



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM ENEL MOTOE™ WORLD CUP
REGULATIONS**

2022

*RÈGLEMENT COUPE DU MONDE
FIM ENEL MOTOE™*



FIM Enel MotoE World Cup



FIM Enel MotoE™ World Cup Regulations

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AMENDMENTS TO THE FIM Enel MotoE™ WORLD CUP REGULATIONS

The FIM, through the MotoE Commission and the Grand Prix Permanent Bureau, may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the printed versions are completed will be made electronically, and the on-line versions will be the prevailing versions.

The Permanent Bureau consists of:

- One Representative of the Fédération Internationale de Motocyclisme (FIM).
- One Representative of DORNA.

which shall meet on a regular basis to discuss and decide on all issues of the FIM MotoE pertinent to the respective interests of the members.

The procedures for the calling of meetings of the Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by the members from time to time provided always that a decision of the Permanent Bureau shall only be effective with and upon the unanimous vote of the members.

The MotoE Commission is competent to study any proposal of changes to the FIM Enel MotoE World Cup Regulations.

The MotoE Commission consists of:

- One Representative appointed by the Fédération Internationale de Motocyclisme (FIM).
- One Representative appointed by the teams and riders, through IRTA.
- One Representative appointed by DORNA who will be the Chairman of the MotoE Commission.

Any resolution voted by the MotoE Commission shall require the simple majority and the Chairman will have the casting vote in case of a tie. The resolutions of the MotoE Commission shall be effective subject to the approval of the Permanent Bureau. The parties shall procure that the meetings of the MotoE Commission take place no later than fourteen (14) days following the request of any Representative for that meeting.

GENERAL UNDERTAKINGS AND CONDITIONS

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

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the FIM Enel MotoE™ World Cup (hereinafter referred to as "Cup") 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. CIRCUIT STANDARDS
5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE
8. 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 Enel MotoE™ World Cup Regulations (hereinafter referred to "Regulations").

Whilst these 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 machine 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 machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

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

1. SPORTING REGULATIONS

1.1 Introduction

1.1.1

A series of motorcycle races counting toward the FIM Enel MotoE™ World Cup for riders will be organised.

1.1.2

Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code.

1.2 Events

1.2.1

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 must 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 must remain available at the circuit to the MotoE Race Direction and FIM Stewards during that period.

1.2.2

Events must be staged on race circuits that have been homologated by the FIM for the Cup.

1.2.3

Events must not include any other races except for Grand Prix races and support races approved by the FIM and DORNA.

1.2.4

Any activity involving 4 wheeled racing vehicular use of the track during the event, including “demonstrations”, displays or the suchlike activity must receive prior approval from FIM and DORNA.

1.2.5

Event Promoters (hereinafter “Promoter”)* will be nominated by the FIM and DORNA.

* “Promoter” in the Sporting Regulations section refers to the organiser and/or promoter of that individual Event.

1.2.6

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

1.2.7

The Promoter will arrange third party liability insurance including cover for all participants, teams, sponsors, service companies, officials, FIM, DORNA, IRTA, etc.

The cover provided for each event shall be US \$6 million, with the exception of the USA and Canada, where the cover shall be different.

The Promoter will send a copy of such liability insurance to Dorna by courier or telefax, at least 30 days prior to its event. At least 15 days prior to the event; Dorna shall let the Promoter know if some amendments must be made to the aforesaid liability insurance to meet the insurance laws of the organiser’s country.

The validity of the insurance must start at 00:00 hr, on the Monday (or Sunday in the case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race.

1.2.8

At least 90 days prior to the Event, the Promoters of the event must submit the following information to the FIM:

- a) Confirmation of the name and address of the Promoters, including email address, 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 riders information centre and the official notice board.
- 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 (with FIM Clerk of the Course licence).
- 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.

1.3 The Paddock

1.3.1

The Paddock, pit boxes and all other facilities must be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.

1.3.2

Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.

1.3.3

At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

1.3.4

When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, IRTA, etc.

At minimum the services must be available from 08.00 - 18.00 hrs on the two days prior to the “setting up of teams’ day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day after race day.

Refer also to the specific MotoE requirements in the FIM Circuit Standards regulations, including Art. 10.4.2, Art. 12.1.1.

1.3.5

Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

1.4 Officials

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Cup by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

MotoE Race Director

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races.

The MotoE Race Director is also responsible for all communications between the MotoE Event Management Committee and the FIM Stewards.

The MotoE Race Director has no competence for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the MotoE Race Director.

The MotoE Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the MotoE Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

FIM Medical Officer

Responsible for liaison with the Chief Medical Officer who is appointed by the Promoter to ensure compliance with the Medical Code.

Starter

Responsible for the start procedure.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR/Promoter and shall be approved by the FIM. They are:

1.4.2.1 Clerk of the Course

Responsible for:

- a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- b) Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups. Once the morning medical inspection is finished, medical personnel should stand 5 meters behind the track marshals or leave. Only sportive personnel should stay at the edge of the track for the “sporting” inspection.

The MotoE Race Director, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day’s first practice sessions and/or warm up.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the MotoE Race Director.

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the FIM Stewards.

- f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the MotoE Event Management Committee.

1.4.2.2 Secretaries

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the MotoE Event Management Committee, the MotoE Race Direction and the FIM Stewards.

1.4.2.3 Other Officials

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

1.4.3 The MotoE Race Direction

The MotoE Race Direction shall be appointed for the Cup by the Permanent Bureau.

1.4.4 The FIM Stewards

The FIM Stewards shall be appointed for each event by the FIM.

1.5 MotoE Event Management

1.5.1

The management of the event will be carried out by the MotoE Event Management Committee which will comprise the following delegates:

- The MotoE Race Director - who will chair the meetings,
- The FIM Medical Officer,
- The Clerk of the Course,
- The MotoE FIM Chief Steward,
- The MotoE World Cup organisation representative/Dorna representative,
- The MotoE Technical Director.

1.5.2

At any time the duties of the members of the MotoE Event Management Committee are:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the MotoE race Direction concerning any organisational matter that is in contradiction to the Cup Organiser's protocols or the Regulations.
- c) To report to the FIM Stewards any infringements of the Regulations.

1.5.3

The MotoE Event Management Committee will meet at any time required during the event, either in person or via electronic meeting. Meetings will be held, in principle:

- a) Prior to the first practice session.
- b) At the end of each practice day.
- c) At the end of the event.

1.5.4

The quorum for a meeting of the MotoE Event Management Committee is three persons.

1.5.5

All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the MotoE Race Director will exercise a casting vote.

1.5.6

The MotoE Race Director may also invite the participation of Officials or other persons to assist in the meetings. However, these invited persons will have no right of vote.

1.5.7

The duties of the MotoE Event Management Committee are:

- a) To receive reports from the various Officials concerning scrutineering, medical, practice and races.

- b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

1.6 MotoE Race Direction

1.6.1

The MotoE Race Direction will comprise the following persons:

- The MotoE IRTA Representative (also acting as MotoE Race Director)
- The MotoE DORNA Representative (also acting as MotoE World Cup Representative)
- The MotoE FIM Representative (also acting as MotoE FIM Steward)

1.6.2

The quorum for a meeting of the MotoE Race Direction is two persons.

1.6.3

Each member has one vote. Decisions are based on a simple majority, in the case of a tie, the MotoE Race Director has the casting vote.

1.6.4

The MotoE Race Direction will meet at any time required during the event.

1.6.5

The duties of the MotoE Race Direction are:

- a) To take decision as provided in the Regulations.
- b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM MotoE World Cup Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.

- d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.

1.7 The FIM Stewards

1.7.1

There will be a panel of up to three persons, the Chairman appointed by MotoE Commission, who will chair the meetings, and up to two additional FIM Stewards (with FIM Sporting Steward licence).

1.7.2

The Chairman and the Stewards are responsible for enforcing the Regulations. All Stewards shall be approved by the Permanent Bureau.

1.7.3

The quorum for a meeting of the FIM Stewards is two persons.

1.7.4

If the Chairman is indisposed during the Event then the second FIM Steward will fill the vacancy.

1.7.5

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.

1.7.6

The FIM Stewards will meet at any time required during the event.

1.7.7

The FIM Stewards are responsible for:

- a) Taking decisions according to the Regulations.
- b) Imposing penalties for any infringement of the Regulations.
- c) Adjudicating on any protest relating to infringements of the Regulations.

1.7.8

All decisions of the FIM Stewards must be communicated in writing to the MotoE Race Direction and all affected parties.

Decisions of the FIM MotoE Stewards Panel taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

1.8 The Calendar

1.8.1

The calendar of races counting for the Cup will be, in principle, published by no later than **30th November** of the preceding year.

1.8.2

The season is defined as starting on the day after the final race of the year, and finishing on the day of the final race of the following year.

1.8.3

The date of an event may be rescheduled due to force majeure, in consultation with Dorna and the Promoter, under the powers of Race Direction detailed in Art. 1.6.5.c).

1.9 Motorcycles

1.9.1 Classes

The class admitted is electric powered motorcycles according to Article 2.

1.9.2 Means of propulsion

A motorcycle can only be propelled by its own motive power, the muscular effort of its rider and by the natural forces of gravity.

1.10 Eligible Competitors

1.10.1

Riders must be officially entered by a member team of IRTA.

The rider must be in possession of an “FIM MotoE Licence” issued by a FMN. Riders are designated by IRTA/MotoE Commission. Licences can, in certain circumstances, be for a single event.

The FIM does not oblige a MotoE rider to be in possession of a national licence. However, a mandatory application for a national licence through the concerned FMN is reserved (depending inter alia on the National Legislation applicable). Should it be the case it will be at no additional cost to the rider.

1.10.1.1 Minimum Age

Licences for riders are issued only when the minimum age of **17** years old has been attained (**18 years from 2023**).

