

Yellow flag, waved

Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.

(The waved yellow flag is superior to the stationary yellow flag)

Medical flag

Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.

(A medical flag must be available at each flag marshal post)

(The medical flag is superior to the stationary and waved yellow flags)

Blue flag, waved

Warning, you are about to be lapped. Hold your line.



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(The blue flag must be used by supplementary flag marshals, specialised for this flag only)

(A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race)

Green flag	course clear for the start of the race.
(The green flag can only be used by an Official, specialised for this flag only)	

Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.
-----------------------------------	--

3 Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

4 The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible.

5 The Pantones for the colours are as follows:

Black: Pantone Black C

Blue: Pantone 286 C

Red: Pantone 186 C

Yellow: Pantone Yellow C

Green: Pantone 348 C

White: Pantone White C



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6 Penalties for not respecting the flag signals

The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned as follows:

- **First offence during an event: loss of 2 positions in the respective race (positions and points corresponding to the new position in case of a race awarding points);**
 - **Any additional offence during the same event: loss of 10 positions in the respective race (positions and points corresponding to the new position in case of a race awarding points);**
- for the rider(s) in question.**

The non-respect of other signals: sporting, time or financial penalty

ART. 1 – CALENDAR

All FMN's affiliated to the FIM can apply to organise a World Cup event. Applications should be made no later than 1st October of the previous year.

The FIM EX-Bike World Cup calendar is published by the FIM Administration.

Tracks:

The tracks used for the FIM EX-Bike World Cup series are closed parks and not open to the traffic. The tracks are usually a succession of bumps, whoops, jumps and trails. They also include a starting gate and a finish line. The riders usually compete on a pre-determined number of laps or time. The racing time per race should not exceed 30 min.

ART. 2 – ELIGIBLE COMPETITORS – FIM LICENCES

- **EX1, EX1 Junior, EX1 Women & EX2:**

Competitors holding a valid FIM licence (Annual or One Event) for the FIM EX-Bike World Cup may take part in the FIM EX-Bike World Cup (Categories EX1, EX2). Moreover, any rider holding a valid FIM Annual Licence (except MotoGP, Moto2, Moto3 or MotoE) may also compete for the titles of winner of the FIM EX-Bike World Cup (Categories EX1, EX2).



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Only the riders holding a valid FIM Elite E-Bike Licence or a valid FIM Annual Licence (except MotoGP, Moto2, Moto3 or MotoE) can compete for the FIM EX-Bike title and will score FIM Cup points.

EX1 Junior is a category dedicated to Junior riders, the competitors must be aged 14 at the minimum and be less than 21 years (at 1st January of the year of the Championship). **The EX1J riders score points in EX1 and EX1-J Categories.**

EX1 Women, is a category dedicated to women participants using EX1 E-Bikes. **The EX1W riders score points in EX1 and EX1-W.**

- **EX3:**

Competitors holding a valid FIM licence (Annual or One Event) for the FIM Ex-Bike World Cup EX3 Light Moto may take part in the FIM EX-Bike World Cup (Category EX3). The validity of the FIM Licences are published in the FIM yearbooks.

Moreover, any rider holding a valid FIM Annual Licence (except MotoGP, Moto2, Moto3 or MotoE) may also compete for the titles of winner of the FIM EX-Bike World Cup (Categories EX1 and EX2)

ART. 3 – REGISTRATION

Competitors must download their registration form from the organiser's website and return it duly completed to the organising club with payment of the entry fee.

The opening and closing dates for registration must be stipulated in the Supplementary Regulations of each Event.

In case of withdrawal within 30 days before the Event, the registration fee will not be refunded by the organising club.

By registering for the FIM EX-Bike World Cup, the competitor undertakes to comply with the technical and safety rules of the discipline, the sporting rules (provided for by the FIM Sporting Code and these regulations) and the applicable environmental, medical and anti-doping rules.

CANCELLATION OF AN EVENT

In the case of cancellation, whatever the cause, occurring after the start of the administrative control and pronounced by the Jury, the club may refuse to reimburse the participants for their registration fees.



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ART. 4 - STOPPING OF A RACE

The FIM Jury is authorized to prematurely stop any part of the event for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.

- Before 51% of the race time (rounded up) has been completed

There will be a complete restart.

Riders must follow instructions of officials and go directly to the starting gate area where they can receive assistance.

The Race will be continued as soon as possible, upon the discretion of the FIM Jury; time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the race.

A restart will take place as soon as possible at the discretion of the FIM Jury. At all times, a minimum of 5 minutes from the time the race was stopped will be given to make repairs/adjustments.

Only riders who are “on track” (actively taking part in the race or who are involved in a racing incident) at the moment of the stopping of the race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

- After 51% of the race time (rounded up) has been completed

If a Race is stopped after 51% of the race time (rounded up) has elapsed, the race will be completed. The riders’ placings will then be those at the end of the lap preceding the stopping of the race. In that case, full World Cup points will be awarded.

ART. 5 – AWARDS AND PRIZES

Winner titles of the FIM EX-Bike World Cup will be awarded in the following classes and categories:

- EX1
- EX1 Junior (EX1-J)
- EX1 Women (EX1-W)
- EX2
- EX3 Light-Moto



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The top three in each category will receive an FIM Medal.

Each organiser as the freedom to organise a prize-giving ceremony for age groups and women’s awards (Junior, veteran, club team, etc.) in any additional class.

ART. 6 - CLASSIFICATION

The classification of the FIM EX-Bike World Cup event is based on the time performed by each rider.

Each day, the organisers will establish the following classification for each category:

- EX1 (minimum age*: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX1-J (for Junior riders minimum age*: 14 years and/or age limit imposed by the laws and regulations of the FMNR, maximum 21 years’ old**+)
- EX1-W (for Women riders *minimum age**: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX2 (*minimum age**: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX3 (*minimum age**: 16 years and/or age limit imposed by the laws and regulations of the FMNR)

Licenses for riders are issued only when the rider has attained the age as indicated above.

