



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## FIM ENDURO E-BIKE WORLD CUP REGULATIONS



EDITION 2022



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



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# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



Articles amended as from 1.1.2022 are in bold type

Articles amended during the 2022 season are in bold and red type or ~~double  
strike-through~~



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## General Undertakings and Conditions

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

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

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

as supplemented and amended from time to time.

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

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

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

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



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## **ANTIDOPING CODE**

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

## **SUPPLEMENTARY REGULATIONS**

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



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## SPORTING REGULATIONS

### INTRODUCTION

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

### EVENTS

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

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

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

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

~~Organisers will be nominated by the promoter (if applicable) and submitted for approval to the FIM.~~

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

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

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

- a) Confirmation of the name and address of the Organiser, including



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telephone and facsimile numbers for correspondence.

- b) The date and place of the event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d) The location at the circuit of the teams and rider's information centre and the official notice board.
- e) The name and address of the company providing the third-party liability insurance cover and the number of the policy.
- f) Name and address of FMNR.
- g) The name of the Clerk of the Course and the officials.
- h) The name, address and telephone number of the Chief Medical Officer
- i) The name, address and telephone number of the hospitals designated for the event.
- j) The Supplementary Regulations for the event in English at least (and French)

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

## **DEFINITION:**

The FIM E-Bike Enduro World Cup is a series of competitions reserved for electrically assisted E-Bikes (**classes E1 & E2**) and **E-Light-Moto (Light electric motorcycles in the class E3)** that takes place on a circuit composed of connecting paths and selective sections called "specials" or any format that permits to challenge the endurance of the E-Bike and the rider. Its purpose is to check the reliability of E-Bikes/**E-Light-Moto** and the ability of riders. The events can be organised over one or several days (legs).

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



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

**An E-Light-Moto (Light electric motorcycles in the class E3) is further described in the present regulations.**

The E-Bike World Cup is a dedicated series of competitions that reflects the stock E-Bike market **for the E1 and E2 classes. For some events, it is also dedicated to evaluate the performance of E-Light-Motos.**

**For the E1 and E2 classes,** the bicycle equipped with E-Kits (engine mounted on a wheel + battery that can be fixed) won't be authorised during those competitions.

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

## **ART. 1 - CALENDAR**

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

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

## **ART. 2 – ELIGIBLE COMPETITORS – FIM LICENCES**

### **- E1, E1J, E1W and E2:**

Competitors holding a valid FIM licence (Annual or One Event) for the FIM E-Bike Enduro World Cup may take part in the FIM E-Bike Enduro World Cup (Categories E1 and E2). Moreover, any rider holding a valid FIM Annual Licence (except MotoGP, Moto2, Moto3 or MotoE) may also compete for the titles of winner of the FIM E-Bike Enduro World Cup (Categories E1 and E2)

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

**E1J, (Enduro1 Junior) is a category dedicated to Junior riders, the competitors must be aged 14 at the minimum and be less than 21 years (at 1st January of the year of the Championship)**



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**E1W, is a category dedicated to women participants using E1 E-Bikes**

**- E3:**

**Competitors holding a valid FIM licence (Annual or One Event) for the FIM E-Bike Enduro World Cup – E3 Moto may take part in the FIM E-Bike Enduro World Cup (Category E3). The validity of the FIM Licences are published in the FIM yearbooks.**

~~The riders holding a FIM Amateur E-Bike Licence can compete without scoring points.~~

Moreover, any rider holding a valid FIM Annual Licence (except MotoGP, Moto2, Moto3 or MotoE) may also compete for the titles of winner of the FIM E-Bike Enduro World Cup (Categories E1 and E2)

## **ART. 3 - REGISTRATION**

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

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

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

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

## **CANCELLATION OF AN EVENT**

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

## **ART. 4 – AWARDS AND PRIZES**

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

- Enduro 1 (E1)



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- **Enduro 1 Junior (E1J)**
- **Enduro 1 Women (E1W)**
- Enduro 2 (E2)
- **Enduro 3 (E3)**

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

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

## ART. 5 - CLASSIFICATION

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

- Enduro 1 (*minimum age: 14 years and/or age limit imposed by the laws and regulations of the FMNR*)
- **Enduro 1J (for Junior riders *minimum age: 14 years and/or age limit imposed by the laws and regulations of the FMNR, maximum 21 years' old*)**
- **Enduro 1W (for women riders *minimum age: 14 years and/or age limit imposed by the laws and regulations of the FMNR*)**
- Enduro 2 (*minimum age: 14 years and/or age limit imposed by the laws and regulations of the FMNR*)
- **Enduro 3 (minimum age: 16 years and/or age limit imposed by the laws and regulations of the FMNR)**

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

1st 100 pts	21st 40 pts	41st 20 pts
2nd 95 pts	22nd 39 pts	42nd 19 pts
3rd 90 pts	23rd 38 pts	43rd 18 pts
4th 85 pts	24th 37 pts	44th 17 pts
5th 80 pts	25th 36 pts	45th 16 pts
6th 75 pts	26th 35 pts	46th 15 pts
7th 70 pts	27th 34 pts	47th 14 pts
8th 65 pts	28th 33 pts	48th 13 pts
9th 60 pts	29th 32 pts	49th 12 pts
10th 55 pts	30th 31 pts	50th 11 pts



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

In the event that there are several events counting for the FIM E-Bike Enduro World Cup, a classification for each category will be established for each race day (excluding prologue).

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

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

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

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

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

## ART. 5.1 CANCELLATION OF A RACE DAY

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

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



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## ART. 6 – ELIGIBLE E-BIKE BY CATEGORY

The E-bikes must pass the Technical verifications.