The limit for the minimum age starts on the date of the rider’s birthday.

1.10.1.2 Maximum Age

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

1.11 Entries

1.11.1

Teams must submit their proposed entries to the Secretariat of IRTA by the absolute deadline of the last MotoGP event of the preceding season.

The Selection Committee, comprising delegates of FIM, Dorna and IRTA will select the teams and riders accepted for participation in the following season which commences on the day after the last event of the preceding season. Once accepted for participation each team and its contracted riders are subject to the testing restrictions that apply in that class.

1.11.2

Every team accepted for participation is required to become a member of IRTA and conclude a Participation Agreement with IRTA prior to 28 February in the relevant season.

1.11.3

Every accepted team must complete an entry form in respect of each rider and submit this to the Secretariat of IRTA by 28 February of the relevant season.

Except when special dispensation is granted each entry commits the team to designate a rider to compete in all the events of the Cup. Exceptions can only be made as follows:

- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of “Force Majeure” including rider changes in consultation with the Selection Committee. A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

The team may choose to substitute another rider for the withdrawn rider, with the deadline for substitution of the entered rider being two hours after the end of the Free Practice 1.

A substitute rider may not be a rider currently contracted in the Cup, unless approved by the MotoE Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Substitute riders are subject to approval by the Selection Committee.

- ii) A team may withdraw a rider from additional events in the Cup only for medical reasons or other reasons of “Force Majeure” including rider changes in consultation with the Selection Committee. Withdrawals for medical reasons must be supported by a letter from a qualified Doctor and are subject to verification by another medical practitioner appointed by IRTA at its own expense. DORNA shall then have the right to require an additional examination and verification by at least two other medical practitioners appointed by DORNA for that purpose. In the event that the medical practitioners appointed by DORNA do not support the opinion of the medical practitioner appointed by IRTA, the following shall apply:
 - a) the opinion of the medical practitioners appointed by DORNA shall be deemed to prevail; and
 - b) IRTA shall pay all costs incurred in the examination and reporting by the medical practitioners appointed by DORNA.

Teams must make every reasonable effort to provide a qualified substitute rider to fulfil their entry obligations within 10 days of withdrawal. However the deadline for substitution or replacement of the entered rider is two hours after the end of the Free Practice 1 session.

A substitute rider may not be a rider currently contracted in the FIM MotoE World Cup, unless approved by the MotoE Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Substitute riders are subject to approval by the Selection Committee.

- iii) For reasons not being medical reasons and not being reasons of “Force Majeure”, and subject to the Team obtaining the approval of IRTA and then subject to IRTA obtaining the approval of DORNA/FIM (neither of whom shall be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the Cup with another rider (“replacement rider”) for remaining rounds of the Cup.

A replacement rider may not be a rider currently contracted in the FIM MotoE World Cup, unless approved by the MotoE Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Replacement riders are subject to approval by the Selection Committee.

Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by IRTA and DORNA/FIM.

If a team is unable to provide a substitute or replacement rider, then IRTA may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10.1 will apply to all replacement and substitute riders.

1.11.4

Every rider accepted for participation must comply with the requirements to participate in certain promotional activities as defined in the Participation Agreement with IRTA:

- a) Riders must, if requested by Dorna, attend any pre-Event press conference on the Thursday afternoon prior to the Event subject to reasonable prior notice from Dorna. Attendance of the riders and members of the Teams Management are at the discretion of Dorna.



- b) Riders must comply in full with the podium procedures as designated in the Regulations.
- c) Riders must make themselves available for such promotional activities as may reasonably be designated by Dorna and, subject to 30 days notice, on the Wednesday or Thursday prior to each Event or during the event. Each Rider may be required to undertake a maximum of four promotional activities during each season.
- d) All riders must make themselves available, (subject to any prior professional commitments provided that reasonable evidence of the same is provided), for promotional purposes, subject to sixty days prior notice, at times and places unconnected with any particular Event. No rider will be required to participate in more than two activities per calendar year or to take part in such activities for a period in excess of eight hours per day (excluding travel time). Dorna will reimburse all reasonable business class travel expenses and other reasonable out of pocket expenses.
- e) Riders must, when requested and unless given specific dispensation by IRTA or Dorna, participate in a maximum of three of any autograph signing sessions or E-Paddock tour included in the schedule of events. Riders must attend the signing session for a minimum of 20 minutes.
- f) Riders must, when requested and unless given specific dispensation by IRTA or Dorna, take part in a parade lap in open cars included in the schedule of events.
- g) All of the riders must be aware of the utmost importance of full compliance with the designated procedures for promotional activities, press conferences, podium ceremonies and prize giving ceremonies and be fully aware that sanctions for non-compliance include financial sanctions and the imposition of other penalties laid down in the MotoE Regulations.
- h) Riders may be granted permission by Dorna or IRTA to not attend any particular promotional activity only due to injury or the requirement to be receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to Dorna or IRTA in writing.
- i) The riders placed in the first three positions of the **Qualifying** (or the first three positions going to the **Qualifying** session) and/or the race will be required to attend promotional activities at the VIP Village.

- On Saturday of the event, in the break between the Moto3 Qualifying and the MotoGP FP4.
- On Sunday of the event, in the break between the Moto3 and Moto2 races.

(in both cases subject to changes in the GP class schedule)

1.11.4.1 Public Pronouncements by Teams and Riders

- a) Teams and Riders must avoid any public declaration or press release which could damage or negatively affect the MotoE World Cup. Accordingly, it is an obligation for all Riders, Teams and Teams' directors and/or personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the MotoE Members or which may be contrary to the integrity of MotoE, MotoGP or the sport.
- b) Public pronouncements which harm irresponsibly the lawful interest of MotoE or which are contrary to the integrity of MotoE, MotoGP or the sport shall include, but not be limited to:
 - public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the MotoE Members.
 - Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the MotoE Members are expressly covered by this regulation.
 - It is understood that responsible expressions of legitimate disagreement with the MotoE Members and/or MotoE policies are not prohibited.

1.11.5

A compulsory briefing will be held for all the riders who will be participating for the first time in the current Cup on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full may result in a penalty.

A waiver can be granted to a rider by the MotoE Race Direction.

1.11.6

A rider shall be deemed to have taken part in the event when he/she participates in, at least, one practice session.

1.11.7

A rider shall be deemed to have started a race when he/she participates in, at least, the first lap of the race.

1.11.8

A rider competing in the FIM Enel MotoE World Cup is not permitted to participate in any other Grand Prix or non-Grand Prix class practices or races at the same event, unless authorised by MotoE Race Direction.

A rider may be approved by the MotoGP Selection Committee to replace a rider in a Grand Prix class, however this rider may not take part in any further MotoE sessions at that event from the time they are approved as a replacement for the GP class.

1.12 Starting Numbers

1.12.1

Each rider accepted for the Cup will be allocated a specific starting number which will be valid for the whole Cup.

1.13 Schedule

1.13.1

The Event schedule will be published before each event.

1.13.2

The schedule, including the date of the event, can only be varied as follows:

- i) Prior to the event by Dorna;
- ii) During the event by the MotoE Race Direction.

1.13.3

The schedule may include an allotted time for riders and teams to make familiarisation track laps by bicycle or by foot. Scooters are forbidden.

All traffic at this time must be in the circuit direction.

1.14 Technical Control, Medical Control, Doping Control

1.14.1

Teams may present only one motorcycle per rider for Technical control which will be carried out according the published schedule prior to the first practice.

Unless a waiver is granted by the MotoE Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

1.14.2

The procedure for Technical Control is described in the Technical Regulations.

The procedure for Medical Control is described in the Medical Code.

The procedures for doping control are described in the FIM Anti-Doping Code.

1.15 Practice & Testing

1.15.1 Practice & Testing Restrictions

- a) A MotoE World Cup “Event” is defined as starting at the scheduled time for MotoE Technical and Sporting checks, usually a Thursday. This time and date is used when determining 7 days before an Event in regards to testing restrictions.
- b) Rider Training and Track Familiarisation is permitted at any time at any racing circuit under the following conditions:
 - The use of electric powered motorcycles* is not permitted, other than at Official MotoE tests, or activities authorized by MotoE Race Direction.

* Electric powered mini-bikes of the type designed for karting circuits (typically with wheel diameter 12” or less) are not considered as electric motorcycles for the purposes of this regulation, and are therefore permitted to be used for rider training. Any electric powered machine with wheels over 12” diameter used on closed circuits must be approved in advance by the Technical Director, whose decision regarding machine eligibility will be final.

- Such on-track activity is not permitted within the 7 days before a MotoE Event at that circuit unless authorised by the MotoE Race Direction. This includes private testing and participation in organised events at that circuit during this time period.
- Rider training at venues other than racing circuits (eg. Motocross, Off-road tracks, etc.) is not restricted.
- Substitute or replacement riders are not subject to any testing restrictions.

1.15.1.1 Testing

Practice and testing by contracted riders and teams using MotoE class machines is permitted as follows:

- a) Practice included in the schedule of the events.
- b) Participation in Official MotoE tests.
- c) Any activity authorised by MotoE Race Direction.

1.15.2 Practice Sessions

- i) Riders will commence practice from the pit lane, or other designated area, when the green light (or other signal as defined by Race Direction) is displayed at the exit.
- ii) The duration of practice will commence from the illumination of the green light (or other signal as defined by Race Direction). A count-down will be shown on the official timekeeping monitors to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one additional lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshal posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved, unless otherwise adjusted by Race Direction.