After each event, the point awarded to the Elite Riders in each class/category will be established according to the following points scale:

1st 100 pts	21st 40 pts	41st 20 pts
2nd 95 pts	22nd 39 pts	42nd 19 pts
3rd 90 pts	23rd 38 pts	43rd 18 pts
4th 85 pts	24th 37 pts	44th 17 pts
5th 80 pts	25th 36 pts	45th 16 pts
6th 75 pts	26th 35 pts	46th 15 pts
7th 70 pts	27th 34 pts	47th 14 pts
8th 65 pts	28th 33 pts	48th 13 pts
9th 60 pts	29th 32 pts	49th 12 pts

* The limit for the minimum age starts on the date of the rider’s birthday and must be reached at the moment of the first technical verifications of the event in question.

**The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the age of 55 years.



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10th 55 pts	30th 31 pts	50th 11 pts
11th 50 pts	31th 30 pts	51th 10 pts
12th 49 pts	32th 29 pts	52th 9 pts
13th 48 pts	33th 28 pts	53th 8 pts
14th 47 pts	34th 27 pts	54th 7 pts
15th 46 pts	35th 26 pts	55th 6 pts
16th 45 pts	36th 25 pts	56th 5 pts
17th 44 pts	37th 24 pts	57th 4 pts
18th 43 pts	38th 23 pts	58th 3 pts
19th 42 pts	39th 22 pts	59th 2 pts
20th 41 pts	40th 21 pts	60th 1 pts
0 pts for the following ones		

In the event that there are several events counting for the FIM EX-Bike World Cup, a classification for each category will be established for each race day.

Only competitors who have completed the number of laps stipulated for their category will be classified.

Tie (In the case of several events counting for the FIM EX-Bike World Cup):

In the event of a tie, competitors will be classified according to the number of first places, second places, etc. In the last resort, the latest best result recorded in competition between the tied competitors will be the deciding factor.

In the event of a change of category, the competitor can score points in his new category.

However, no carry-over of points between categories is allowed.

ART. 6.1 CANCELLATION OF A RACE DAY

After administrative and technical controls, in a case of a cancelation of the race, there will be no reimbursement of the entry fee.

If a race day is stopped prematurely, the results will only be validated if the half or more of the competitors in each category have completed at least 50% of the specials according to the number of stages planned by the Race Direction.

ART. 7 – ELIGIBLE E-BIKE BY CATEGORY

The E-bikes must pass the Technical verifications.



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- **In EX1, EX1-J, EX1-W & EX2:**

Stock: An E-bike is similar to the original E-Bike catalogue and without major modifications that increase the power, general geometry and assistance speed limits. However, the EX2 or EX3 E-Bikes can be prototypes.

The E-Bikes need to fulfil the legal regulations (CE) and have the serial CE Sticker. If original and safety relevant parts are changed, it must be done according to the “Guidelines for parts replacement”) – Please refer to the FIM E-Bike Appendix A and B.

The parts listed in Category 1 must be original. For the other categories and when applicable, an official approval from the E-Bike brand must be provided.

For the events held outside the European territory, the applying national or zone standards will be mentioned in the Supplementary Regulations (SRs).

When the rider stops pedaling the engine must switch off.

No throttles system will be authorized.

No electronic communication tools (between the e-bike and telephone or any other device) could be used during the race or practice.

The rider must present the E-Bike with the rear tire that will be used during the race. The rider is authorized to present a spare E-Bike

If the tyre is changed at any moment, the tyre must have similar technical specification as the original stock catalogue and the maximum assistance speed limit must remain the same. This change of tyre must be approved and marked by the technical stewards prior the start.

The riders can present spare wheels and tyres with the similar specifications, the wheels must be checked and marked by the Technical delegates.

The riders can present spare batteries that must be checked and marked by the Technical delegates.

The FIM Jury or the FIM/FMNR Technical delegates can refuse an E-Bike that has a structural default (i.e craking, damage, etc.)



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- **EX-1, EX1-J, EX1-W:** E-Bike equipped with a motor with a maximum continuous rated power of 250W. Its minimum weight is 18 kg and its maximum weight 30 kg.
- **EX-2:** E-Bike equipped with a motor with a maximum rated continuous power over 250W. Its minimum weight is 18 kg and its maximum weight 34 kg.

Category EX-1

Declared 250w on catalogue stock
EN 15194

Min weight 18 kg
Max weight 30 kg
No throttle

Women and Junior Classes



Category EX-2

Declared more 250w

Min weight 18 kg
Max weight 34 kg
No throttle



Picture 1. Categories EX-1 and EX-2

- **EX3 – Light Moto:**

EX3 classes could take part in the event. This must be clearly indicated in the SRs.

Electric vehicles equipped with a throttle and cut out switch can take part in the EX3 class as described below:

Category EX-3



Picture 2. Category EX3 Light-Moto

FIM CEB Bureau establishes a list of models eligible to compete in the EX3 category with pegs. If a rider, a team or a manufacturer is willing to enter a model in this list, he must contact FIM Administration by email providing a description and photos or videos.

The list of the eligible models allowed in the EX3 class with pegs is the following:

- Brand: Sur-ron / Model: Light Bee
- Brand: Qulbix / Model: Q140Core and Q140MD Core L1e-B (2022)
- Brand: LMX / Model: LMX 56, 64 and 161 MXR
- Brand : SEM / Model: Venom 1.0 (2021), Venom 2.022 (2022)
- Brand Agazzini / Enduro²
- Brand: bykstar / Pure

ART. 8 – ADMINISTRATIVE CONTROL

Upon arrival at the Event site, competitors must present themselves for the administrative control. The place and times must be specified in the Supplementary Regulations of the event.

Competitors must bring the original documents listed below:

- The valid FIM licence;
- The E-Bike registration document (crossed-out registration documents are not accepted);
The E-Bike insurance certificate for EX2 and EX3 Light-Moto categories. In the case of a garage type insurance certificate that does not specify the registration number, it must be



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accompanied by a document from the insurer certifying that the machine is indeed insured for the designated user.

In the event of a loan of the machine, the insurance certificate must include the name of the registration document holder.

In return, the organiser is recommended to give the competitors a file for the event including:

- The circuit diagram (map),
- The roadmap including the following details:
 - Carpark areas, Paddock, Technical Verifications areas
 - Paddock and Parc fermé
 - Hydration (water and food) points and power recharging points,
 - Departure time and time limit (time beyond which the competitor cannot start the last lap).
- An identification bracelet/wrist band.