- **In Enduro 1 and 2 (E1, E1J, E1W & E2):**

Stock: An E-bike be similar to the original E-Bike catalogue and without major modifications that increase the power, general geometry and assistance speed limits.

*The E-Bikes need to fulfil the legal regulations (CE) and have the serial CE Sticker. If original and safety relevant parts are changed, it must be done according to the “Guidelines for parts replacement” ~~(25km/h & 45km/h)~~—Please refer to the FIM E-Bike Appendix A and B.*

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

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

When the rider stops pedaling the engine must switch off.

No throttles system will be authorized.

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

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

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

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

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

The FIM **Jury referee** or the FIM/FMNR Technical Delegates can refuse an E-Bike that have a structural default (i.e cracking, damage, etc.)



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- **Enduro1 (E1, E1J and E1W):** E-Bike equipped with a motor with a maximum continuous rated power of 250W ~~and whose assistance does not exceed 25 km/h.~~ Its minimum weight is 18 kg **and its maximum 30kg.**
- **Enduro2 (E2):** E-Bike equipped with a motor with a maximum rated continuous power **over 250W of 500W** ~~and whose assistance can exceed 25 km/h but does not exceed 45 km/h.~~ Its minimum weight is 18 kg **and its maximum 34kg**

## Category E1



Declared 250W on catalogue stock  
EN 15194  
No assistance limit  
Min weight 18 kg  
Max weight 30 kg  
No throttle

**Women and Junior Classes**

## Category E2



Declared more 250W on catalogue stock  
No assistance limit  
Min weight 18 kg  
Max weight 34 kg  
No throttle

### Declared L1e-B

If the race is organised partially on public roads open to traffic, the E-Bike insurance certificate matching with the frame number & number plate must be provided at the administrative checks.

~~If the course and tests are organised in a closed circuit and not passing through public roads,~~

~~the following E-Bikes can take part in the FIM E-Bike Enduro World Cup in the Enduro2 (E2) class, with the approval of the CEB-Bureau:~~



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- ~~Enduro2 (E2): E-Bike equipped with a motor with a maximum rated continuous power of 500 W and whose assistance can exceed 25 km/h. Its minimum weight is 18 kg.~~

- **In Enduro 3 (E3):**

**E3 classes could take part in the event.** This must be clearly indicated in the SRs of the event.

**Two types of L1e-B homologated Electric vehicles equipped with a throttle and cut out switch can take part in the E3 class as described below:**

## Category E3



No assistance limit  
Throttle  
Pedals  
Cut out switch  
Max weight 40 kg



List of eligible models  
Throttle  
Pegs  
Cut out switch  
Max weight 60kg

### Declared L1e-B

If the race is organised partially on public roads open to traffic, the E-Bike insurance certificate matching with the frame number & number plate must be provided at the administrative checks.

**FIM CEB Bureau establishes a list of models eligible to compete in the E3 category with pegs. If a rider, a team or a manufacturer is willing to enter a model in this list, he must contact FIM Administration by email providing a description, photos and videos.**

**The list of the eligible models allowed in the E3 class with pegs is the following:**

**Brand: Sur-ron / Model: Light Bee**

**Brand: Qulbix / Model: Q140Core and 2022 new models TBA**



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



**Brand: Kuberg / Model:**

**Brand: LMX / Model: 64 and 161**

**Brand : SEM / Model: Venom 2021, Venom 2022**

## ART. 7 – ADMINISTRATIVE CONTROL

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

Competitors must bring the original documents listed below:

- The valid FIM licence ~~for the current year,~~
- ~~The AM licence at least for the Enduro 1 category,~~
- The E-Bike registration document (crossed-out registration documents are not accepted) ~~for Enduro 1 category,~~
- The E-Bike insurance certificate for Enduro ~~1~~ 2 and 3 categories . In the case of a garage type insurance certificate that does not specify the registration number, it must be accompanied by a document from the insurer certifying that the machine is indeed insured for the designated user.

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

In return, the organiser will give the competitors a file for the event including:

- The circuit and specials diagram (map),
- The roadmap including the following details:
  - Mileage of connection paths and specials,
  - Overall altitude difference of the course if possible,
  - Hydration (water and food) points and power recharging points,
  - Departure time and time limit (time beyond which the competitor cannot start the last lap).
- An identification bracelet/wrist band.



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## ART. 8 – TECHNICAL CONTROL

### ART. 8.1 GENERALITIES

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

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

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

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

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

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

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

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

In case of E-Bike malfunction (overheating, battery failure ...) that does not allow to check the conformity of the E-Bike, the rider has the period of the parc fermé (30 minutes) to bring the solutions to the technical controllers so that the tests are carried out.