- v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes track Marshals and other Officials, who cannot apply cleaning materials to the track surface without prior instructions and/or authorisation from the MotoE Race Director.
- vi) To facilitate to movement of riders and machines between the garage/tent area and the pit lane only for the start and end of track sessions, teams will be advised of a route and schedule within which machines may be ridden slowly to and from pit lane under the control of marshals. Outside of this route and time schedule, machines may only be pushed in the paddock, refer to Art. 1.21.18.
- vii) During all practice sessions including **Qualifying**, portable cooling fans are not permitted in pit lane. Cooling fans may only be used in the team pit box/tent area. Cooling fans may only be those supplied or approved by the Organisers (refer to Art. 2.12). **The sole exception is for the two machines that transfer from the QP1 to QP2 session, where specified cooling devices are permitted under instruction from the Organisers.**

1.15.3 Motorcycles

A rider may practice on one motorcycle providing that the motorcycle has been scrutineered in his/her name.

Riders may use another motorcycle only in the case of irreparable damage to the principal machine, and only with authorisation at the sole discretion of the Technical Director in consultation with the Cup Organiser. The process of authorizing use of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

1.15.4 Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

- All Time Lap Record - the fastest lap time in history, including all sessions at a race event.
- Best Race Lap - the fastest lap time in history recorded during a race.

Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

1.15.5 Qualification for the Race

- i) Riders are automatically qualified for the race if they are qualified to participate in Qualifying Practice QP1 or QP2 (refer to Art. 1.16.3).
- ii) To participate in qualifying practice a rider must achieve a lap time at least equal to 105% of the time recorded by the fastest rider in the same session, in any one of the Free Practice sessions.
- iii) If a substitute rider only participates from FP2 onwards and does not achieve a lap time of 105% of the fastest rider in the same session of FP2, that rider may participate in QP1, where he/she must achieve a lap time of at least 105% of the fastest rider in QP1 to be allowed to start the race (unless QP1 is cancelled in which case the rider may start the race).

1.16 Grid Positions

1.16.1

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

1.16.2

The Grid will be arranged in the 3-3-3-3 configuration “in echelon”.

Each line will be offset.

There will be a distance of 9 metres between each row.

1.16.3

- i) Grid positions will be determined by the fastest lap time recorded by each rider in all the Free Practice (FP) sessions and two Qualifying (QP) sessions as follows:
- ii) Based on combined practice times, the eight fastest riders in all Free Practice sessions go through to QP2.

The combined results of all the FP sessions, and therefore the participants for QP1, will be finalised 60 minutes after the end of the final FP session for the MotoE class. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM Stewards after this time.

- iii) All other riders take part in QP1, provided they are qualified according to Art. 1.15.5. The fastest two riders from QP1 progress to QP2. The two machines which transfer from QP1 to QP2 will be permitted to have batteries charged using the dedicated chargers only after the session has finished with the chequered flag, and strictly under the control of the Organisers.

The results of the QP1 session, and therefore the participants for QP2, will be finalised 5 minutes after the end of the QP1 session for the MotoE class. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM Stewards after this time.

- iv) The ten riders in QP2 will take the first 10 grid positions according to their fastest lap time in QP2.

If a rider does not record a lap time in QP2 he/she will start from 10th grid position. In the case of more than one rider not recording a QP2 time, their grid positions from 10 upwards will be determined by their combined lap times of all Free Practice sessions.

- v) The riders not in the first two positions of QP1 will take grid positions 11 and onwards according to their fastest lap time in QP1.

If any qualified riders do not record a lap time in QP1 they will start from the back of the grid, in order of their combined times from all Free Practice sessions.

- vi) In the case where QP1 or QP2 or both are cancelled, the grid positions will be determined by the combined fastest lap times recorded by the riders of the affected group, in all Free Practice sessions.

In the case of only QP1 being cancelled, then the 9th and 10th fastest riders from all FP sessions combined will go through to QP2.

- vii) In the case of a rider qualifying for QP2 and subsequently withdrawing from the event, the list of riders to take part in QP2 will be revised no later than 60 minutes after the final FP session, with the next fastest rider from the combined FP sessions taking the place of the withdrawn rider.

1.16.4

In the event of a tie, riders' second and subsequent best times will be taken into account.

1.16.5

The final grid will be published, in principle no later than one hour before the start of the race.

1.16.6

In regard to grid positions and start procedures, “back of the grid” is defined as the grid position immediately after the final rider's qualifying grid position. In the case of multiple back of grid starts, riders will take subsequent positions according to the specific rule being invoked.

Race Direction may change the back of the grid definition where necessary due to circuit conditions.

1.16.7

In the case of a rider starting the race from pit lane, when this is known before the final grid is published (eg. due to a penalty), the final grid will show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap, then enter pit lane at the end of the sighting lap, in order to start the race from pit lane.

1.17 Races

1.17.1

The length of races will be published before each event.

The length of a race may only be varied by the MotoE Race Direction.

1.17.2

A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.

1.17.3

If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptible Power System) and to a generator.

1.18 Standard Start Procedure

1. Only riders who have completed one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.
2. Approximately 15 Minutes before the Start of the Race: Pit lane exit opens for the sighting lap.

Green lights on at the pit lane exit.

(Race Direction may designate other track entrance points and signals for opening and closing at certain circuits)

Count-down boards of 2 and 1 minutes are shown at the pit exit, or other designated point.

Riders may complete only one sighting lap before arriving to the grid.

3. Approximately 13 Minutes before the Start of the Race: Pit lane exit closes.

Red lights on at the pit lane exit.

4. Riders who do not go onto the grid will start the race from the pit lane exit (or other designated point). Battery charging in pit lane is permitted up until the start of the race, charging is not permitted during the race.
5. When riders reach the grid after the sighting lap they must stop at the rear of the grid. The rider will either be pushed by a team member, or engage the “walking speed” function, to move the motorcycle to the grid position.

Riders on the grid may be attended by their mechanics and other staff including one person who may hold an umbrella.

All attendants on the grid must wear a “Grid Pass”.

6. The MotoE Race Director will declare the race as “wet” or “dry” and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be “dry”. The declaration of a Wet race will be made as early as possible to assist teams in planning.

7. Riders on the grid may make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid, powered only by the official MotoE charging system, which should be located at the rear of the motorcycle.

Portable cooling fans are not permitted on the grid.

All adjustments must be completed by the display of the 3-minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1-minute board, where they may continue to make adjustments. Such riders will start the race from the pit lane.

8. Charging of the battery on the grid is permitted, using only the official MotoE charging system, which should be located at the rear of the motorcycle.

The Organisers will stipulate a Compulsory Charging Period to be followed on the grid, which is mandatory unless otherwise specifically stated by Race Direction/Technical Director (refer to Art. 2.2.4).

9. 5 Minutes Before the Start of the Race: Display of 5-Minute Board on the grid.
10. 3 Minutes Before the Start of the Race: Display of 3-Minute Board on the grid.

Chargers must be disconnected from batteries and tyre warmers, and removed from the grid as quickly as possible.

At this point, all persons other than two mechanics per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

No person (except essential officials) is allowed to go on the grid at this point.

11. 1 Minute Before the Start of the Race: Display of 1-Minute Board on the grid.

Immediate removal of tyre warmers from machines on the grid.

At this point, all team personnel except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to prepare the machine for the start and will then vacate the grid.

12. 30 Seconds Before the Start of the Race: Display of 30-Second Board on the grid.

All riders must be in position on the grid ready to start, with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position. The front tyre must not be touching the track surface outside of the painted lines.

No further assistance from mechanics is permitted. Any machine which is not ready to start must be removed to the pit lane, under the control of the grid marshals, where further attempts to prepare it may be made. Such riders will start the race from the pit lane.

13. When the grid is clear, the Starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.
14. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car will overtake slow riders.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

15. Any rider who anticipates the start will be penalised by the FIM Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on, the designated officials will be the sole judge of whether an advantage has been gained.

If a penalty is imposed for taking advantage by anticipating the start the MotoE Race Direction must communicate the penalty to the rider as soon as possible.

16. If, after the start of the race, a rider has a problem with their machine, officials will assist to remove it into the pit lane, where the mechanics may provide assistance. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.
17. After the riders have passed the exit of the pit road, the green light at the pit lane exit will be switched on to start any riders still in the pit lane (or other designated point). A pit lane race start will be made from a stationary position as indicated by the officials. However a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race.

The exit of the pit road is defined as the point where the pit road joins the circuit, or as defined by MotoE Race Direction.

When more than one rider is starting from the pit lane, officials will control their start position and order.

In the interests of safety, when more than 10 riders will start the race from pit lane exit, the start will be delayed and a new start procedure will take place (Quick Start).

If less than 11 riders will start the race from pit lane exit, they will follow the Pit Lane Race Start Protocol:

- Riders arriving at pit lane exit will be directed to line up in the painted grid positions, in the order that they arrive.
- After the race start the pit lane exit will open for the riders in pit lane.
- The use of Launch Control electronics is forbidden when starting the race from pit lane.
- For riders starting the race from a stationary position, from one of the painted grid positions in pit lane, the pit lane speed limit does not apply.

- Overtaking is forbidden until the broken white line defining the point where the pit exit road joins the race track.
- The solid white lines defining the pit exit rejoin lane must be respected, it is forbidden to cross these lines until after the broken white line where the pit exit road joins the race track.

18. Start Delayed

Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.
- Riders should stay in their grid position with helmets on.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to repair the machine. If it can be repaired the rider may start the race from pit lane.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, and hand-carried tools are allowed, no chargers or generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Cup Organisers.
- The start procedure will be re-commenced at the 1-Minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- The race distance remains the same (however it may be reduced by one or more laps if deemed necessary by MotoE Race Direction).

Any person who, due to **their** behaviour on the grid is responsible for a "start delayed" may be further penalised.

19. Rain on Grid

If the pit lane is opened for the Sighting Lap with the track dry but the track becomes wet during or after the sighting lap (ie. when the riders are on the track or on the grid), the Starter may invoke the following procedure.