ART. 9 – TECHNICAL CONTROL

ART. 9.1 GENERALITIES

The technical control before the event is mandatory. The competitor is at all times responsible for his E-Bike/E Light-Moto, which he must present by himself or by his declared representative at the technical control at the times and places set out in the Supplementary Regulations.

The technical stewards may, at any time during the event and at any point on the circuit, carry out checks on E-Bikes/E Light-Motos.

The competitor must present a clean E-Bike/E-Light-Moto. Previous technical control marks (stickers, paint marks) must be removed. The technical delegates must mark the tyres, wheels, batteries, frame and engine with stickers. When the stickers are set they must not be removed from the E-Bike/E Light-Moto.

A technical data sheet will be provided by the organiser. The competitor must enter the characteristics of each E-Bike (frame number, engine number, make and model of the E-Bike, model year), number of spare front and back wheels or spare batteries.

The competitor must also present his helmet which must be marked (sticker).



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Competitors are reminded that their E-Bikes and/or E-Light-Motos and equipment are under their full responsibility throughout the Event. In particular, they must ensure their constant surveillance and may under no circumstances make any claim against the Organiser in the event of theft or damage.

The organiser is fully responsible for the E-Bikes and/or E-Light-Motos when they are parked in the Parc-Fermé.

After the technical control, any change of machine is strictly prohibited, unless authorised by the technical delegates or the FIM Jury (i.e change of tyre).

ART. 9.2 HELMETS AND BACK & KNEE PROTECTIONS

ART. 9.2.1 Helmets

For EX1 & EX2:



Picture 3: Rider’s Helmets and Back Protection requirements for EX1 & EX2.

The helmet must not show traces of any impacts and it is recommended to replace it if the date of manufacture is more than 5 years old. The technical stewards may, if necessary, decide that the helmet no longer complies with the required characteristics and refuse it.

For EX3 Light-Motos:



Picture 4. Rider's Helmets, Back and Knee Protections requirements for EX3.

ART. 9.2.2 BACK PROTECTION

Wearing back protection is mandatory. This protection can be worn by the rider directly on the body or integrated into the backpack used throughout the event.

Back protection must comply with EN.1621-2.

Competitors are responsible for their safety and must always wear personal protective equipment in accordance with the FIM regulations when on their E-Bikes.

Wearing a mask or goggles is recommended. Tear-offs are prohibited.

ART. 9.3 TECHNICAL PARTS AND MODIFICATIONS

EX 2 - Important basic information:

- Speed e-bikes with a motor assistance of up to 45km/h (28mph) are considered motor vehicles and subject to the EU Directive 2002/04/EC or the EU Regulation No. 168/2013.
- Depending on the vehicle there may be different requirements which must be strictly observed when replacing a component. Therefore, always check the indications given in the vehicle documents prior to doing any work on the vehicles.



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- Note: At present, vehicles with an individual operating licence are mainly subject to the regulations of the EU Directive 2002/24/EC.
- All components which are not included in the list must only be replaced by original spare parts of the vehicle and/or component manufacturer.)

EX 1, EX1-J, EX1-W, EX 2

Parts which must not be replaced without approval of the vehicle manufacturer:

- Frame
- Rear shock
- Rigid and suspensions fork
- Wheel for hub motor
- Brake system

Components which require the approval of the vehicle manufacturer/system provider before the replacement:

- Motor
- Sensors
- Electronics control unit
- Electric cables
- Operating unit on the handlebar
- Display
- Battery pack
- Charger

Parts which may be replaced upon approval of the vehicle or component manufacturer:

- **Crank arm** (Provided that the length and the dimensions, e.g. crank arms/frame centre (Q Factor) are observed).
- **Wheel without hub motor** (Provided that the ETRTO is observed).
- **Chain/Thoothed belt** (Provided that the original width is observed).
- **Rim tape** (Rims tapes and rims must be compatible. Modified combinations may result in rim tape shifting and thus in defective inner tubes).
- **Tyres** (EX1: The stronger acceleration, the additional weight and more dynamic cornering require the use of tyres approved for e-bike use. In this respect, observance of the ETRTO is essential).



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- **Brake cables/Brake hoses** (EX 2 and EX3: With valid type approval according to ECE-R 90 or general operating licence only).
- **Brake pads** (EX 1: Disc, roller, drum brakes). (EX 2 and EX3: With valid type approval according to ECE-R 90 or general operating licence only).
- **Handle bar-stem unit** (Provided that there is no need to change the lengths of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties). The ends of the handlebars must be sealed with a solid material or covered with rubber. If hand protectors are used, they must be made of a break-resistant material and have a permanent opening for the hand. Repair of light alloy handlebars by welding is prohibited.
- **Saddle and seat post unit** (Provided that the offset to the rear does not exceed 20mm with regard to the series/original field of use. In this case, as well, a modified load distribution beyond the intended setting range may possibly lead to critical steering properties. The lengths of the saddle rails at the saddle structure as well as the saddle form are also important).

Components **which do not require a specific approval:**

- **Headset**
- **Bottom bracket**
- **Pedals** (EX 1: Provided that the pedal is not wider than the series/original pedal). (EX2: Vehicles with 168/2013 approval, provided that the pedal is not wider than the series/original pedal (vehicle with 2002/24/EC approval)).
- **Levers** (All levers must have non-cutting edges and have an end that cannot cause injury).
- **Rear and Front derailleur** (All gear change parts must be suitable for the number of gears and compatible with one another).
- **Shift levers/twist grip** (Provided that position on handlebars remains unchanged).
- **Cables and housings**



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- **Chainwheels/Belt sprockets/Cassette sprocket** (Provided that the number of teeth and the diameter is identical to the series/original field of use).
- **Chainguard** (EX 2 and EX3: Provided that it is free of sharp outer edges and complies with the Delegated Regulation No.44/2014, Annex VIII).
- **Mudguards** (EX 1: Provided that the width is not smaller than the series/original parts and the clearance to the tyre is 10mm at least). (EX 2 and EX3: Provided that it is free of sharp outer edges and complies with the Delegated Regulation No.44/2014, Annex VIII. The clearance to the tyre, which should be 10mm at least, must also be taken into account). E-Bikes can be equipped with flexible mudguards (thin plastic or rubber).
- **Spokes** (EX 2 and EX3: Provided that the dimensions correspond to the original part).
- **Inner tube with identical design and identical valve** (EX2 and EX3: Provided that the design and the valve are identical).
- **Rear light** (EX2 and EX3: With valid type approval and identical mounting position only, as far as tested in accordance with ECE-R 50 as well as EMC proof only).
- **Grips with screw clamps** (EX 2 and EX3: In this case, the vehicle width must not be modified).