### ART. 8.2 HELMETS AND BACK & KNEE PROTECTIONS

#### ART. 8.2.1 Helmets



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~~According to the terrain, obstacles and race formats, two types of helmets can be used. The types of helmets must be specified in the SRs or published on the official information board and announced at the briefing of the riders.~~

~~**Classis Helmets:** Only helmets meeting ECE 22/05 P or EN 1078 standards are allowed on events held in whole or in part on roads open to public traffic.~~

~~**Full face Helmets:** Helmets meeting FIM standards or ECE 22/05 P or EN 1078 standards with mandatory fixed or removable chin strap.~~

Wearing an helmet with a chin strap is mandatory during the special tests. The riders must wear one of the following helmets

### For Enduro 1 & Enduro2 (E1, E1J, E1W & E2):

Back Protection  
EN 1621-2



Helmets

EN 1078  
22/05 P; 22/06 P  
Snell M 2015/M 2020 D(USA)/R(EU)  
JIS T 8133:2015 Type 2

EN 1078 Full Face is mandatory on  
Special tests

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

### For Enduro 3 (E3):



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Back Protection  
EN 1621-2




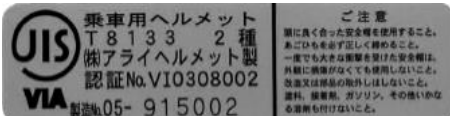
Helmets

22/05 P; 22/06 P  
Snell M 2015/M  
2020 D(USA)/R(EU)  
JIS T 8133:2015 Type 2 Full Face

Helmets must comply with one of the internationally recognised standards:

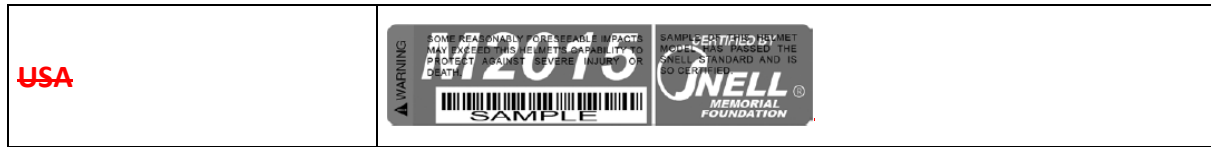
<b>EUROPE</b>	ECE 22-05 (only type "P")
<b>JAPAN</b>	JIS T 8133:2015 (only "Type 2 complete face")
<b>USA</b>	SNELL M 2015

Examples of labels are given below (for Europe, the country numbers that have granted approval are also indicated):

<b>EUROPE</b>	 <p><b>051406/P-1952</b></p> <p>3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.</p>
<b>JAPAN</b>	



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## ART. 8.2.2 Back protection

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

Back protection must comply with EN.1621-2.

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

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

## ART. 8.3 TECHNICAL PARTS AND MODIFICATIONS

### E2: Important basic information:

- Speed e-bikes with a motor assistance of up to 45km/h (28mph) are considered motor vehicles and subject to the EU Directive 2002/04/EC or the EU Regulation No. 168/2013.
- Depending on the vehicle there may be different requirements which must be strictly observed when replacing a component. Therefore, always check the indications given in the vehicle documents prior to doing any work on the vehicles.
- Note: At present, vehicles with an individual operating licence are mainly subject to the regulations of the EU Directive 2002/24/EC.
- All components which are not included in the list must only be replaced by original spare parts of the vehicle and/or component manufacturer.)

### E1, E1J, E1W (25 km/h or 15.5 mph) & E2 (45 km/h or 28 mph)

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

- Frame
- Rear shock
- Rigid and suspensions fork



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- Wheel for hub motor
- Brake system

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

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

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

- **Crank arm** (Provided that the length and the dimensions, e.g. crank arms/frame centre (Q Factor) are observed).
- **Wheel without hub motor** (Provided that the ETRTO is observed).
- **Chain/Thoothed belt** (Provided that the original width is observed).
- **Rim tape** (Rims tapes and rims must be compatible. Modified combinations may result in rim tape shifting and thus in defective inner tubes).
- **Tyres** (E1: The stronger acceleration, the additional weight and more dynamic cornering require the use of tyres approved for e-bike use. In this respect, observance of the ETRTO is essential).
- **Brake cables/Brake hoses** (E2 **and** E3: With valid type approval according to ECE-R 90 or general operating licence only).
- **Brake pads** (E1: Disc, roller, drum brakes). (E2 **and** E3: With valid type approval according to ECE-R 90 or general operating licence only).
- **Handle bar-stem unit** (Provided that there is no need to change the lengths of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties). The ends of the handlebars must be sealed with a solid material or



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covered with rubber. If hand protectors are used, they must be made of a break-resistant material and have a permanent opening for the hand. Repair of light alloy handlebars by welding is prohibited.

- **Saddle and seat post unit** (Provided that the offset to the rear does not exceed 20mm with regard to the series/original field of use. In this case, as well, a modified load distribution beyond the intended setting range may possibly lead to critical steering properties. The lengths of the saddle rails at the saddle structure as well as the saddle form are also important).
- **Headlights** (E1: Headlights are designed for a specific voltage which must be compatible with the rechargeable battery of the vehicles. In addition, the electromagnetic compatibility (EMC) must be ensured whereas the headlight may be responsible for a part of the potential disturbance. During Events on roads open to traffic, E-Bikes from E1 category must be equipped with a lighting system, with the exception of retro-reflectors). (E2 and E3: With valid type approval, identical mounting position as well as EMC proof only).

## Components which do not require a specific approval:

- **Headset**
- **Bottom bracket**
- **Pedals** (E1: Provided that the pedal is not wider than the series/original pedal). (E2 and E3: Vehicles with 168/2013 approval. Including approved reflectors, provided that the pedal is not wider than the series/original pedal (vehicle with 2002/24/EC approval)).
- **Levers** (All levers must have non-cutting edges and have an end that cannot cause injury).
- **Rear and Front derailleur** (All gear change parts must be suitable for the number of gears and compatible with one another).
- **Shift levers/twist grip** (Provided that position on handlebars remains unchanged).
- **Cables and housings**
- **Chainwheels/Belt sprockets/Cassette sprocket** (Provided that the number of teeth and the diameter is identical to the series/original field of use).
- **Chainguard** (E2 and E3: Provided that it is free of sharp outer edges and complies with the Delegated Regulation No.44/2014, Annex VIII).
- **Mudguards** (E1: Provided that the width is not smaller than the series/original parts and the clearance to the tyre is 10mm at least). (E2 and E3: Provided that it is free of sharp outer edges and complies with the Delegated Regulation No.44/2014, Annex VIII. The



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clearance to the tyre, which should be 10mm at least, must also be taken into account).  
E-Bikes can be equipped with flexible mudguards (thin plastic or rubber).