This procedure does not apply in the following two cases:

After a race has been declared Wet (Art. 1.18.6), riders may enter the pit lane after the sighting lap and start the race from there if they wish to make adjustments.

After the start of the familiarization lap of a Rain on Grid procedure, riders may enter the pit lane after the familiarisation lap and start the race from there if they wish to make adjustments.

In both the above cases, Art. 1.18.17 will apply regarding the number of riders who will start from the pit lane exit.

(Note: as climatic conditions and their severity can never be accurately forecast, MotoE Race Direction may react to specific situations by issuing different instructions.)

- The Rain on Grid Procedure board is displayed. This may be before or after the normal five minute countdown has started on the grid, but would normally be after the last bike has arrived at the grid.
- Any rider who does not arrive to the grid from the sighting lap must start the familiarization lap from the pit lane, and will start the race from the back of the grid.
- Battery charging, wheel changes and adjustments may be made on the grid. **The Organisers will stipulate a Compulsory Charging Period to be followed on the grid, which is mandatory unless otherwise specifically stated by Race Direction/Technical Director (refer to Art. 2.2.4).**
- Five minutes extra working time is given to change settings, so approximately 5 minutes after the Rain on Grid Procedure board is displayed, the 5-Minute board is displayed and the 5-3-1-30 sec countdown is made.
- Team members must leave the grid as per Arts. 1.18.10, 11, 12; ie. 3-Min board adjustments completed, chargers removed from the grid and grid cleared (except 2 mechanics and 1 umbrella holder per rider), 1-Min board removal of tyre warmers and all remaining equipment and personnel from grid, 30-Sec board all riders ready to start.

- When the grid is clear the Starter will wave a green flag to start a familiarization lap, riders make one lap at unrestricted speed followed by the safety car, which will overtake slow riders. Any rider who arrives at the pit lane entry point after the safety car must enter the pit lane and start the race from the pit lane exit.
- As soon as the riders have passed the pit lane exit lights, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the familiarisation lap. 30 seconds later, the light will turn red closing the pit lane exit.
- Upon completion of the familiarization lap riders return to their grid positions. From this point the standard start procedure applies according to Art. 1.18.13) - 17) above.
- The race distance may be adjusted up or down by MotoE Race Direction as necessary.

20. Wet Race Start (following all dry practice)

In case all practice and qualifying sessions have been dry (as declared by the Race Director), and the race start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start procedure will apply.

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.
- The pit lane will open on time and remain open for 4 minutes.
- Riders may make a maximum of two sighting laps, passing through the pit lane if making more than one sighting lap.
- Adjustments are permitted in pit lane during the sighting laps period.
- **The Organisers will stipulate a Compulsory Charging Period to be followed on the grid, which is mandatory unless otherwise specifically stated by Race Direction/Technical Director (refer to Art. 2.2.4).**
- 11 minutes after pit lane is closed, the 5-Minute board will be displayed on the grid, starting the 5-3-1-30sec countdown for the race start (therefore the race will start 5 minutes later than normal).
- The race distance may be adjusted up or down by MotoE Race Direction as necessary.

21. Quick Start Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply:

- Repairs and adjustments may be made to the motorcycle in pit lane, battery charging may be carried out in the designated working area.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The 5 minutes remaining to the opening of the pit exit will be displayed on timing screens and a 5-4-3-2-1 countdown at pit exit.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the race from the pit lane.
- Any riders remaining in the pit lane after it has been closed will have to start the race from the pit lane.
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid positions, the mechanic should avail himself of his rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, ready to start, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- As soon as the Safety Car arrives on the back of the grid, a 30-second board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared and it is considered safe.

- After 30 seconds have elapsed and/or the grid is clear, the Starter will instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.
- The normal start procedure will be followed, with the start signal given in the normal manner, as per Art. 1.18.14 to 17.
- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.
- The Quick Start procedure may be invoked by MotoE Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

1.19 Special Race Penalties Procedures

Among various penalties, the FIM MotoE Stewards may apply the following ones:

1.19.1 Ride Through Procedure

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted. The rider may then rejoin the race.

The rider must respect the speed limit (Art. 1.21.14), in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the FIM Stewards (default penalty is 2 x Long Lap penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with and if there is a second part, the rider will be required to **complete the penalty** after the start of the second part of the race.

Yellow boards (100 cm horizontal x 80 cm vertical) displaying the riders' numbers (black colour) will be shown at the start/finish line and the information will also be displayed on the timekeeping monitors and dashboards.

Failure by the relevant rider to ride through, having been shown the board 3 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by MotoE Race Direction to reflect the ride through time, and notified to teams before the race.

1.19.2 Long Lap Penalty Procedure

During a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route, usually painted on an asphalt runoff area.

The penalty will be communicated via dashboard signals (where possible) and a board displayed for the rider at the **start/finish** line or other pre-defined area.

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2 x Long Lap penalty or other penalty as decided by the FIM Stewards.

In the case of a 2 x Long Lap Penalty being given, these 2 long laps must be completed within 5 laps of the penalty notification.

If the rider does not complete this 2 x Long Lap Penalty after the board has been presented 5 times, **they** will be penalised with a pit lane ride through (or other penalty as decided by the FIM Stewards).

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the FIM MotoGP Stewards.

The rider carrying out the Long Lap penalty is responsible for leaving and rejoining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

The penalty should not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags.

In the case where the organisation has been unable to, or has decided not to carry out the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the FIM Stewards.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part if the race is restarted, or other penalty such as an equivalent time penalty, as decided by the FIM Stewards.

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session.

1.20 “Wet” and “Dry” Races

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1.20.1.1

Dry Races - a race classified as dry will be interrupted by the MotoE Race Director if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

1.20.1.2

Wet Races - a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustments must enter the pits and do so during the actual race.

1.20.1.3

In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

1.21 Behaviour During Practice and Race

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions, including dashboard messages from Race Direction and warning signals. Any infringement to this rule will be penalised according to the provisions of article 1.22, or the relevant article for Race Direction messages and warning signals.

2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule may be penalized.
3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then **they** may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to **them**.

Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the FIM Stewards.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and a board will be displayed for the rider at the **start/finish** line during a maximum of 3 laps. If the rider did not comply after the board has been presented 3 times (5 times in the case of a 2 x Long Lap penalty), they will be penalised by the FIM Stewards (penalties may include Long Lap, 2 x Long Lap, Ride Through, Black Flag).

A time penalty may be imposed in lieu of a penalty where necessary, and further penalties may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance, except for that rendered by the marshals. The marshals may assist the rider to the extent of helping him/**her** to lift the machine and holding it whilst any repairs or adjustments are made. The rider may be assisted by marshals or others to re-start by pushing or to move the machine on track, trackside or in the service road. No person other than marshals or riders are permitted on the track side of the first line of protection.

Working on the machine is forbidden if the Battery Condition Safety Lights are displaying red.

5. If the rider intends to retire, then **they** must park **their** motorcycle in a safe area as indicated by the marshals.
6. If the rider encounters a problem with the machine which will result in **their** retirement from the practice or the race, then **they** should not attempt to tour at reduced speed to the pits but should pull off the track and park **their** machine in a safe place as indicated by the marshals.

7. Riders who are returning to the pits for remedial work should ensure that they travel as far as possible off the racing line.
8. Riders may enter the pits during the race, but taking the motorcycle inside the E-Paddock/tent/pit box is not permitted.

Battery charging or changing during the race (ie. after the race start) is strictly prohibited.

Any infringement of this rule will be penalised with a disqualification.

9. Riders who stop in the pits may be assisted to re-start their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
11. Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
12. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Cup Organiser.
13. All machines are required to carry onboard camera(s) and any other equipment such as for messaging and media if requested by the Cup Organiser. This may include the Dorna Onboard Module and the Official timing transponder.

The cameras and equipment must be carried during all practice sessions and the race (refer to the Technical Regulations for technical details).
14. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.

Any rider found to have exceeded the limit, or not using the audible speed warning (buzzer) during the practice will be subject to the prevailing fine for the first offence, and increased penalties may be imposed for repeated offences.

Any rider committing 3 offences at a single event may also be subject to further penalties from the FIM Stewards. Excessively high speed, in the judgement of the FIM Stewards, and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties.

For exceeding the pit lane speed limit during a race the standard penalty will be a 2 x Long Lap Penalty. However the FIM Stewards may apply further or different penalties (for example for excessively high speed causing danger).

The MotoE Race Direction must communicate the offence to the team of the rider after having received the information from the Official in charge.

15. Stopping on the track during practices and races is forbidden.
16. During the practice sessions, practice starts are permitted;
 - a) when it is safe to do so, at the pit lane exit before joining the track and
 - b) after passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.

Any rider found to have infringed this rule will be subject to an instant penalty. Further penalties may be applied.

17. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then rejoin the circuit when it is safe to do so.

It is forbidden to stop on the Start-Finish straight after the chequered flag for any celebrations of any kind.

18. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.

An exception is granted for the specified time before the start and after the end of MotoE practice sessions, where machines may be ridden on a specified route between the garage/tent area and the pit lane. The route and time schedule will be advised to teams prior to the first practice session. Riding a machine in the paddock outside of this route or time schedule is forbidden.

19. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.

20. Pit Lane Exit

The pit lane exit road will be defined by the MotoE Race Direction and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).

Infractions may be penalised with an instant penalty by the FIM Stewards, and further penalties may be applied.

1.22 Flags and Lights

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

Light panels may be used in addition to, or instead of, flags and may have slight variations in appearance compared to the flag due to technical constraints. Flags and lights on track are both official signals.

As from 2022 the use of light panels in association with waved flags will be compulsory in all circuits.

1.22.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear.

This flag must be waved at each flag marshal post for the first lap of each practice session and of the sighting lap.

This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain (oil, gravel, grass or other debris).