ART. 9.4 NUMBER PLATE

The front number plate will be provided by the organisation after the vehicle has passed the technical control.

The competitor is responsible for its legibility throughout the duration of the event.

According to the decision of the organiser, the number plate may be returned to the organiser at the end of the race.

Examples of designs:



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



ART. 9.5 LICENCE PLATE

The machine registration number from EX2 category must appear on a plate securely attached to the frame or rear mudguard of the machine (not handwritten directly on the mudguard). The registration plate or its copy must be made of flexible, non-cutting material and must not extend beyond the width of the saddle.

ART. 9.6 MARKING

Parts	Method of identification	Number	Positioning of identification marks
Frame	Sticker	1	Free
Helmet	Sticker	1	Free

No protests regarding a "forgotten" marking will be accepted.

If a competitor wishes to carry out an operation on the engine of his machine, he must first obtain the agreement of the technical steward of the event and carry out the operation under his control.

A new marking must then be affixed to the E-Bike's frame.

ART. 9.7 CAMERAS

The use of cameras on the helmet is prohibited (including camera mounts).

The use of cameras on the E-Bike is allowed.

The technical stewards will validate the location of the cameras.



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ART. 9.8 NON-PRESENTATION OR NON-COMPLIANCE

Any E-Bike not presented at the technical control or declared non-compliant by the technical steward will be refused at the start.

ART. 9.9 TRANSPONDERS or RFID ANTENNA or CHIP

The transponders or Chip or Antenna are provided by the timekeeper (against a security deposit of 50 EUR). They are affixed to the E-Bike at the end of the technical control at the same time as the number plate. The competitor is solely responsible for his transponder.

ART. 10 – CONFORMITY CONTROL OF E-BIKE DURING AND AT THE END OF THE EVENT

The technical stewards are authorised to carry out all the conformity checks they deem necessary to guarantee the fairness of the competition, at any point on the course and at the end of each race day.

ART. 11 – CHARGING OR CHANGING THE BATTERY

Battery charging is only allowed in the assistance area provided by the organiser. Changing the marked batteries will be specified in the SRs.

ART. 12 – STARTING AREA – STARTING ORDER

Starts will be given in an area called "starting area" which will be indicated on the plan sent to competitors by the organiser.

Qualifying practice sessions could be organized. The ranking of the qualifying practice should be used in order to give the access to the Starting Area. At the discretion of the International Jury, the FIM EX-Bike riders may have a priority on the national riders.

The starting order of the race is as follows: EX 1 competitors will start before EX 2 and EX3 competitors.

ART. 13 – END OF A DAY

Competitors crossing the finish line may give the organiser their number plate and transponder when used, please refer to the SRs.

In the finish area, E-Bikes/E-Light-Motos may be checked for conformity by the technical stewards or FIM referee.



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ART. 14 - TECHNICAL CONTROL AREA/PARC FERMÉ

At the end of the race, or the final part of a race that has been interrupted, all the classified E-Bikes/E-Light-Motos could be directed to a control area (Parc Fermé) pending inspection by the Technical Stewards or potential protests.

It is the responsibility of the teams and riders to ensure that the E-Bike/E-Light-Moto is in the Parc Fermé. E-Bikes/E-light-Motos will normally be released from the Parc Fermé 30 minutes after the finish of the race. They cannot be removed without the approval of the FIM Jury.

With the exception of Jury members, the Clerk of the Course and officials who are in charge of keeping watch over the closed park area, no-one may at any time or for any reason be admitted into this area unless they have a written and signed authorisation from the Clerk of the Course.

ART. 15 – PRIZE GIVING CEREMONY

A prize-giving ceremony will be organised after each race day for all categories as soon as possible after the arrival of the last competitors.

The first three ranked competitors of each class and/or category must attend the awards ceremony.

In the event of absence not adequately justified to the Jury, a flat-rate fine of EUR 50 will be imposed on the competitor concerned.

ART. 16 - PROTESTS AND APPEALS

Protests:

Protests must be submitted in accordance with the provisions of the FIM Disciplinary and Arbitration Code.

The amount of the deposit accompanying the claim is EUR 660.

Where a protest results in a check of the maximum continuous rated engine power or maximum assisted speed, a security deposit of EUR 300 must be provided



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This amount will be refunded if the controlled machine is found to be non-compliant or paid by the competitor whose machine was the object of the claim if the machine is found to be compliant.

In the case of the measurements taken or the ascertainties made during the technical inspection are disputed, the parts (or the machine) involved of will then be marked and seized in order to carry out a second scrutineering with a certified external entity.

If the non-conformity is confirmed, the costs of the second scrutineering will be borne to the rider concerned.

In all cases, the rider may not claim any compensation for the immobilization of the seized parts or of the machine to which they belong.

These parts will be returned to the rider as soon as possible.

Appeals:

Appeals must be submitted in accordance with the provisions of the FIM Disciplinary and Arbitration Code.

ART. 17 - OFFICIALS

The event will be supervised by a FIM International Jury composed in conformity with the provisions of Art.50.1 of the FIM Sporting Code.

The FIM and the FMNs shall appoint Officials whose aptitude and integrity for the position they can fully justify. Some Officials must be in a possession of a valid FIM Licence for the appropriate discipline and function.

An Official shall not be a competitor, mechanic, sponsor, assistant or promoter participating in the event.

The Clerk of the Course must present to the FIM Jury President a list of all Officials.

These people on the list will be considered as Judge of Fact.

All Officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

Will be appointed by the FIM:



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- A FIM Jury President (holder of a valid FIM CEB Sporting Steward Licence)
- A FIM Jury Member (holder of a valid FIM CEB Sporting Steward Licence)
- A FIM Technical Director (optional)

Will be nominated by the FMNR:

- A FMNR Jury Member (holder of an FIM CEB Sporting Steward Licence)
- Official timekeepers responsible for the timing of the Event;
- A Clerk of the Course holding a FIM CEB CoC Licence or any licence agreed by the FIM administration;
- A Technical Delegate;
- A Timekeeper;
- A Secretary of the Jury

ART. 17.1 – JURISDICTION

With the exception of the FIM International Jury, all FIM Licence holders, Officials and their assistants, and all other persons involved in the events are subject to the authority of the Clerk of the Course.

The Clerk of the Course and the International Jury can impose penalties according to ART. 20 of the present regulations.

For the protest brought before the clerk of the course, the International Jury will be used as an appeal body. Therefore, the International Jury can impose penalties according to Art 2 of the FIM Disciplinary and Arbitration Code.

However, for the protest brought before the International Jury, the International Disciplinary Court (CDI) will be used as an appeal body in accordance with Art 3.3 of the FIM Disciplinary and Arbitration Code.

ART. 18 – FIM INTERNATIONAL JURY (IJ)



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The President of the Jury and the second Jury Member are appointed by the FIM. The Third Jury Member is appointed by the FMNR.

If the two Jury Members appointed by the FIM are prevented from arriving at the event in time the FIM will decide about their replacement.

In the case that a Jury Member (appointed by the FMNR) is prevented to arrive, the Jury President will have the casting vote.

In the case where the FIM International Jury is composed of two Members only, the FIM Jury President will have the casting vote.

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM Regulations and of the SRs, which it must ratify. Consequently, the Members of the Jury are responsible only toward FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event.

Depending on the nature of the infringements, the International Jury may impose penalties (refer to ART 20-2)

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event.

The FIM International Jury pronounces sanctions according to the provisions laid down in the FIM Disciplinary and Arbitration Code.

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President of the Jury will exercise a casting vote.

All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible and in one of the official FIM languages.

The Clerk of the Course shall attend the Jury meetings.



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During the open sessions of the FIM Jury, the presence of the following persons is mandatory:

- Clerk of the Course,
- FIM Technical Director (where applicable)
- Technical Delegate
- Official Timekeeper (if available),
- Safety Steward and/or Chief Medical Officer
- President of the Organising Club
- Jury Secretary.

The following may also participate in these meetings:

- Person in charge of the administrative control;
- The Promoter (where applicable);
- The person in charge of the track layout and the special stages.

The Technical Delegate and the Chief Medical Officer must have prepared a written report for each Jury meeting.

ART. 18.1 MINUTES OF THE INTERNATIONAL JURY MEETINGS

The minutes must be written in one of the official FIM languages. They are to be prepared by the Secretary of the Jury and must be signed by the Secretary and the FIM Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours of the end of the event.

The minutes must state in detail any penalties imposed; the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

ART. 18.2 – THE FIM JURY PRESIDENT

He must ensure that the decisions of the FIM International Jury conform to the rules of the FIM Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.



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He shall call a meeting of the FIM International Jury at the start of the event and during this meeting the FIM International Jury shall approve and control the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the competitors and competitors engaged are informed thereof;
- Report from the Clerk of the Course stating that all competitors and competitors are holders of their respective licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The safety standards of the event;
- Any amendments to safety measures proposed by the competitors;
- Official permission from the local authorities to run the event and whether the third-party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the FIM Sporting Code.

The FIM Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

At the end of each day of the event, the FIM Jury President will call a meeting of the FIM International Jury to hear the report of the Clerk of the Course, the Secretary to the Jury and any other appropriate Officials. The President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

At the end of the event, the FIM Jury President must send the following documents to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the official form)
- minutes of the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit retained, copy of the certificate for the third-party liability insurance, etc.



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ART. 18.3 – THE SECOND FIM JURY MEMBER

He must help the FIM Jury President to fulfil his duty.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

ART. 18.4 – THE FMNR THIRD JURY MEMBER

He must assist the Jury President with the knowledge of his FMNR.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

ART. 18.5 – FIM TECHNICAL DIRECTOR (OPTIONAL)

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM E-Bike Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Delegate.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the Clerk of the Course, the FIM Jury President and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the E-Bikes/E-Light-Motos and the protective equipment of any competitor(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.



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- d) The FIM Technical Director will attend all meetings of the Jury, but without voting rights.

ART. 18.6 –CLERK OF THE COURSE

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code **and the present regulations.**

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors, **the validity of thier FIM Licences**, the correct numbering of the E-Bikes/E-Light-Motos, and that there is nothing to prevent a competitor from participating in the event due to a disciplinary sanction or for any other administrative or technical reason;
- To postpone the start of an event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a competitor or an E-Bike/E-Light-Moto from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- **~~To ensure that the FIM rules are respected~~, Depending on the nature of the infringements, he may impose penalties (refer to ART 20-1) or refer such infringements to the FIM International Jury ;**
- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive Officials and all other information necessary in order to present his report to the FIM International Jury **(IJ)** and to have the provisional results of the event approved **by the IJ.**



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For events with more than 100 competitors, the presence of an Assistant Clerk of the Course and several Assistant Technical Stewards is compulsory.

ART. 18.7 –TECHNICAL STEWARDS

The Chief Technical Steward and the Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations. They must draw up a technical report and hand a copy to the FIM Jury President.

ART. 18.8 TIMEKEEPERS

Appointed timekeepers must be qualified to use the timekeeping system of the event

Before each FIM Jury meeting, the Chief Timekeeper must present any useful information to the Clerk of the Course and the FIM Jury.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Jury President.

At the end of the event, as soon as the results are homologated by the FIM International Jury, they must send the results by e-mail to the FIM Administration (ceb@fim.ch) or by electronic way in order to be published online on the FIM official website www.FIM-MOTO.com.

The results must be sent to the FIM at the end of each event. The results of the categories and classes must be shown separately: EX1, EX1J, EX1W, EX2 and EX3.