- **Spokes** (E2 **and** E3: Provided that the dimensions correspond to the original part).
- **Inner tube with identical design and identical valve** (E2 **and** E3: Provided that the design and the valve are identical).
- **Rear light** (E2 **and** E3: With valid type approval and identical mounting position only, as far as tested in accordance with ECE-R 50 as well as EMC proof only).
- **Grips with screw clamps** (E2 **and** E3: In this case, the vehicle width must not be modified).

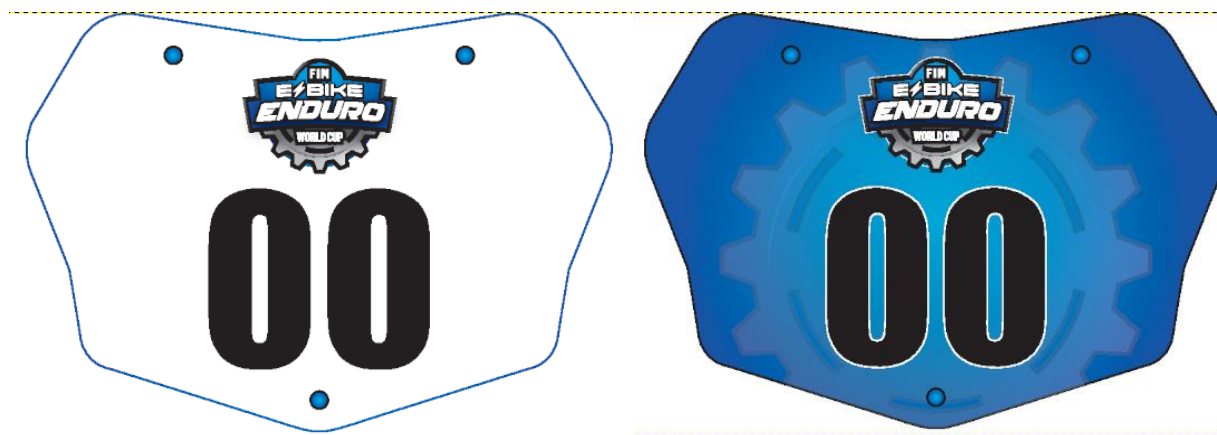
## ART. 8.4 NUMBER PLATE

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

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

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

Examples of designs:



## ART. 8.5 LICENCE PLATE

The machine registration number from E2 **and** E3 categories must appear on a plate securely attached to the frame or rear mudguard of the machine (not handwritten directly on the



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mudguard). The registration plate or its copy must be made of flexible, non-cutting material and must not extend beyond the width of the saddle.

## ART. 8.6 MARKING

Parts	Method of identification	Number	Positioning of identification marks
<b>Crankcase Frame</b>	Sticker	<del>2</del> <b>1</b>	<del>Right and left sides</del> <b>Free</b>
<b>Helmet</b>	Sticker	1	Free

- Frame > ~~Sticker (final validation FIM sticker)~~
- Engine > Seal
- Battery > Sticker
- Front wheel > Paint
- Rear wheel > Paint
- Front tyre > Paint
- Rear tyre > Paint

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

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

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

## ART. 8.7 CAMERAS

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

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

The technical stewards will validate the location of the cameras.

## ART. 8.8 NON-PRESENTATION OU NON-COMPLIANCE

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



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## **ART. 8.9 TRANSPONDERS or RFID ANTENNA or CHIP**

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

## **ART. 9 – CONFORMITY CONTROL OF E-BIKE DURING AND AT THE END OF THE EVENT**

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

## **ART. 10 – CHARGING OR CHANGING THE BATTERY**

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

## **ART. 11 – STARTING AREA – STARTING ORDER**

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

The starting order of the competitors is determined as follows:

### **ART. 11.1 For Events with prologue**

Competitors will start in the following order:

- Competitors in the Enduro 1, **E1J and E1W** Categories
- Competitors in the Enduro 2 Category
- **Competitors in the Enduro 3 Category**

If a case of a mass start, this start procedure will be specified in the SRs. If it is not the case, the starts are made individually with a minimum time of 20 seconds between each competitor.

The competitor with the best prologue time in his category will receive a 12-second time bonus, the second a 10-second bonus, the third an 8-second bonus, the fourth a 7-second bonus and so on up to the tenth who will receive a 1-second time bonus.



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This bonus will be deducted from the time spent on all the specials that will take place the next day. The start of the next day's race is given as follows (subject to modification by the Jury):

- Enduro 1 competitors will start before Enduro 2 **and Enduro 3** competitors.
- **The Enduro 3 competitor with the best scratch time in his category during the prologue will start first, followed by the second fastest time and so on up to the last competitor in his category.**
- The Enduro 2 competitor with the best scratch time in his category during the prologue will start first, followed by the second fastest time and so on up to the last competitor in his category.
- Then, the Enduro 1 competitor who set the best scratch time in his category during the prologue will start first, then the second fastest time and so on up to the last competitor in his category.