This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross (stroke width of the cross: between 10 and 13 cm)**

Drops of rain on this section of the track including rain affecting the track surface.

This flag must be waved at the flag marshal post.

- **Blue Flag**

Waved at the flag marshal post, this flag indicates to a rider that he/she is about to be overtaken.

During the practice sessions, the rider concerned must keep his/her line and slow down gradually to allow the faster rider to pass.

During the race, the rider concerned is about to be lapped. He/she must allow the rider(s) who are lapping him/her to pass at the earliest opportunity, and passing within a group of lapped riders is forbidden under the blue flag.

Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

- **Chequered Black / White Flag**

This (these) flag(s) will be waved at the finish line to indicate the finish of race or practice session.

- **Chequered Black / White Flag + Blue Flag**

The chequered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.24.1).

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the start of the sighting lap.

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all times during practices and races, except when the red light is displayed.

1.22.2 **Flags Which Convey Information and Instructions:**

- **Yellow Flag**

Waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The waving of a single or a double yellow flag does not signify a degree of danger, but only the location of the incident.

The riders must slow down and proceed with caution. During practice and warm up sessions, the lap time of riders passing a yellow flag(s) will be cancelled.

During a race, overtaking is forbidden up until the point where the green flag is waved.

An infringement of this rule will result in a penalty.

If immediately after having overtaken, the rider realises that they committed an infraction, they must **intentionally** let pass the rider(s) they have overtaken. In this case, no penalty will be imposed.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and boards will be displayed for the rider on the **start/finish**. If the rider did not comply after the board has been presented 3 times (5 times in the case of a 2 x Long Lap penalty), they will be penalized.

A time penalty may be imposed in lieu of a penalty where necessary, and further penalties may also be imposed.

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

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, the light will be switched on, and the red flag may be used in conjunction with the official red light signal. Riders are not allowed to exit the pit lane.

The red flag will be shown motionless on the starting grid at the end of the sighting lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is waved 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, when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty, eg. to rectify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the sighting lap arriving at pit lane entry after the safety car that he/she must enter pit lane.

- **Black Flag with Orange Disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that **their** motorcycle has mechanical problems likely to endanger **themselves** or others, and that **they** must immediately leave the track. The rider cannot rejoin the track unless authorised to do so by an official.

The dashboard signal "STOP", which signifies a battery or electrical problem, will be treated as a Black Flag with Orange disk. If this warning is displayed on the dashboard, the rider must immediately leave the track, and once off the track to park the machine in a safe place and move away as soon as possible.

1.22.3 Flag Dimension

The flag dimension should be 80 cms in the vertical and 100 cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

1.22.4 Flag Colour

The Pantones for the colours are as follows:

Orange: Pantone 151C
Black: Pantone Black C
Blue: Pantone 298C
Red: Pantone 186C
Yellow: Pantone Yellow C
Green: Pantone 348C

The flags' colours will be checked the day preceding the day of the first practice session.

1.22.5 Rider's number board

Black board (70 cm horizontal x 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

1.22.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.22.7 Marshals Uniforms

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

1.23 Medical Cars

The medical cars, if they are to go on to the track, must be equipped with red flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

1.24 Finish of a Race and Race Results

1.24.1

When the leading rider has completed the designated number of laps for the race, he/she will be shown a chequered flag by an official located at the finish line behind the 1st line of protection. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will wave to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

1.24.2

To be counted as a finisher in the race and be included in the results a rider must:

- a) Complete 75% of the race distance.

- b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

1.24.3

The results will be based on the order in which the riders cross the line and the number of laps completed.

1.24.4

In case of a photo-finish between two or more riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

1.24.5

The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

1.25 Interruption of a Race

1.25.1

If the MotoE Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and red lights will be displayed around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed, **and the classification established as follows:**

- a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap.
- b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of the previous lap.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- d) Riders who have entered pit lane, which then closes due to a red flag, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:
 - If the rider has crossed the virtual finish line in pit lane, this time is used as the finish time.
 - If the rider has not crossed the virtual finish line in pit lane, the rider's last crossing of the finish line is used.(in these cases, 1.24.2.b requiring the rider to cross the finish line on track does not apply).

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane by crossing the designated pit lane entry timekeeping point **together with** their motorcycle, will not be classified.

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art. 1.25.4).

1.25.2

If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Cup.

1.25.3

If three laps have been completed by the leader of the race, but less than four laps, then the race will be restarted according to Art. 1.26. If it is found impossible to restart the race, then the results will count and half points will be awarded in the Cup.

1.25.4

If the results calculated show that four laps have been completed by the leader of the race, then the race will be deemed to have been completed and full Cup points will be awarded.

1.25.5

For the purposes of this regulation, the terms “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane, with the machine in a condition fit to rejoin the track. The FIM Stewards will be the sole judge of whether a rider is actively competing, including the condition of the machine and no appeal is possible against the FIM Stewards’ decision.

1.26 Re-Starting a Race that has been interrupted

Re-started races will in principle follow the protocols defined in Article 1.26. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

1.26.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the MotoE Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

The Organisers will stipulate a Compulsory Recharging Period to be followed in pit lane before the restart, which is mandatory unless otherwise specifically stated by Race Direction/Technical Director.

1.26.2

The results of the first race must be available to teams before the second part of a race can be started.

1.26.3

The start procedure will follow the Quick Start Procedure, Art. 1.18.21, unless otherwise informed by MotoE Race Direction.

1.26.4

Conditions for the re-started race will be as follows:

- i) In the case of situation described in 1.25.2 (less than 3 laps completed) above:
 - a) All riders may start, including riders who may not have completed the sighting lap for the original start.
 - b) Motorcycles may be repaired. Battery charging is permitted.
 - c) The number of laps will be 4 laps. This race distance may be altered by Race Direction (up to and including to full race distance).
 - d) The grid positions will be as for the original race.
- ii) In the case of situation described in 1.25.3 above (3 laps completed but less than 4 laps completed):
 - a) Only riders who are classified as finishers in the first race, as per Art. 1.25, may re-start.
 - b) Motorcycles may be repaired. Battery charging is permitted.
 - c) The number of laps of the second race will be the 4 laps. This race distance may be altered by Race Direction (up to and including to full race distance).
 - d) The grid position will be based on the finishing order of the first race.

Riders who are classified 1 full lap down (**having been lapped by the race leader**) will start the restarted race from the pit lane.

Riders who are classified 2 or more laps down (**having been lapped more than once by the race leader**) will not be eligible to restart.

- e) The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.2 will apply (**except 1.24.2.b. for riders in pit lane who may cross the virtual finish line in pit lane**).

1.26.5

In the case of Art. 1.25.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

Any existing penalty applied before the race (eg. Long Lap Penalty, Ride Through) which has been completed in the first part of the race, will be considered to have been served and will not apply to the restarted race. If such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.25.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore existing start position penalties and other penalties applied before the race will apply.

Penalties applied for offences (such as jump start, track limits) during the first race which was interrupted with less than 3 laps completed, will not normally carry forward to the restarted race. However the FIM Stewards may specifically designate a penalty for an offence (for example dangerous or irresponsible riding) in the first race to be served in the restarted race where necessary.

1.26.6

Should a re-started race be interrupted and MotoE Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.26.4, with the race distance and results defined as follows:

- a) If the re-started race is interrupted when 4 or more laps have been completed, the race will be deemed to have been completed and full Cup points awarded. The race classification will be according to Art. 1.26.4.ii. e.
- b) If the re-started race is interrupted when less than 4 laps have been completed, the race would be re-started a further time if possible, and MotoE Race Direction will determine the number of laps with a minimum of 4 laps. The grid will be based on the results of this interrupted race provided 3 full laps were completed (a race of less than 3 laps will be null and void and will not determine the grid or eligibility for a re- started race).
- c) If that further re-started race (third race) is interrupted when less than 4 laps have been completed, no further re-starts will be made.
- d) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 4 or more laps, then the race is deemed to be cancelled and no Cup points will be awarded.
- e) MotoE Race Direction may reschedule re-started races in the race programme as necessary.

1.27 Check Area

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the check area 60 minutes after the finish of the race.

1.28 Cup Points and Classification

1.28.1

Riders will compete for the FIM MotoE™ World Cup.

1.28.2

For riders, the points will be those gained in each race.

1.28.3

For each race, Cup points will be awarded on the following scale:

1 st	25 points
2 nd	20 points
3 rd	16 points
4 th	13 points
5 th	11 points
6 th	10 points
7 th	9 points
8 th	8 points
9 th	7 points
10 th	6 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

1.28.4

All races will count for the Cup classification.

1.28.5

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Cup at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.29 Instructions and Communications to Competitors

1.29.1

Instructions may be given by the MotoE Race Director 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 or delivered by electronic means such as email and/or placed in the Team mail box provided by IRTA at each event. Posting on the official notice board or via electronic means and/or in the Team mail box will be deemed as proof of delivery.

1.29.2

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 or otherwise delivered to the Teams. Posting on the official notice board and/or delivery to the Teams will be deemed as proof of delivery and official publication.

1.29.3

Any communication from the MotoE Race Direction, the Permanent Officials, the FIM Stewards or the Clerk of the Course to a team or rider must be communicated in writing or via electronic means including but not limited to email and official Timekeeping monitors. Similarly, any communication from a team or rider to the MotoE Race Direction, the Permanent Officials, the FIM Stewards or the Clerk of the Course must also be made in writing including electronic means such as email.

1.30 Team Personnel in the Pit Lane

For safety reasons, the following rules must be strictly respected.

1.30.1

Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.

1.30.2

The maximum number of team personnel per rider in the working area in front of the pits is limited to 2.

1.30.3

The maximum number of team personnel per rider on the signalling platform is limited to 2.

1.30.4

For safety reasons, when making wheel changes the main switch must be set so that the motor cannot be engaged.