ART. 18.9 CHIEF MEDICAL OFFICER (CMO)

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Give information and recommendations on injured competitors and all aspects of the event which may have potential medical consequences.



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- Draw up a report and hand a copy to the FIM Jury President.
- He must be present at all meetings of the FIM International Jury.

ART. 19 – ENVIRONMENTAL REGULATIONS

Competitors must respect the environmental rules set up by the organiser.

It is recommended to use the environmental mat for any lubrication work on the E-Bike/E-Light Moto.

The organiser must:

- Pay attention to the sound system, direct the loudspeakers towards the public and not towards local residents,
- make repeated announcements using a microphone to make drivers aware of environmental rules, ask them to take back their used tyres and not throw them away,
- Provide in the assistance park and around containers, bins and garbage bags in sufficient number (participants and public), one or more water points, toilets and showers for men and women for participants, as well as toilets for the public,
- On departures of special stages, take all measures to preserve the environment, preserve crops, prevent parking on the sides of roads (provide parking), install garbage bags and renew them if necessary,
- Remove any signs that may have been placed on the routes and site accesses at the end of the event,
- Include in programmes or any promotional material a few lines addressed to the public on respect for the environment, such as: "*garbage cans are at your disposal, use them*", etc.

ART. 20 – SANCTIONS - PENALTIES

ART. 20.1 - SANCTIONS & PENALTIES GIVEN BY THE CLERK OF THE COURSE

Hereunder we can find the principal but not limited sanctions and penalties that could be given by the **Clerk of the Course and/or the International Jury officials.**

SANCTIONS AT TECHNICAL CONTROL	
E-Bike/E-Light-Moto not presented at the technical control or not in conformity	Not allowed to start



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



Changing the machine for a not authorised E-Bike after passing the technical control	Disqualification from the Event
Non-compliant E-Bike / E-Light Moto and or safety equipment engine (maximum continuous rated power and maximum assisted speed)	No allowed to start until the E-Bike / E-Light Moto or safety equipment is brought back into conformity
Absence of Personal Protective Equipment (or non-compliant)	Not allowed to start until presentation of compliant equipment.
PRESENTATION AT THE START	
No light operation at the beginning for categories EX 2 and EX3	Not allowed to start
Starting late compared to rider's departure time within 30 minutes	30 seconds of penalty
Showing up more than 30 minutes later than departure time	Not allowed to start
ROUTE	
Failure to respect the order of the stages and the direction of the course	Time, financial and/or sports penalties up to and including disqualification
SIGNAGE	
Exiting the course	Time, financial and/or sports penalties up to and including disqualification
Non-compliance with the traffic laws	Time, financial and/or sports penalties up to and including disqualification
SPECIAL STAGES-TRACK	
Deliberately cutting the route (shortcut)	Time, financial and/or sports penalties up to and including disqualification
Failing to return to the route where you left it	Time, financial and/or sports penalties up to and including disqualification



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Reconnaissance other than on foot before the Event when required	Time, financial and/or sports penalties up to and including disqualification
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PROGRESS OF THE EVENT	
Where a competitor has not completed the number of laps scheduled in his category	Not classified at the finish
Absence of one or more markings (e.g. crankcase)	Disqualification
Crossing the finish line within 30 minutes of the time limit	30 seconds penalty
Crossing the finish line beyond 30 minutes following the time limit	Disqualification
ENVIRONNEMENT	
Leaving garbage in the natural environment	1 minute

Penalties for not respecting the flag signals

The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be sanctioned as follows:

- First offence during an event: loss of 2 positions in the respective race (positions and points corresponding to the new position in case of a race awarding points);
 - Any additional offence during the same event: loss of 10 positions in the respective race (positions and points corresponding to the new position in case of a race awarding points);
- for the rider(s) in question.

The non-respect of other signals: sporting, time or financial penalty

ART. 20.2 - SANCTIONS & PENALTIES GIVEN BY THE INTERNATIONAL JURY

Hereunder we can find the principal but not limited sanctions and penalties that could be given by the International Jury

PROGRESS OF THE EVENT



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



Non-compliant E-Bike / E-Light Moto and or safety equipment	Not authorised to start the Special Test, time, financial and/or sports penalties up to and including disqualification
Absence of one or more markings (e.g. crankcase)	Time, financial and/or sports penalties up to and including disqualification
Crossing the finish line beyond 30 minutes following the time limit	Time, financial and/or sports penalties up to and including disqualification
ENVIRONNEMENT	
Leaving garbage in the natural environment	1 minute
Behavior during the meeting	
Anti-sporting behaviour, violence or insults towards a rider or an official	According to the FIM Code of Ethics, time, financial and/or sports penalties up to and including disqualification
Absence to Prize-Giving Ceremony of the event	Time, financial and/or sports penalties

ART. 21 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

Instructions may be given by the International Jury and/or Clerk of the Course to teams and/or riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery.

All classifications and results of practice and the race, as well as all decisions issued by the Officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.

Any communication from the International Jury or the Clerk of the Course to a team or rider shall be communicated in writing. Similarly, any communication from a team or rider to the International Jury or the Clerk of the Course shall also be made in writing.

3. DISCIPLINARY AND ARBITRATION CODE

The regulations will be defined by the “FIM DISCIPLINARY AND ARBITRATION CODE”.

4. MEDICAL CODE

The regulations will be defined by the “FIM MEDICAL CODE”.



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



5. ANTI-DOPING CODE

The regulations will be defined by the “FIM ANTI-DOPING CODE”.

6. ENVIRONMENTAL CODE

The regulations will be defined by the “FIM ENVIRONMENTAL CODE”.

7. CODE OF ETHICS

The regulations will be defined by the “FIM CODE OF ETHICS”



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



ANNEXES Annex 1.

SUPPLEMENTARY REGULATIONS (Suggestion for Organisers)

1. ANNOUNCEMENT

The _____ on behalf of _____

will organise the _____ at the circuit _____

This meeting will be held on ____ and will count towards the _____

FIM E-BIKE ENDURO WORLD CUP IMN: _____

2. THE SECRETARIAT OF THE ORGANISING COMMITTEE

Address of the Organising Committee: _____

Before the meeting: _____

After the meeting: _____

During the meeting: _____

3. CIRCUIT

The length of the circuit is _____ km.