**Departures take place every minute in increments of two or three competitors.**

## **ART. 11.2 For Events without prologue**

The starting order of the race is as follows: Enduro 1 competitors will start before Enduro 2 competitors, **then Enduro 3 competitors.**

**Departures take place every minute in increments of two or three competitors.**

## **ART. 12 - PRESENTATION AT THE START**

At the beginning of each day, the competitors must arrive at the exact time scheduled by the organiser.

The organiser must provide a list of competitors authorised to start each day.

At the beginning of each race day, the competitors will receive the start signal at the exact time that is scheduled for each of them. Within one minute of the start signal, the competitor must cross the start line.

Failing this, a 30-second penalty will be imposed for any start made within 30 minutes of the theoretical starting order.

However, after a delay of more than 30 minutes, the competitor will be refused the start and will be excluded from the race.



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## ART. 13 - ROUTE

The itinerary of an E-Bike Event may be composed of:

- A connecting path
- Timed specials

The length, the description and the design of the race must be mentioned in the SRs.

On the Special **Tests**, the most difficult passages can be bypassed by a simplified itinerary, which will necessarily have to be longer in time for the competitors who use it.

The itinerary must be followed at all times in the direction intended by the organisation. Accordingly, the specials must be taken by the competitors in the order defined by the organisation under pain of sanction.

## ART. 14 – TIME IMPARTED – TIME LIMIT

Competitors must cross the finish line within a time limit, which is specified in the Supplementary Regulations for each Event.

The finish of the last competitor must not, in any case, be later than the time-limit. Any competitor who crosses the finish line (and/or final time check) beyond the total time allocated to him (within the maximum limit of 30 minutes of delay), will be assessed a penalty of 30 seconds which will be added to his cumulative time in the specials. Beyond this 30-minute delay, he will be disqualified.

In order to ensure the proper organisation of the Events, a time limit has been set. Each competitor has a time limit beyond which he will not be allowed to make his last lap. This time limit will be communicated to each competitor at the same time as his departure time during the administrative control.

## ART. 15 – SIGNAGE – ROUTE MARKING



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Given that the Event may use roads and/or paths open to public traffic, competitors must comply with the traffic laws and the signs put in place by the organiser. Officials may sanction any breach.

It is strictly forbidden to leave the itinerary indicated and signposted by the organiser, unless so decided by the Clerk of the Course (cf. ART. 16).

Copies of all signage used on the course must be displayed in the start area.

## **ART. 16 - EXCEPTIONAL MEASURES**

If, for safety reasons or force majeure, a portion of the circuit or a special stage becomes impassable, the Clerk of the Course may divert the course or neutralise a special stage.

If a competitor informs the Jury that he has been delayed due to exceptional circumstances beyond his control, such as a delay caused by a stop to assist an injured person in the event of a serious accident, he may be granted a time tolerance.

## **ART. 17 – SPECIAL STAGE**

The organiser must undertake to comply with all the present regulations and more particularly the points concerning the special stages.

The special stages can be of various types including crossings of obstacles (artificial or natural modules allowed), grassland, downhill...

The prologue is related to a special stage and meets the present provisions.

The competitor must cross the finish line in contact with his E-Bike and will not be able to stop within 20 metres after it for safety reasons. The 20-metre line must be indicated by a sign. No one can be present in this area.

The times in the special stages will be taken to 1/100th of a second, the start being given individually with a minimum time of 20 seconds between each competitor.

Any competitor who leaves the course must return to it at the place where he left it.



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The special stages can be totally or partially taped. If there is no taping, mandatory marking in the form of gates must be put in place to indicate the itinerary of the circuit.

Woven taping is prohibited in specials.

An emergency service must be present and a sufficient number of stewards must be provided to ensure that it runs smoothly, that competitors are safe and that the signage is put back in place after an incident.

## **ART. 18 – END OF A DAY**

Competitors crossing the finish line may give the organiser their number plate and transponder when used.

In the finish area, E-Bikes/**E-light-Motos** may be checked for conformity by the technical stewards.

## **ART. 19 - TECHNICAL CONTROL AREA/PARC FERMÉ**

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

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

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

## **ART. 20 – PRIZE GIVING CEREMONY**

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



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The first three ranked competitors **of each class/ category** must attend the awards ceremony. In the event of absence not adequately justified to the Jury, a flat-rate fine of EUR 50 will be imposed on the competitor concerned.

## **ART. 21 - PROTESTS**

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

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

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

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

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

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

## **ART. 22 - OFFICIALS**

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

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

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

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

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



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

Will be appointed by the FIM:

- **A FIM Jury President (holder of an FIM CEB Sporting Steward licence)**
- **A FIM Jury Member (holder of an FIM CEB Sporting Steward licence)**
- An FIM Technical Director (optional)

Will be nominated by the FMNR:

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

## **ART.22.1 Jurisdiction**

**With the exception of the FIM International Jury, all FIM licence holders, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.**

## **ART. 23 – FIM INTERNATIONNAL JURY**

~~The Jury of the event is composed of a single person called the FIM Referee.~~

~~The FIM Referee will hold at least two meetings, the first of which will be held prior the start of the race and the second after.~~

**The President of the Jury and the second Jury member are appointed by the FIM.**



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The third Jury member is appointed by the FMNR.

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

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

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

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

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

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

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

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

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

The Clerk of the Course shall attend the Jury meetings.