2. TECHNICAL REGULATIONS

2.1 Introduction

2.1.1

The FIM MotoE World Cup is a single-machine competition.

The nominated motorcycle (hereinafter referred to as “Machine”) is the Energica Ego Corsa and each rider will have one machine.

2.1.2

In keeping with the single-design regulations, it is strictly forbidden for wind tunnel testing to be carried out on the Machine, by teams, riders, or any outside parties other than the official manufacturer.

2.1.3

In the Technical Regulations section, the term “Organiser” refers to the Cup Organiser.

2.2 Technical Specifications

2.2.1

The nominated machine shall be used as delivered by the Organiser, with no modifications except those described in these Technical Regulations.

2.2.2

The paint scheme is free within the restraints of the FIM MotoE World Cup general livery (see Appendix T1).

2.2.3 Unregulated and Optional Parts

No parts shall be modified, changed or replaced, unless with parts included in the machine parts list (see Appendix T2), with the following exemptions:

i) Unregulated parts (free in design, make and supply, subject to the Technical Director’s approval):

1. Handlebars assembly.
2. Footpegs assembly.

3. Brake master cylinder lever. Note that all handlebar-mounted brake levers must be covered by brake lever protectors, as approved by the Technical Director, to avoid the brake being accidentally operated in case of collision.
 4. Generic fasteners, that is standard screws, bolts, nuts, washers not specialised for the machine design may be used provided they are of the same design and performance as the original, and only as approved by the Technical Director.
- ii) Optional parts (parts that have multiple options in the machine parts list, Appendix T2, that can be selected on a per-rider basis):
1. Seat and seat foam.
 2. Windscreen.
 3. Suspension springs, front and rear.
 4. Front suspension assembly (front fork).
 5. Steering damper assembly.
 6. Rear brake assembly.
 7. Final gearing (refer to Art. 2.2.5).

2.2.4 Battery and Charging

The FIM MotoE World Cup machine is powered by an electric powertrain functioning on the energy stored in a battery.

- a) The battery charging devices, consisting of one portable device for pitlane operation and one stationary device for MotoE compound operation, will be delivered by the Organiser, and no other charging devices are permitted to be used.

The charging procedure is described in Appendix T3 and must be strictly followed by the teams.

- b) The Organisers may specify a time schedule for battery charging, including both the motorcycle battery and charging device battery. This time schedule must be respected and charging outside of the specified times is not permitted.

This includes **charging for the machines transferring from QP1 to QP2 session (Art. 1.16.3)**, the Compulsory Charging Period on the grid (Art. 1.18.8), and Compulsory Charging in pit lane/grid in case of a restarted race (Art. 1.18.21, 1.26.1).

- c) To ensure equality of battery performance, the Organisers reserve the right to randomly allocate batteries to selected machines before each event. Random battery selection will be made by means of a lottery.
- d) A team may request a replacement battery on the grounds of substandard performance:
 - i) If the Technical Director is satisfied that there is clear evidence of a battery problem causing substandard performance a replacement battery may be issued under Art. 2.2.3 with the approval of Race Direction.
 - ii) If the Technical Director determines that there is no clear evidence of a battery problem, the team may still request a replacement battery.

Such request must be made in writing to the Technical Director accompanied by a deposit of 5,000 Euros per battery paid to IRTA.

The battery may be replaced with the approval of Race Direction, and the original battery will be returned to the official Supplier to be tested under standard conditions by the official Supplier and the test report sent to the Technical Director.

If the battery is deemed to be within specified performance parameters and fit for use, the same battery may be returned to the team at a subsequent race and all deposits paid by the team for that claim will be forfeited.

If the battery is deemed to be outside of specified performance parameters and not fit for use, all deposits paid for that claim will be returned to the team in full.

In the case where a team or rider forfeits a deposit for an unfounded battery change, each subsequent claim during the season by the same team and rider (including replacement riders) will attract an additional deposit of 2,500 Euros (two thousand five hundred Euros).

2.2.5 Final Drive Gearing

The official list of approved final drive gearing to be used during each event will be declared by the Technical Director before the start of the **season**. The list of front and rear sprockets will be declared, and no other options will be allowed, unless declared by the Technical Director for that event.

2.2.6 Fluids

Only the following fluids shall be used and replenished or replaced according to the Organiser and Technical Director's instructions:

- a) Electric Motor: ATF Dexron VI (6) for the electric motor cooling/lubrication. This lubricant grade is mandatory, the brand is free.
- b) Electronics: Distilled water for the electronics cooling.
- c) Suspension: Suspension oil will be supplied with the machine, and the Technical Director will only approve that specification of oil.

2.2.7 Datalogging

The use of the datalogging system, as specified in Appendix T4, is mandatory for all machines.

The datalogging system must be fully operational at all times the machine is on track, and data shall be logged and delivered to the Organiser according to the Organiser's instructions.

No other datalogging equipment is allowed to be used on the machine.

2.2.8 Battery Condition Safety Lights

The warning lights displaying battery safety conditions as delivered on the original machine must be in place and operational at all times.

2.2.9 Pit Lane Audible Warning System

All machines must have a functional Pit Lane Speed Warning audible alarm ("buzzer") as approved by the Technical Director, at all times.

2.2.10 Rain Safety Lights

All machines must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Direction. Light design and position is subject to approval by the Technical Director.

The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle.

2.2.11 Additional Equipment

The Organiser may require machines to be equipped with further equipment to be decided from event to event. The use of such additional equipment is mandatory according to the Organiser's instructions.

- a) Where the Organiser has required a team to carry onboard camera(s) under Art. 1.21.13, such cameras and associated equipment must be carried during all practice sessions and the race, or as requested by the Organiser.

Cameras and other equipment will be supplied to the designated Teams no later than **15h00** on the day preceding the first day of practice at an event. Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment. All onboard camera equipment must be fitted to the machine following the mounting instructions and only in the location(s) specified by the Organiser. Such fitting details will be communicated to the manufacturers and teams before the start of the season.

- b) Any machine not requested by the Organisers to carry on-board cameras will instead be required to fit a dummy weight or weights in place of the camera equipment. The location and weight of the dummy weight will be fixed by the Organisers, with a tolerance of -10 grams. Only the official dummy weights that are supplied by the Organisers may be used.

2.3 Machine Setup

2.3.1 Optional Settings

Only the following machine optional setting operations are allowed, no other setup operations are permitted:

- I. Changing final gearing as per Art. 2.2.5. Drive chain length is not controlled.
- II. Adjusting front and rear ride height.
- III. Changing front and rear suspension springs, as per Art. 2.2.3.

- IV. Adjusting front and rear suspension springs preload.
- V. Adjusting front and rear suspension damping and steering damper via the external adjusters (“clickers”).
- VI. Changing front suspension oil level (oil specification as per Art. 2.2.6.)

(Note that, apart from the above exemptions, changing internal suspension parts and settings is not permitted and the internal specifications must remain as defined in the Specification Card from the official supplier).

2.3.2 Compulsory Settings

The following setting operations are compulsory, according to the Organiser and Technical Director’s instructions:

- I. Adjusting final gearing, as specified in Art. 2.2.5.
- II. Programming the Datalogger system, and delivering logged data according to the Organiser and Technical Director’s instructions.
- III. Adopt the powertrain software configurations as prescribed from time to time by the Organiser and Technical Director.

2.4 Weight

2.4.1

The minimum permitted weight of the machine is: **249 kg**

2.4.2

Ballast may be added to achieve the minimum weight.

2.4.3

Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping transponders, camera equipment, electronic datalogging equipment etc.

2.5 Bodywork

2.5.1

Only the bodywork as delivered on the standard machine may be used, as per Art. 2.2.3. No additions or alterations are permitted except those described in Art. 2.5.2 below.

The bodywork must be attached to the machine using the original mounting brackets, and in the original position relative to the machine, as determined solely by the Technical Director.

2.5.2

Material may not be added to the bodywork.

Material may be removed from bodywork parts by grinding, drilling and cutting only, provided that it does not affect or change any profile of the original design.

The sole purpose of material removal is to provide additional clearance for the rider where needed. Such modifications will only be approved if the Technical Director is satisfied that all efforts have been made to ensure that additional clearances are the only effect on the bodywork design.

2.6 Wheels

2.6.1

Every machine will be delivered with 2 sets of spare wheels, so a total of 3 sets of wheels (1 set = 1 x front wheel and 1 x rear wheel).

2.6.2

No other wheels may be used during an event.

Damaged wheels may be replaced according to Art. 2.2.3.

2.7 Tyres

2.7.1

The FIM MotoE World Cup is a single tyre-supplier competition. Only tyres from the official appointed tyre supplier may be used at FIM MotoE events, including official tests.

2.7.2 Specification

The tyre specifications available at each event will be determined by the official supplier in consultation with the Technical Director and the Organiser, and may be varied due to changing conditions.

Identical tyres of each specification will be allocated to every rider, and the total quantity of tyres will be the same for every rider.

2.7.3 Tyre Use Parameters

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier, the Technical Director and the Organiser. Parameters will be notified to the teams and may include pressure, temperature, maximum number of laps, time/temperature on tyre warmers, or other usage guidelines. Teams must comply with requests by the Technical Director, his staff, and the official tyre supplier to check tyre parameters at any time.

Any riders or teams found to be using tyres outside of these operating parameters may be subject to penalties. The decision of the Technical Director, in consultation with the official tyre supplier, will be final.

2.7.4 Allocation

The Technical Director and staff will oversee the allocation of tyres available for the exclusive use of each entered rider, to ensure equal allocation of tyres to all riders.