The race will be run clockwise/anti-clockwise.

A drawing of the circuit is enclosed.



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4. JURISDICTION

The meeting will be held in accordance with the FIM Sporting Code, the CEB rules and these Supplementary Regulations.

The Organiser also commits to respect as much as possible the “Green line” charter good practice.

5. OFFICIALS

FIM Jury President:

FIM Jury member:

FMNR Jury member:

Head of organisation:

Clerk of the Course:

Secretary of the meeting:

Chief Technical Steward:

Chief timekeeper:

Chief Medical Officer:

Other Stewards:

Address of Jury members during the meeting: _____

6. NUMBER OF E-BIKES ALLOWED

Practice and qualified for the race:

7. ENTRIES, DEPOSIT

Applications for entry shall be made on the official forms included with these regulations.

Applications shall be approved by the rider’s FMN and shall reach the organisers not later than _____ midnight.

The organiser will select the applications and advice teams within 72 hours after the closing date of entries whether their applications have been accepted or rejected.



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The entry fee is _____ Euros.

The number plate must be returned to the organiser after the race YES or NO

The maximum deposit amount for transponders is _____

8. TECHNICAL INSPECTION

No rider or E-Bike is permitted onto the track unless he/it has passed the technical inspections which will be held according to the following schedule:

Date & Time:

From _____ to _____

Change of batteries is allowed: YES or NO

9. PRACTISING

It is strictly forbidden to ride E-Bikes on the course outside the official practice periods.

Schedule according to Art. 1.9.

The practices sessions will be held as follow:

Date & Time practice(s) from _____ to _____

10. RACES: SCHEDULE

Schedule according to Art. 1.9.

Date & Time:

from _____ to _____

Distance: _____ laps & _____ km

11. PRIZE-GIVING

Place – date _____



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12. PROTESTS

All protests shall be made in accordance with the requirements of the FIM Disciplinary and Arbitration Code and be accompanied by a fee of _____ (local currency - amount equivalent to 660 €).

13. INSURANCE

By endorsing the application form for entry, the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

In conformity with Art. 110.1 of the Sporting Code, third party insurance in respect of riders covering accidents occurring during the meeting including practices will be the responsibility of the organiser.

This insurance includes a guarantee of _____.

The organiser disclaims all responsibility for damage to an E-Bike, its accessories and components arising out of an accident, fire or other cases.

14. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

15. RIDER'S EQUIPMENT

An on-board-camera (other than the one from the FIM TV Crew when present or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.

If riders wish to place their own on-board camera, they must contact the TV Department of the FIM Administration, for approval.



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16. CODE OF ETHICS

All persons participating or involved in any capacity in an FIM Sports event or FIM activity, or acting on behalf of the FIM commits themselves to respect and apply the FIM Ethical Code.

Enclosures:

- drawing of the circuit
- entry form



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Annex 2. Change of parts – E-Bike 25 km/h

Guidelines for the parts replacement of CE marked e-bikes / pedelecs
up to a pedal assist of 25 km/h (15.5 mph)

CATEGORY 1	CATEGORY 2	CATEGORY 3*	CATEGORY 4	CATEGORY 5
<p>Components which require the approval of the vehicle manufacturer/ system provider before the replacement</p> <ul style="list-style-type: none"> > Motor > Sensors > Electronic control unit > Electric cables > Operating unit on the handlebar > Display > Battery pack > Charger 	<p>Parts which must not be replaced without approval of the vehicle manufacturer</p> <ul style="list-style-type: none"> > Frame > Rear shock > Rigid and suspension fork > Wheel for hub motor > Brake system > Brake pads (from brake) > Luggage carrier <p>(Luggage carrier: strength affect the load distribution on the bicycle, both negative and positive modifications will result in a riding behaviour potentially different from that intended by the manufacturer)</p>	<p>Parts which may be replaced upon approval of the vehicle or component manufacturer</p> <ul style="list-style-type: none"> > Crank arm (provided that the distance crank arm – frame centre (Q factor) are observed) > Wheel without hub motor (provided that the ETRTO is observed) > Chain / Footed belt (provided that the original width is observed) > Rim tape (rim tapes and rims must be compatible. Modified combinations may result in rim loosening and thus in defective tyre tubes) > Tyres (The stronger acceleration, the additional weight and more dynamic cornering require the use of Tyres approved for e-bike use. In this respect, observation of the ETRTO is essential) > Brake cables / Brake hoses > Brake pads (Disc, roller, drum brake) 	<p>Components which do not require a specific approval</p> <ul style="list-style-type: none"> > Headset > Bottom bracket (provided that the pedal is not wider than the server/ original pedal) > Front derailleur (all gear change parts must be suitable for the number of gears and compatible with one another) > Shift levers / Twist grip > Cables and housings > Chainrings / Rear sprockets / Cassette sprocket (provided that the number of teeth and the diameter is identical to the server/ original field of use) > Chainguard > Mudguard (provided that the width is not smaller than the server/ original parts and the clearance to the tyre is 10 mm at least) > Spokes > Inner tube with identical design and identical valve > Dynamo > Rear lamp > Reflector > Spoke reflector > Kickstand > Grips with screw clamps > Bell 	<p>Special rules for mounting accessories</p> <ul style="list-style-type: none"> > Bar ends are permissible, provided that they are mounted appropriately towards the front (The load distribution must not be modified severely) > Rear-view mirrors are permissible. > In Germany additional battery/rechargeable battery-operated headlights are permissible according to § 67 of German road traffic licensing regulations. (Inform yourself about the legislation in your country!) > Trailers are permissible upon approval of the vehicle manufacturer only. > Child seats are permissible upon approval of the vehicle manufacturer only. > Front baskets are to be considered critical due to the unbalanced load distribution. Permissible upon approval of the vehicle manufacturer only. > Rear bags and top cases are permissible. Permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed. > Permanently mounted weather protection devices are permissible upon approval of the vehicle manufacturer only. > Front and rear luggage carriers are permissible upon approval of the vehicle manufacturer only.