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

- Clerk of the Course,



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

The following may also participate in these meetings:

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

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

## **ART. 23.1 – Minutes of the International Jury Meetings**

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

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

## **ART. 23.2 – The FIM Jury President**

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



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

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

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

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

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

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



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## **ART. 23.3 – The second FIM Jury Member**

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

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

## **ART. 23.4 – The FMNR third Jury Member**

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

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

## **ART. 23.5 –FIM Technical Director (Optional)**

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

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

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

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

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



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

## ART. 23.6 –Clerk of the Course

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

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

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



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

## ART. 23.7 –Technical Stewards

The Chief Technical Steward and the Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

They must draw up a technical report and hand a copy to the FIM Jury President.

## ART. 23.8 Timekeepers

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

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

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

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

The results must be sent to the FIM at the end of each event. The results of the categories and classes must be shown separately: E1, E1J, E1W, E2 and E3.

## ART. 23.9 Chief Medical Officer (CMO)

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

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.



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- **Ensure that all medical/paramedical services and staff are in their correct places and ready to function.**
- **Give information and recommendations on injured competitors and all aspects of the event which may have potential medical consequences.**
- **Draw up a report and hand a copy to the FIM Jury President.**
- **He must be present at all meetings of the FIM International Jury.**

## ART. 24 – ENVIRONMENTAL REGULATIONS

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

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

The organiser must:

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

## ART. 25 – SANCTIONS - PENALTIES

**Hereunder we can find the principal but not limited sanctions and penalties that could be given by the Officials.**



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SANCTIONS AT TECHNICAL CONTROL	
E-Bike/ <b>E-Light-Moto</b> not presented at the technical control or not in conformity	Not allowed to start
Changing the machine for a not authorised E-Bike after passing the technical control	Disqualification from the Event
Non-compliant engine (maximum continuous rated power and maximum assisted speed)	No allowed to start until the E-Bike is brought back into conformity
Absence of Personal Protective Equipment (or non-compliant)	Not allowed to start until presentation of a compliant equipment.
PRESENTATION AT THE START	
No light operation at the beginning for categories E1 and E2	Not allowed to start
Starting late compared to rider's departure time within 30 minutes	30 seconds of penalty
Showing up more than 30 minutes later than departure time	Not allowed to start
ROUTE	
Failure to respect the order of the stages and the direction of the course	Time, financial and/or sports penalties up to and including disqualification
SIGNAGE	
Exiting the course	Time, financial and/or sports penalties up to and including disqualification
Non-compliance with the traffic laws	Time, financial and/or sports penalties up to and including disqualification
SPECIAL STAGES	
Deliberately cutting the route (shortcut)	Time, financial and/or sports penalties up to and including disqualification



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



Failing to return to the route where you left it	Time, financial and/or sports penalties up to and including disqualification
Reconnaissance other than on foot before the Event	Time, financial and/or sports penalties up to and including disqualification

PROGRESS OF THE EVENT	
Changing E-Bike during the Event	Disqualification
Where a competitor has not completed the number of laps scheduled in his category	Not classified at the finish
Absence of one or more markings (e.g. crankcase)	Disqualification
Crossing the finish line within 30 minutes of the time limit	30 seconds penalty
Crossing the finish line beyond 30 minutes following the time limit	Disqualification
ENVIRONEMENT	
Leaving garbage in the natural environment	1 minute

## ART. 26 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

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

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



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## 3. DISCIPLINARY AND ARBITRATION CODE

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

## 4. MEDICAL CODE

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

## 5. ANTI-DOPING CODE

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

## 6. ENVIRONMENTAL CODE

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

## 7. CODE OF ETHICS

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



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## ANNEXES

### Annex 1.

#### SUPPLEMENTARY REGULATIONS

(Suggestion for Organisers)

#### 1. ANNOUNCEMENT

The \_\_\_\_\_ on behalf of \_\_\_\_\_  
\_\_\_\_\_

will organise the \_\_\_\_\_ at the circuit \_\_\_\_\_  
\_\_\_\_\_

This meeting will be held on \_\_\_ and will count towards the \_\_\_\_\_

FIM E-BIKE ENDURO WORLD CUP IMN: \_\_\_\_\_  
\_\_\_\_\_

#### 2. THE SECRETARIAT OF THE ORGANISING COMMITTEE

Address of the Organising Committee: \_\_\_\_\_  
\_\_\_\_\_

Before the meeting: \_\_\_\_\_

After the meeting: \_\_\_\_\_

During the meeting: \_\_\_\_\_

#### 3. CIRCUIT

The length of the circuit is \_\_\_\_\_ km.

The race will be run clockwise/anti-clockwise.

A drawing of the circuit is enclosed.



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## 4. JURISDICTION

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

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

## 5. OFFICIALS

FIM ~~Referee~~/Jury President:

**FIM** Jury member:

**FMNR** Jury member:

Head of organisation:

Clerk of the Course:

Secretary of the meeting:

**Chief Technical Steward:**

Chief timekeeper:

Chief Medical Officer:

Other Stewards:

Address of Jury members during the meeting: \_\_\_\_\_

## 6. NUMBER OF E-BIKES ALLOWED

Practice and qualified for the race:

## 7. ENTRIES, DEPOSIT

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

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

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



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



The entry fee is \_\_\_\_\_ Euros.

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

The maximum deposit amount for transponders is \_\_\_\_\_

## 8. TECHNICAL INSPECTION

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

Date & Time:

From \_\_\_\_\_ to \_\_\_\_\_

Change of batteries is allowed: YES or NO

## 9. PRACTISING

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

Schedule according to Art. 1.9.

The practices sessions will be held as follow:

Date & Time practice(s) from \_\_\_\_\_ to \_\_\_\_\_

## 10. RACES: SCHEDULE

Schedule according to Art. 1.9.

