



***FEDERATION INTERNATIONALE  
DE MOTOCYCLISME***

**FIM E-XPLORER WORLD CUP**

**SPORTING REGULATIONS**

**2024**



**e-xplorer**  
**FIM WORLD CUP**

FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME (FIM)

11, route Suisse

CH - 1295 MIES

Tel: +41-22-950 950 0

<https://www.fim-moto.com>

Sporting Regulations: [ceb@fim.ch](mailto:ceb@fim.ch)

Technical Regulations: [cti@fim.ch](mailto:cti@fim.ch)



YEAR 2024		
Version	Applicable as from	Modified articles
V2	14.02.2024	2.4.4 / 2.4.11 / 7.2 / 8.4 / 8.4.1 / 12.3 / 12.5 / 12.6

Articles amended as from 1.1.2024 are in **bold type**  
Articles amended during the 2024 season are in **bold and red underlined** or ~~strike-through~~ type

## FIM E-XPLORER World Cup Sporting Regulations

<b>1</b>	<b>GENERAL UNDERTAKINGS AND CONDITIONS</b>	<b>8</b>
1.1	Titles	9
1.2	Description	9
1.3	Supplementary Regulations (SRs)	10
1.4	Amendments to the Supplementary Regulations	10
1.5	Responsibility for Organisation	10
1.6	Definitions	10
1.7	Dates of the Meeting	11
1.8	Event Specification	12
1.9	FIM E-XPLORER Brand Guideline	12
<b>2</b>	<b>OFFICIALS</b>	<b>12</b>
2.1	International Jury	12
2.2	Incompatibilities of Officials	13
2.3	Officials who hold an FIM Licence	13
2.4	Terms of Reference of Officials	13
2.5	FIM E-XPLORER Commission	20
2.6	Club Staff Uniform	21
2.7	Jurisdiction	21
<b>3</b>	<b>INTERNATIONAL JURY</b>	<b>21</b>
3.1	Procedure at International Jury meetings	22
3.2	Publication of the International Jury decisions	22
3.3	Minutes of the International Jury meetings	22
3.4	International Jury Meeting Room	22
<b>4</b>	<b>RIDERS AND TEAMS</b>	<b>22</b>
4.1	Medical Certificate and Passengers	23
4.2	Age of Riders	23
4.3	Licences	23
4.4	Checking of the Riders' Licences	23
4.5	Entries	23
4.6	Nominated Substitute Riders	24
4.7	Riding Number	24
4.8	Signing On	24

	4.9	Riders' Equipment	25
	4.10	Rider's Briefing Meeting	25
	4.11	Rider's Team Colours	25
<b>5</b>		<b>TRACKS</b>	<b>25</b>
	5.1	Tracks	25
	5.2	Track Inspection	27
	5.3	Paddock, Hospitality, Media and other Facilities	27
	5.4	Facilities Inspection	27
	5.5	Pits Entrance and Accreditations	27
<b>6</b>		<b>MOTORCYCLES AND EQUIPMENT</b>	<b>27</b>
	6.1	Scrutineering	28
	6.2.	Electricity	28
	6.3	Tyres	29
	6.4	Artificial Heating of Tyres	29
	6.5	Front Number plate	29
	6.6	Number of Motorcycles	29
	6.7	Environmental Mat	29
<b>7</b>		<b>PRACTICE SESSION</b>	<b>30</b>
	7.1	Walking the Track and Free Practice	31
	7.3	Qualifier Time Attack and Team Qualifying Laps	31
	7.4	Transponders	31
<b>8</b>		<b>RACES</b>	<b>31</b>
	8.1	Format	31
	8.2	Punctuality in Starting	32
	8.3	Time, Pre-Grid and Starting Gate procedure	32
	8.4	Start	32
	8.5	Unsatisfactory Start	35
	8.6	Timekeeping	35
<b>9</b>		<b>RESULTS</b>	<b>35</b>
	9.1	Team scores and Classification	35
	9.2	Individual Scores and Classification	35
	9.3	Manufacturer Scores and Classification	36
	9.4	Ties	36