* Note for category 3: An approval can only be given if the component manufacturer or the component was tested sufficiently according to its intended use and the respective standards in advance and if a risk analysis was made.

⚠ This is the translation of the original guidelines issued by ZIV, VSE and BIV (German umbrella organization for the German cycle industry) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (urladen.org/en/Broschuere-ziv-CE-Spezifikationen-E-Bikes) provides the authoritative information. The CE marking shall be applied to the CE-Spezifikationen E-Bikes. Products that enter the market without CE marking shall be rejected.

Experts of the following associations / companies were involved in drawing up the present guidelines:
(in alphabetical order)



FIM EX-BIKE WORLD CUP 2022 REGULATIONS



Annex 3 – Change of parts – E-Bike 45 km/h

Guidelines for the parts replacement of speed e-bikes / pedelecs up to a pedal assist of 45 km/h (28 mph)

CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
<p>Important basic information</p> <p>> Speed e-bikes with a motor assistance of up to 45 km/h (28 mph) are considered motor vehicles and subject to the EU Directive 2002/24/EC or the EU Regulation No. 168/2013.</p> <p>> Depending on the vehicle there may be different requirements, which must be strictly observed when replacing a component. Therefore, always check the indications given in the vehicle documents prior to doing any work on the vehicle.</p> <p>> Note: At present, vehicles with an individual operating license are mainly subject to the regulations of the EU Directive 2002/24/EC</p> <p>> All components which are not included in the list must only be replaced by original spare parts of the vehicle and/or component manufacturer.</p>	<p>Components which may only be replaced upon presentation of a valid test report (parts approval (ABE*, EC, ECE) or part certificate)</p> <p>> Brake systems</p> <p>> Brake discs / Brake hoses / Brake pads (with valid type approval acc. to ECE R 90 or general operating license only).</p> <p>> Handbrake-stem unit (Provided that there is no need of changing the lengths of cables and/or hoses, a modification of the seating position for the handlebar is permitted, provided that the handlebar is not modified in a way that results in a significantly changed load distribution on the handlebar and thereby potentially critical steering properties).</p> <p>> Seat post (Provided that the offset to the rear does not exceed 20 mm with regard to the series' original field of use. Note that a modified load distribution beyond the intended seating position is possible, such as the saddle position. The length of the seat post and the saddle position as well as the saddle form are also important).</p> <p>> Headlight (When using type approval, identical mounting position as well as E-Mark proof only).</p> <p>> Rear light with brake light and lamp glass light, if applicable (When using type approval and identical mounting position only, as far as tested in accordance with ECE R 59 as well as E-Mark proof).</p> <p>> Reflector (When using type approval only).</p> <p>> Rear view mirror (Only if tested in accordance with ECE R 61 and identical mounting position).</p> <p>> Acoustic signalling device (horn) (Only if tested in accordance with ECE R 28 and identical mounting position).</p> <p>> Pedals (Vehicle with 168/2013 approval).</p>	<p>Components which may be replaced in consideration of the conditions described further below</p> <p>> Pedals (incl. approved reflector, provided that the pedal is not wider than the series' original pedal (vehicle with 2002/24/EC approval).</p> <p>> Type (in accordance with the manufacturer's documents, either in accordance with ECE R 75 or with approval of the manufacturer).</p> <p>> Grips with screw clamps (In this case, the vehicle width must not be modified).</p> <p>> Headset</p> <p>> Rear and front derailleur (All gear change parts must be suitable for the number of gears and compatible with one another).</p> <p>> Shift levers/Shift grip (Provided that position on handlebars remains unchanged).</p> <p>> Cables and housings</p> <p>> Chainrings / Belt sprockets / Cassette sprocket (Provided that the number of teeth and the diameter is identical to the series' original level of use).</p> <p>> Chainrings (Provided that the diameter is the same as with the designated Regulation No. 44/2014 Annex VIII).</p> <p>> Mudguard (Provided that it is free of sharp outer edges and complies with the designated Regulation No. 44/2014 Annex VIII, the clearance to the tyre, which should be 10 mm at least, must also be taken into account).</p> <p>> Spokes (Provided that the dimensions correspond to the series' original level of use).</p> <p>> Lower tube (Provided that the design and the valve are identical).</p> <p>> Crank arm (Provided that the length and the dimensions, e.g. crank arms / frame centre (Q-factor) are observed).</p> <p>> Chain / Toothed belt (Provided that the original width is observed).</p> <p>> Rim tape (Rim tapes and firm must be compatible. Modifications contravene may result in rim tape sitting and thus in defective inner tubes).</p> <p>> Saddle (Provided that the offset to the rear does not exceed 20 mm with regard to the series' original field of use. Note that a modified load distribution beyond the intended seating range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important).</p>	<p>Special notes for mounting accessories</p> <p>> Additional battery/rechargeable battery-operated headlights are not permissible.</p> <p>> Trailers are only permissible, if a trailer load is entered under no. 17 of the certificate of conformity and a coupling device under no. 43.1. Note: The maximum possible trailer load is 50% of the tractor vehicle's empty weight (without batteries). There are only 50 mm ball coupling devices possible.</p> <p>> Transporting children in a trailer is forbidden in general!</p> <p>> Front baskets and to be considered critical due to the unbalanced load distribution. Permissible upon approval of the vehicle manufacturer only.</p> <p>> Removable pannier bags and top cases are permissible. The permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed.</p> <p>> Bar ends are not permissible.</p>

** Note: In the case of components with part certificate the field of application must be observed. The proper assembly must be certified by a testing engineer or an expert of a technical control board like TÜV or DEKRA in Germany.

⚠ This is the translation of the original guidelines issued by ZIV, VSE, BIV (German umbrella organizations for the German cycle industry) and the German Association for Technical Inspection (TÜV Rheinland) in cooperation with the German Association for Technical Inspection (TÜV Rheinland) in the German language. The original text is in German. The German text is the authoritative text for any legal proceedings. The English text is provided for information only. The German text is the authoritative text for any legal proceedings. The English text is provided for information only.

Experts of the following associations / companies were involved in drawing up the present guidelines (in alphabetical order):