Date & Time:

from \_\_\_\_\_ to \_\_\_\_\_

Distance: \_\_\_\_\_ laps & \_\_\_\_\_ km

## 11. PRIZE-GIVING

Place – date \_\_\_\_\_



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## 12. PROTESTS

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

## 13. INSURANCE

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

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

This insurance includes a guarantee of \_\_\_\_\_.

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

## 14. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

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

## 15. RIDER'S EQUIPMENT

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

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



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



## 16. CODE OF ETHICS

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

Enclosures:

- drawing of the circuit
- entry form



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



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

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

CATEGORY 1	CATEGORY 2	CATEGORY 3 *	CATEGORY 4	CATEGORY 5
<p>Components which require the approval of the vehicle manufacturer/ system provider before the replacement</p> <ul style="list-style-type: none"> <li>&gt; Motor</li> <li>&gt; Sensors</li> <li>&gt; Electronic control unit</li> <li>&gt; Electric cables</li> <li>&gt; Operating unit on the handlebar</li> <li>&gt; Display</li> <li>&gt; Battery pack</li> <li>&gt; Charger</li> </ul>	<p>Parts which must not be replaced without approval of the vehicle manufacturer</p> <ul style="list-style-type: none"> <li>&gt; Frame</li> <li>&gt; Rear shock</li> <li>&gt; Rigid and suspension fork</li> <li>&gt; Wheel for hub motor</li> <li>&gt; Brake system</li> <li>&gt; Brake pads (rim brakes)</li> <li>&gt; Luggage carrier (Luggage carrier directly affect the load distribution on the bicycle. Both negative and positive modifications will result in a riding behaviour potentially different from that intended by the manufacturer)</li> </ul>	<p>Parts which may be replaced upon approval of the vehicle or component manufacturer</p> <ul style="list-style-type: none"> <li>&gt; Crank arm (Provided that the distance crank arm - frame centre (Q factor) are observed)</li> <li>&gt; Wheel without hub motor (provided that the ETRTO is observed)</li> <li>&gt; Chain / Toothed belt (provided that the original width is observed)</li> <li>&gt; Rim tape (rim tape and rim must be compatible, modified combinations may result in rim tape shifting and thus in defective brake tubes)</li> <li>&gt; Tyres (The stronger acceleration, the additional weight and more dynamic cornering require the use of tyres approved for e-bike use. In this respect, observance of the ETRTO is essential)</li> <li>&gt; Brake cables / Brake hoses</li> <li>&gt; Brake pads (Disc, roller, drum brake)</li> <li>&gt; Handlebar-stem unit (Provided that there is no need to change the length of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties)</li> <li>&gt; Saddle and seat post unit (Provided that the offset to the rear does not exceed 20 mm with regard to the seat / original field of use. In this case, as well, a modified load distribution beyond the intended seating range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important)</li> <li>&gt; Headlights (Headlights are designed for a specific voltage which must be compatible with the rechargeable battery of the vehicle. In addition, the electromagnetic compatibility (EMC) must be ensured. Warning the headlight may be responsible for a part of the potential disturbance)</li> </ul>	<p>Components which do not require a specific approval</p> <ul style="list-style-type: none"> <li>&gt; Headset</li> <li>&gt; Bottom bracket</li> <li>&gt; Pedals (Provided that the pedal is not wider than the sensor/original pedal)</li> <li>&gt; Front derailleur</li> <li>&gt; Rear derailleur (All gear change parts must be suitable for the number of gears and compatible with one another)</li> <li>&gt; Shift levers / Twist grip</li> <li>&gt; Cables and housings</li> <li>&gt; Chainrings / Belt sprockets / Cassette sprocket (Provided that the number of teeth and the diameter is identical to the sensor/original field of use)</li> <li>&gt; Chainguard</li> <li>&gt; Mudguards (Provided that the width is not smaller than the sensor/original parts and the clearance to the tyre is 10 mm at least)</li> <li>&gt; Spokes</li> <li>&gt; Inner tube with identical design and identical valve</li> <li>&gt; Dynamo</li> <li>&gt; Rear lamp</li> <li>&gt; Reflector</li> <li>&gt; Spoke reflector</li> <li>&gt; Kickstand</li> <li>&gt; Grips with screw clamps</li> <li>&gt; Bell</li> </ul>	<p>Special notes for mounting accessories</p> <ul style="list-style-type: none"> <li>&gt; Bar ends are permissible, provided that they are mounted appropriately towards the front (The load distribution must not be modified severely)</li> <li>&gt; Rear-view mirrors are permissible.</li> <li>&gt; In Germany additional battery/rechargeable battery-operated headlights are permissible according to § 67 of German road traffic licensing regulations. (Inform yourself about the legislation in your country).</li> <li>&gt; Trailers are permissible upon approval of the vehicle manufacturer only.</li> <li>&gt; Child seats are permissible upon approval of this vehicle manufacturer only.</li> <li>&gt; Front baskets are to be considered critical due to the unbalanced load distribution. Permissible upon approval of the vehicle manufacturer only.</li> <li>&gt; Pannier bags and top cases are permissible. Permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed.</li> <li>&gt; Permanently mounted weather protection devices are permissible upon approval of the vehicle manufacturer only.</li> <li>&gt; Front and rear luggage carriers are permissible upon approval of the vehicle manufacturer only.</li> </ul>

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

**!** This is the transition of the original guideline based by ZIV, VSF and IIV (German umbrella organization for the German cycle industry) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (Leitfaden für den Barrierefreien bei CE-gemarkten E-Bikes / Pedelecs mit einer Tretenleistung bis 25 km/h) shall be applicable.