---

	9.5	Results and Points, Medals and Diplomas	37
	9.6	Official Results	37
	9.7	Communication of Results	37
	9.8	Podium Ceremony	38
	9.9	Press Conference	38
<b>10</b>		<b>TEAM'S INFORMATION</b>	<b>38</b>
	10.1	Travel and Hotel Expenses	38
	10.2	Hotel Accommodation	38
	10.3	Accreditation, Passes, Car Passes and Guest Tickets	38
	10.4	FIM Awards	39
<b>11</b>		<b>ALCOHOL AND DOPING CONTROL</b>	<b>39</b>
<b>12</b>		<b>PROTESTS AND PENALTIES</b>	<b>39</b>
	12.1	Time Limit	39
	12.2	Right of Protest and Appeal	40
	12.3	Sanctions and Penalties given by the Clerk of the Course	40
	12.4	Penalties for not respecting the flag signals	41
	12.5	Sanctions and Penalties given by the International Jury	42
	12.6	Fines	42
		<b>Appendices</b>	<b>44-46</b>

# 1 GENERAL UNDERTAKINGS AND CONDITIONS

Any references to the male gender in this document are made solely for 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-XPLORER WORLD 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. MEDICAL CODE
5. ANTIDOPING CODE
6. ENVIRONMENTAL CODE
7. CODE OF ETHICS

as supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations") and available on: <https://www.fim-moto.com/en/documents>

All the persons mentioned above may be penalised in accordance with the provisions of the 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 rider/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-Motorcycle 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-Motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must always wear an appropriate pass during the Event.

## **1.1 Titles**

The FIM recognises the FIM E-XPLORER World Cup, for Male riders, for Female riders and for Teams. FIM E-XPLORER World Cup meetings are the sole prerogative of the FIM and shall be organised in accordance with all FIM requirements. As per the FIM Sporting Code Art. 30.1.2.

## **12 Description**

The FIM E-XPLORER World Cup will be staged in a series of meetings with electric polyvalent all-terrain motorcycles on a dedicated course. The motorcycles must comply with the FIM Technical Regulations.

A FIM E-XPLORER World Cup meeting consists of all official activities related to racing, starting with the first administration controls and technical verifications until the settlement of all possible protests which are to be dealt with by the Jury.

The actual racing consists of a series races (heats) for electric all-terrain motorcycles.

Up to 14 Teams consisting of one male and one female rider will race in their dedicated categories. Male and female riders will race separately, in two distinctive Heats.

The competitive element will start with a determined time for free practice, where the track will be open for riders to test their motorbikes' setups. This Free Practice will be timed. Free Practice heats will be allocated distinctly to Male riders and Female riders.

After Free Practice heats, Male and Female riders will participate in the Qualifying heats in order to establish the Start Order for the Race.

After Qualifying, a classification will be made counting the best lap of each rider and will define the position on the grid for Race 1, 2 and 3.

In Race 1, 2 and 3, all riders for each Category (Male / Female) will compete in a Heats of a duration of 8 minutes + 1 Lap.

At the end of Race 3, a Team Classification will be made taking account all points collected from Male and Female riders of each Team. The best four teams will therefore be eligible to participate in the Team Playoffs.

In accordance with prevailing circumstance, the FIM E-XPLORER Commission at its sole discretion may cancel, alter, change or amend ANY aspect of the event format and/or diagrams (i.e. the selection of Teams, procedures, etc.).



### 1.3. Supplementary Regulations (SR)

Supplementary Regulations, referred to hereafter as SR, must be issued by the FMNR in accordance with the FIM Sporting Code the FIM E-XPLORER World Cup Regulations.

For all meetings counting towards the FIM World Cup, the SR must be published at least in English and must be approved by the FMNR and the FIM, and subsequently ratified by the International Jury. One copy must be sent to the FIM Administration at least two months before the date of the meeting for approval by the FIM, by electronic mail.

After approval, and not later than 1 month before the date of the meeting, the FMNR must send copies of the approved SR to all persons concerned or connected with the meeting (Promoter, International Jury Members, FIM Officials, FMNs, Riders, Teams, etc).

The SR must in no case modify the FIM Sporting Code and must be drawn up in conformity with the standard model established by the FIM E-XPLORER Commission.

### 1.4 Amendments to the Supplementary Regulations

No amendment may be made to the SR after their approval by the FIM Administration or the FMNR. However, in exceptional circumstances, the International Jury or, if the meeting has not started, the FMNR after approval of the FIM, may authorise, an amendment to the SR, which has to be brought to the attention of all persons concerned.

### 1.5 Responsibility for Organisation

The organiser of the meeting, whether the promoter, an FMNR, an individual, a club, a corporate body or a member of such a club or body, is responsible for the overall staging and organisation of the meeting for which a permit or other authorisation has been granted by the FMNR, and for provision of all equipment required for the efficient running of the meeting.

### 1.6 Definitions

Beginning of the Meeting: The meeting starts with the first Technical Control and administrative verifications.

End of the Meeting: The meeting is not considered to be finished until the time-limits for protests and appeals have elapsed and all protests and appeals have been settled.