In the case of a rider change after the tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

2.7.5 Quantity

The base allocation for each rider, subject to changes by mutual agreement of the tyre supplier, Technical Director and the Race Direction is as follows:

Slick Tyres

5 x Front tyres of the same specification

5 x Rear tyres of the same specification*

One of the 5 front and one of the 5 rear tyres will be a used tyre from the rider's QP session of the previous event. In case the previous event QP sessions were declared Wet, the tyre supplier may allocate new tyres instead of used.

* Riders who participate in both QP1 and QP2 qualifying sessions (maximum 2 riders) will be allocated **one extra front and one extra rear slick tyre** after QP2 (therefore, if taken, a maximum of **6 front and 6 rear slick tyres**).

In the case that QP1 and QP2 sessions are both declared wet by the Race Director, the extra tyres allocated will be rain tyres. In the case that QP1 and QP2 sessions are declared as different weather conditions then no extra tyre will be allocated.

Rain Tyres

3 x Front tyres of the same specification

4 x Rear tyres of the same specification

2.8 Tyre Warmers

2.8.1

Every machine will be delivered with 2 sets of tyre warmers for use with slick tyres, and 1 set of tyre warmers for use with rain tyres.

(NB. 1 set = 1 x front and 1 x rear)

2.8.2

No other tyre warmers may be used during an event, unless explicitly authorized by Race Direction.

Tyre warmers designed for slick tyres are not permitted to be used on rain tyres (penalties apply).

Damaged tyre warmers may be replaced according to Art. 2.2.3.

2.9 Numbers and Backgrounds

2.9.1

- a) The racing number must be affixed to the front of the motorcycle fairing in a central position. Rear or side numbers are optional.
- b) Numbers should be a minimum height of 140 mm.
- c) Numbers must be easily legible, in a clear simple font.

- d) Numbers must be of one single colour which contrasts strongly with the background colour. A small outline in a different colour is permitted. Two-digit numbers must have a separation (min. 10 mm) between digits so the background colour is visible between digits. Reflective finishes (eg. silver, gold, etc.) are not permitted.
- e) Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.
- f) MotoE teams with more than one rider must differentiate between the riders by using different number and/or background colours.
- g) In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.10 Riders Safety Equipment

2.10.1

It is compulsory that each contracted rider must begin each race event with at least two complete sets of undamaged safety equipment. A complete set of safety equipment shall contain:

- Helmet
- Leather Suit, 1-piece
- Gloves
- Boots
- Back Protector
- Chest Protector

The equipment must be worn, correctly fastened, at all times during on-track activity.

2.10.2 Safety Equipment Control

- a) At Technical Control at the first race of the season, one complete set of undamaged safety equipment (as listed in Art. 2.10.1) must be presented and checked for the following:
 - Helmet: with a marking indicating certification to one of the helmet standards as listed in Art. 2.10.3.
 - Leather Suit, Boots, Gloves: the model names of each of these items must correspond to the Self Certifications previously supplied to the Technical Director.

- Back Protector: a marking indicating certification to EN1621-2:2014 or to EN1621-2:2010.
 - Chest Protector: a marking indicating conformity with the standards specified in 2.10.3.c)v. below.
- b) At any time during the season, the Technical Director may request a piece of rider’s equipment in order to check that it meets the requirements listed in Art. 2.10.3. The item of equipment will be sent to the official appointed laboratory for testing. Supply of equipment and test results as follows:
- The manufacturer of the equipment may be asked to supply a duplicate item of equipment for testing.
 - Equipment damaged after an accident may be taken and tested on an undamaged portion.
 - In the event that the item tested fails to meet the required standard, the manufacturer may request a further test, at their cost, on a duplicate item of used equipment.
 - In the event that the first test and/or optional retest are still negative, the Self Certification provided by the manufacturer will be suspended and the manufacturer shall have 30 days to rectify the problem and demonstrate this.
 - In the event that the problem is not rectified in this time, the manufacturer shall not be permitted to supply any new equipment of the failed type.

2.10.3 FIM Rider’s Equipment Minimum Requirements (REMR)

a) Standards for Helmet and Visor

Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) will be allowed.

A list of FIM Homologated helmets is available on www.frhp.org.



- Disposable visor “tear-offs” are permitted.

b) Certification for Leather Suit & Airbag system, Gloves, Boots, Back and Chest Protectors

All rider's safety equipment must comply with the requirements detailed in Art. 2.10.3.c) Sections i to vi, below. The following procedures will apply:

- A sample of each different design or model must pass all the tests described in the FIM Standards, Table 1 below, or in the case of Airbag systems, the FIM Requirements for Grand Prix Airbags 2019. Every example of this design or model must be identified with the model code by a permanent marking. Each individual design or model that has passed the tests will be self-certified by the manufacturer, using the official document, stating that the item conforms to the FIM requirements.
- A copy of this Certificate must be sent to the MotoE Technical Director (Danny Aldridge, danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch).
- For leather suits only, the manufacturer must complete and maintain the “Riders Race Suit Database” file for each of their riders.
- This database must be submitted to the MotoE Technical Director, and updated each time a leather suit is supplied to or withdrawn from a rider.
- The Technical Director and the rider also have the right to withdraw a race suit from the database.

c) Standards for Leather Suit, Gloves, Boots, Back & Chest Protectors

i) Leather Suit

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 1.
- The use of abrasion-resistant stretch material is permitted up to a maximum of 50% of the surface area, provided that the requirements of Table 1, column 2 are met.

- The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.
 - Shall contain armour certified to EN1621-1:2012 in the shoulders, elbows, knees, and legs.
 - It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
 - All Airbag systems must be approved according to clause b), above.
 - Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider. (For the purposes of this regulation, QP1 and QP2 are considered as one track session.)
 - For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season, and is compulsory for any further events of that season.
 - For Wild Card riders the use of an Airbag system is compulsory. Wild Card riders equipment must be presented to Technical Control for inspection prior to the start of the event.
- ii) Gloves
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 3.
 - Shall have a cuff length sufficient to overlap the leather suit by at least 50 mm.

- Shall have a means of fastening to secure them to the hand (an elastic closure alone is not acceptable).
 - Shall have suitable knuckle protection.
- iii) Boots
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 4.
 - Flexing zones are permitted up to a maximum of 40% of surface area, provided that they comply with the requirements of Table 1, column 5.
 - Shall have a minimum height sufficient to overlap the leather suit by at least 70 mm.
 - Shall have a means of fastening to secure them to the foot (a slip-on boot is not acceptable).
- iv) Back Protector
- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
 - May be full back or central back configuration.
- v) Chest Protector
- Full Chest Protectors (designed as a single piece) and Divided Chest Protectors (designed as two separate halves) are permitted.
 - All types of chest protectors (full or divided) must have a minimum protection area of no less than 230 cm².
 - Only protectors in conformity with prEN 1621-3 (Level 1 or 2) are permitted.
- vi) Marking
- When an equipment manufacturer has tested and proven that the safety equipment in question meets the relevant requirements in paragraphs i) to vi) above, and Table 1 below, they shall attach a permanent marking stating the model number of the product.
 - The marking of race suits must additionally contain a unique serial number.

Table 1.

Material Properties

		1	2	3	4	5
TEST	Test Method	Suit Leather or main material	Suit Stretch Areas	Gloves Palm & Back Areas	Boots All Areas	Boots Flex Areas
Tear	ISO 3377-1 or EN388 (N)	≥50	≥50	≥30	≥100	≥60
Abrasion	EN388 (cycles)	≥600	≥400	≥300	≥800	≥500
Seam	EN13935-1 (Suit, Boot) EN13594 (Gloves)	≥12	≥12	≥8	≥15	≥15

2.10.4 Post-crash Riders Safety Equipment Check

- a) After a crash the Technical Director may at his discretion request that the rider's safety equipment is checked prior to the start of the following practice session or race.
- b) In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.
- c) Any question concerning the condition and suitability for use of the riders safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

2.11 Replacement Machine

- a) If a machine is irreparably damaged as a consequence of a crash, the team may request to be allowed to replace the damaged machine with a complete spare machine. Such replacement is at the sole discretion of the Technical Director, whose decision will be final.

The process of authorizing use of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

- b) The Organiser has the right to replace a machine with a complete spare machine at its own discretion, based on technical and/or safety concerns which will be communicated to the team and rider by the Technical Director.

2.12 Cooling Fans

2.12.1

Fans/cooling devices for cooling the machine and motor will be provided by the Organisers. Only these fans provided and/or approved by the Organisers are permitted to be used to cool the machine. No modifications to the fans/cooling devices are allowed and no other fans are permitted to be used.

2.12.2

Cooling fans may be used only in the team's pit box/tent area, they may not be used in the pit lane during any MotoE track session, or on the starting grid.

The sole exception is for the two machines that transfer from the QP1 to QP2 session, where specified cooling fans/cooling devices are permitted under instruction from the Organisers.

2.13 Team Personnel

2.13.1

A maximum of two persons per rider are permitted to work on the machine (ie. to physically touch the machine) at any one time during the event, whether in the E-Paddock, Pit Box or Pit Lane. This includes all team personnel able to make adjustments to the machine. Each team is required to register the two specified persons with the Technical Director prior to the event, which is an undertaking to guarantee that they have a maximum of two dedicated technical employees for MotoE at each event.

2.13.2

Any person working on the machine must have completed the Energica mechanic training program and the E-Safety training program, to the satisfaction of the Organisers.

2.13.3

All safety protocols provided to the teams (including but not limited to those supplied by the Organiser, Dorna Sports, IRTA, FIM, Energica, MDD) must be observed at all times by all team members. This includes the completion of required safety checklists before working on or running the machine.

Non-compliance with safety procedures will be subject to penalties.

2.13.4

Teams must comply with any working hours restrictions which may be advised by the Organisers from time to time. Penalties will apply for non-compliance.

2.14 Procedures for Technical Control

2.14.1

At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Chief Technical Scrutineer and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests viz:

- i) Weighing scales with check weights for calibration purposes.
- ii) Instruments and gauges as necessary for measuring other dimensions and criteria specified in the Technical Regulations.