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



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Letzt update: 2019.05.08



# FIM E-BIKE ENDURO WORLD CUP 2022 REGULATIONS



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

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

CATEGORY 1	CATEGORY 2	CATEGORY 3	CATEGORY 4
<p>Important back information</p> <p>&gt; Speed e-bikes with a motor assistance of up to 45 km/h (28 mph) are considered motor vehicles and subject to the EU Directive 2002/24/EC or the EU Regulation No. 168/2013.</p> <p>&gt; Depending on the vehicle there may be different requirements which must be strictly observed when replacing a component. Therefore, always check the indications given in the vehicle documents prior to doing any work on the vehicle.</p> <p>&gt; Note: At present, vehicles with an individual operating licence are mainly subject to the regulations of the EU Directive 2002/24/EC</p> <p>&gt; All components which are not included in the list must only be replaced by original spare parts of the vehicle and/or component manufacturer.</p>	<p>Components which may only be replaced upon presentation of a valid test report (part approval (ABE*, EC, ECE) or part certificate**)</p> <p>&gt; Brake systems</p> <p>&gt; Brake discs / Brake hoses / Brake pads (With valid type approval acc. to ECE R 90 or general operating licence only).</p> <p>&gt; Handbrake-stem unit (provided that there is no need of changing the lengths of cables and/or hoses. A modification of the seating position for the benefit of the consumer should be possible within the original cable lengths. A modification beyond results in a significantly changed load distribution on the bicycle and entails potentially critical steering properties).</p> <p>&gt; Seat post (provided that the offset to the rear does not exceed 20 mm with regard to the series / original field of use. Note that a modified load distribution beyond the intended seating range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important).</p> <p>&gt; Headlight (With valid type approval, identical mounting position as well as EMC proof).</p> <p>&gt; Rear light with brake light and licence plate light, if available (With valid type approval and identical mounting position only, as far as listed in accordance with ECE R 50 as well as EMC proof).</p> <p>&gt; Reflector (With valid type approval only).</p> <p>&gt; Rear view mirror (Only if tested in accordance with ECE R 81 and identical mounting position).</p> <p>&gt; Acoustic signalling device (horn) (Only if tested in accordance with ECE R 28 and identical mounting position).</p> <p>&gt; Pedals (Vehicles with 168/2013 approval).</p>	<p>Components which may be replaced in consideration of the conditions described further below</p> <p>&gt; Pedals (incl. approved reflectors, provided that the pedal is not wider than the series / original pedal (vehicle with 2002/24/EC approval).</p> <p>&gt; Tyres (As specified in vehicle documents, either in accordance with ECE R 75 or with approval of tyre manufacturer).</p> <p>&gt; Grips with screw clamps (In this case, the vehicle width must not be modified).</p> <p>&gt; Headset</p> <p>&gt; Bottom bracket</p> <p>&gt; Rear and front derailleur (All gear change parts must be suitable for the number of gears and compatible with one another).</p> <p>&gt; Shift levers/Twist grip (provided that position on handlebars remains unchanged).</p> <p>&gt; Cables and housings</p> <p>&gt; Chainwheels / Cassette sprocket (provided that the number of teeth and the diameter is identical to the series / original field of use).</p> <p>&gt; Chainring (provided that it is free of sharp outer edges and complies with the Degegnat Regulation No. 44/2014, Annex VIII. The clearance to the tyre, which should be 10 mm at least, must also be taken into account).</p> <p>&gt; Spokes (provided that the dimensions correspond to the original part).</p> <p>&gt; Inner tube (provided that the design and the valve are identical).</p> <p>&gt; Crank arm (provided that the length and the dimensions, e.g. crank arms / frame centre (Q-factor) are observed).</p> <p>&gt; Chain / Toothed belt (provided that the original width is observed).</p> <p>&gt; Rim tape (rim tapes and rims must be compatible. Wheel combinations may result in rim tape setting and thus in defective inner tubes).</p> <p>&gt; Saddle (provided that the offset to the rear does not exceed 20 mm with regard to the series / original field of use. Note that a modified load distribution beyond the intended seating range may possibly lead to critical steering properties. The length of the saddle rails at the saddle structure as well as the saddle form are also important).</p>	<p>Special notes for mounting accessories</p> <p>&gt; Additional battery/rechargeable battery-operated headlights are not permissible.</p> <p>&gt; Trailers are only permissible, if a trailer load is entered under no. 17 of the certificate of conformity and a coupling device under no. 43.1. Note: The maximum permissible trailer load is 50 % of the tractor vehicle's empty weight (without batteries). There are only 50 mm ball coupling devices possible.</p> <p>&gt; Transporting children in a trailer is forbidden in general</p> <p>&gt; Front baskets are to be considered critical due to the undefined load distribution. Permissible upon approval of the vehicle manufacturer only.</p> <p>&gt; Removable pannier bags and top cases are permissible. The permissible total weight, maximum loading of pannier rack and a correct load distribution has to be observed.</p> <p>&gt; Bar ends are not permissible.</p>

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

⚠ This is the translation of the original guidelines issued by ZIV, VSE, BVV (German umbrella organization for the German cycle industry guilds), velotech.de and the German Association for Technical Inspection (TUV Rheinland) in cooperation with Zedler-Institut, updated in 2018. In the event of any misunderstandings, the original German version (Left-Right) for den Baraufbau des schweizer E-Bikes / Pedelecs mit einer Treibräderleistung bis 45 km/h) shall be applicable.

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