Teams: Up to 14 Teams composed of 1 female and 1 male rider will take part in the FIM E-XPLORER World Cup series. Each Team must be in possession of a Valid FIM Team Licence. In addition, the Team may also nominate 2 substitute riders able to

replace the permanent Riders in case of force majeure or injuries.

Permanent Riders: The Teams will nominate 1 female and 1 male Rider for the whole season. Each Rider must be in possession of a valid FIM Rider Licence according for the E-Xplorer Word Cup.

Manufacturer: Each selected manufacturer must be in possession of a valid FIM Manufacturer Licence.

Substitute Riders: A Rider appearing on the official list of Nominated Substitutes Riders approved by the E-XPLORER Commission and published by the FIM and the promoter. Each substitute rider must be in possession of a valid FIM Rider Licence for the E-Xplorer World Cup.

FIM E-XPLORER World Cup Points: The points secured by a Team or a Manufacturer as a result of his performance during each FIM E-XPLORER World Cup Meeting and carried forward to the Intermediate or Final Classification.

Electric Polyvalent All-Terrain Motorcycles: Motorbikes definition and eligibility are stipulated under Article 6,

Lap: In E-Xplorer, a lap refers to the journey made by a single rider of the team from the starting gate to the finish line of a racetrack, indicating the completion of one circuit.

Race: A race in E-Xplorer refers to a competition where Male and Female riders will compete in their respective categories. There will be three heats for Male riders, three Heats for Female riders

Heats: A Heat is defined by a start and a finish, where the duration will be specified in the Timetable of every Race. Riders will start the Heat

## **1.7 Dates of the meeting**

The FIM E-XPLORER World Cup calendar will be established pursuant to Art. 20.1.2 of the FIM Sporting Code.

To provide for postponements which may be necessary, for example because of weather conditions, the FMNR or the Organiser must declare two re-staging dates which must always be the two days following the original date of the meeting and mention them in the SR's.

If the meeting is postponed again and cannot be held during one of the restaging days, then it will be abandoned.

### **1.7.1 Re-staging or Abandonment of a Meeting**

If an E-XPLORER Meeting is interrupted or suspended for any reason whatsoever, the following rules will apply:

If the meeting is interrupted before the final heat is accomplished, and the remaining

heat cannot be completed the same day, then the results may not be taken into consideration. The jury will have two options:

- The classification will be done following the ranking of the Free Practice and qualifying Heat, or
- The whole meeting could be re-staged in accordance with Art. 1.7 - Dates of the meeting.

At the conclusion of the Season, any runoffs which did not take place for any reason, precedence will be given to the Team having the greatest amount of 1st place results, followed by 2nd, 3rd, 4th and so on in the current season. If the tie persists precedence will be given to the Rider with the highest Final Classification at the last round of the current season.

## **1.8 Event Technical Specifications**

An Event Technical Specifications will be provided to each organiser and each appointed Clerk of the Course. The organisers are required to follow all the detailed instructions contained in this Manual.

## **1.9 FIM E-XPLORER Brand Guidelines**

FIM E-XPLORER Brand Guidelines will be provided for each organiser. The organisers are required to follow all the instructions contained in this manual.

# **2 OFFICIALS**

## **21 International Jury**

Concerning the nominations, terms of reference, procedure, publication of the decisions and minutes of the International Jury.

The FIM will appoint the International Jury, except for the FMNR delegate and the FMNR Clerk of the Course.

For the FIM E-Xplorer World Cup events, the Jury President, Jury Member and FIM Technical Director are appointed by the FIM. The other Officials are appointed by the FMNR.

One FMNR Delegate will be appointed by his/her FMN.

The International Jury may impose penalties (refer to Art. 12).

## **22 Incompatibilities of Officials' duties / Conflicts of interest**

An Official may not be a competitor, team manager, team member, mechanic, manufacturer's representative, or sponsor participating in the meeting is appointed as an Official.

## **23 Officials who hold an FIM Licence**

When on duty at FIM E-Xplorer World Cup Events, any of the following Officials must be a holder of the appropriate FIM international Official's Licence:

- FIM Jury President
- FIM Jury Member
- FMNR Jury Member (Delegate)
- Clerk of the Course
- FIM Technical Director (optional)
- FMNR Technical Steward
- Chief Medical Officer\*
- Timekeeper\*\*
- Environmental Steward

\*with or without FIM licence

\*\*In respect of the timekeeper position, an organiser may appoint a non-FIM licenced timekeeper in which case the recorded times will not be considered official for FIM purposes.

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.