2.14.2

The technical control procedure will be carried out in accordance with the schedule set out in the Regulations. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.

2.14.3

Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.

2.14.4

A rider's presence at the initial technical control is not mandatory.

2.14.5

Motorcycles will be inspected under the name of the team and at the initial technical control each motorcycle will be registered by the technical scrutineers who will prepare a technical control card to record technical specifications, check results and the riders in that team entitled to use the motorcycle.

2.14.6

At the initial technical control the technical scrutineers should inspect the motorcycle to record technical details including weight and may also check the motorcycle for technical compliance with other aspects of the Regulations, as requested by the Technical Director.

2.14.7

At each event, at the conclusion of technical control procedures prior to the first practice, the technical scrutineers will place a small sticker on the motorcycle indicating that it has been registered for use by the team's rider(s) for that race and passed the technical control procedures.

2.14.8

The Chief Technical Scrutineer will prepare a report on the results of technical control which, will be submitted to the Event Management Committee via the Technical Director.

2.14.9

The technical scrutineers should re-inspect any machine that has been involved in an accident, and if necessary to issue a new technical control sticker for a rebuilt machine. This would normally be carried out at the pit of the rider concerned. The team has sole responsibility for any repairs carried out, and to determine when the machine is fit for further use.

2.14.10

The technical scrutineers must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.

2.14.11

At the end of the race, the Chief Technical Scrutineer will ensure that the motorcycles placed in the first three positions, plus any other motorcycles designated by the Technical Director, are placed in the Check Area for a period of 60 minutes pending any protest.

The motorcycles may be checked for compliance with any of the FIM MotoE technical regulations, and any other technical requirement at the discretion of, under the control of and as requested by the Technical Director.

2.14.12

The Technical Director may require a team to provide such parts or samples as he may deem necessary.

2.14.13

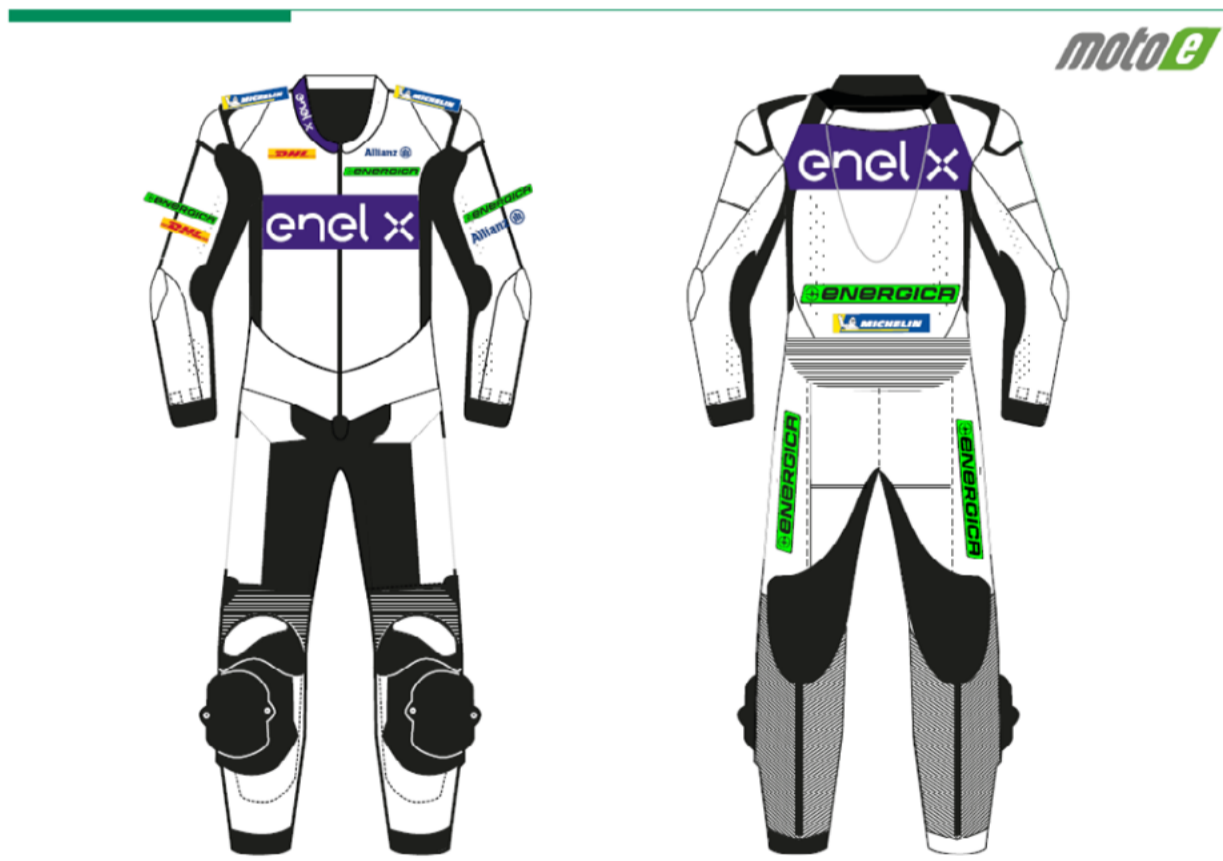
In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the Technical Director.

- a) Machines under the minimum weight limit due to:
- i) Loss of fluid.
 - If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
 - If it is necessary to replace a damaged part to accommodate the fluid (eg. radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part.
 - ii) Loss of material or parts.
 - If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
 - The Technical Director must verify that any new parts are identical to the original.
 - If the Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
 - Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

APPENDIX T1

FIM Enel MotoE™ World Cup General Livery Requirements

ENERGICA EGO CORSA - FIM ENEL MotoE World Cup





APPENDIX T2

FIM Enel MotoE™ World Cup Machine Parts List

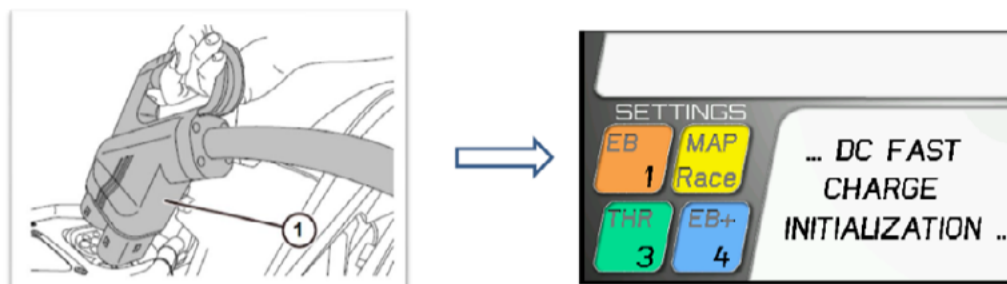
The Official Machine Parts List referred to in Art. 2.2.3 is available on the FIM website (<http://www.fim-moto.com/en/library/>).

APPENDIX T3

FIM Enel MotoE™ World Cup Charging Procedure, refer to Art. 2.2.4

DC Charging

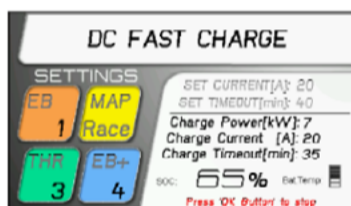
To start DC charging you need to connect to an external column fitted with a Fast Charge plug. To connect simply open the seat and connect the plug (1).



You can perform the DC charging with *Power On (Key On)* or *Power Off (Key Off)* motorbike status.

Once the battery's charging operation has started, the plug cannot be removed until it is complete. If you want to stop charging the battery, you have to put the Key to the "On Position" (*Power On*) and press MAP/OK button (green button)

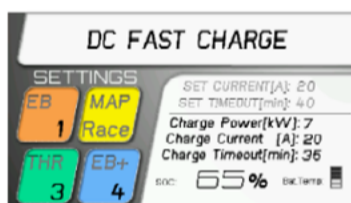
1) KeyOn Status



ACTIONS:

- You can change the Charge Current only during the first 10second:
 - Press **UP Button** (Blue) to increase di Charge Current
 - Press **DOWN Button** (Yellow) to decrease di Charge Current
- Press **MAP/OK Button** (Green) to interrupt the DC Charging Section

2) KeyOff Status



NO ACTIONS ARE ALLOWED

If you want to stop charging the battery, You have -first- to put the **Key** to the "On Position" (*Power On*)

Enel Unit Charging, Refer to Enel Instruction manual



APPENDIX T4

FIM Enel MotoE™ World Cup Datalogging System



Reference	Component
17401	Data Logger KIT
1945000 47	Data logger wiring harness
1945100 48	IMU (inertial measurement unit)
1945200 48	Brake sensor
1945300 48	Suspension sensor (front)
1947400 48	Suspension sensor (rear)
1945400 48	TPMS receiver
1945500 48	TPMS sensor
1952100 47	USB cable for programming TPMS receiver
1868000 48	Data Download Cable (DataLogger)
SW110100005	DoDATA SW license (yearly license)
	TPMS activator & viewer supplied with cable
	TPMS activator <u>ONLY</u>

Trigger with display:

TPMS activator & viewer supplied with cable



Trigger

TPMS activator ONLY





3. DISCIPLINARY AND ARBITRATION CODE

The Disciplinary regulations will be defined by the “FIM GRAND PRIX REGULATIONS, DISCIPLINARY AND ARBITRATION CODE”.



4. **CIRCUIT STANDARDS**

Circuit standards will be defined by the “FIM STANDARDS FOR CIRCUITS” (SRRC).



5. MEDICAL CODE

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



6. ANTI-DOPING CODE

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



7. ENVIRONMENTAL CODE

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



8. CODE OF ETHICS

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



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