## **24 Terms of Reference of Officials**

### **241 International Jury President**

The FIM Jury President ensures that the decisions of the International Jury conform to the provisions of the FIM Sporting Code, to the FIM Regulations and the SR of the meeting.

The Jury President shall, if necessary, convene any extraordinary meetings.

The Jury President has the right to invite any guests to the International Jury meetings.

In case of absence of the Jury President, the position will be replaced by the FIM Technical Director appointed by the FIM.

A meeting of the International Jury shall be called before the first official practice session and during this meeting the International Jury shall approve, control or reject

the following matters:

- Approve the SR and any amendments.
- Report of the Clerk of the Course stipulating that all Riders and participants engaged are in possession of their respective licences as well as all Officials with any responsibility for the running of the meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.
- Report and control of the safety standards of the meeting.
- Approve, control or reject any amendments of requests for extra safety measures as mentioned in the track inspection report.
- Control, of the official permission from the local authorities to run the meeting and of the third-party liability insurance policy of the organiser.

At the end of the official practice, during a session of the International Jury, the President will hear the reports of all the appropriate Officials.

At the end of the meeting, during the last session of the International Jury, the President, together with the Clerk of the Course, must sign the official classification of the meeting. He must also sign, with the Secretary to the International Jury, all minutes of the meetings.

He shall send the following documents to the FIM Administration within 72 hours of the finish of the meeting:

- The Jury President's Report and the Minutes of the International Jury Meetings (using the official form),
- Details of any protests submitted together with the security deposits collected,
- Copy of the official results duly filled in.

## **242 FMNR Jury Member**

The FMNR Delegate must attend International Jury meetings with voting rights. The FMNR Jury Member is nominated by his FMN.

## **243 Clerk of the Course**

He is not a voting member of the Jury but is considered as - in case of no FMNR Delegate - as representative of his FMN.

It is strongly recommended that the Clerk of the Course speak one of the two official FIM languages. If not, a competent translator must always be available.

The Clerk of the Course shall be responsible for the application of the Rules during the

running of the event which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code and the present regulations.

The Clerk of the Course is responsible for the conduct and efficient running of the event. His essential duties are:

- To ensure that the course is in good condition; that all officials and all the personnel are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors, the validity of their FIM Licences, the correct numbering of the E-Motorcycles, 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-Motorcycles from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- Depending on the nature of the infringements, he may impose penalties (refer to Art.12) or refer such infringements to the FIM International Jury;
- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him. Ensure that protests are in order and accompanied by the appropriate security deposit before passing them to the Jury.
- To collate the reports of the timekeepers and other executive Officials and all other information necessary in order to present his report to the FIM International Jury (IJ) and to have the provisional results of the event approved by the IJ.

They must exercise authority over all the national Officials of the meeting (except for the International Jury members) and is responsible for ensuring that they are present and ready to carry out their duties properly.

They must ensure that all Riders taking part in the meeting have signed on and give the signing on list to the Jury President.

They must carry out as soon as possible all instructions received orally (directly or by telephone) or in writing from the Jury.

They must provide any information regarding the organisation and control of the meeting which he considers relevant for the International Jury or the Clerk of the Course to know or which may be requested by the International Jury or the Clerk of the Course.

They must ensure that no machine or motor is removed from the pits or parc-fermé without the authorisation of the FIM Technical Director or Chief Technical Steward (FMNR) until 30 minutes after the last race.

They must ensure that the Speaker has taken notice of his duties as mentioned later in this article.

#### **244 FIM Technical Director (optional)**

- The FIM Technical Director is appointed by the Director of FIM International Technical Commission in consultation with the Director of 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 Regulations.
- The FIM Technical Director works in cooperation with the Chief Technical Steward, the FIM Jury members and the Clerk of the Course.
- The authority and duties of the FIM Technical Director include but are not limited (please, also refer to FIM Technical Regulations):
- The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Jury President and present proposals to resolve such concerns.
  - a) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
  - b) The FIM Technical Director will examine with the Chief Technical Steward the E-Motorcycle(s) and the protective equipment of any Rider(s) involved in serious or fatal accidents and present a written report to FIM Jury President.
  - c) The FIM Technical Director will attend all Jury meetings with **out** voting rights.

#### **245 Chief Technical Steward**

The Chief Technical Steward must verify the E-Motorcycles, clothing, protections and helmets in accordance with the FIM Regulations and the SR.

He must present his report to the International Jury prior to and after racing.

#### **246 Chief Medical Officer (CMO)**

The Chief Medical Officer must fulfil the duties required in the FIM Medical Code. The presence of a Chief Medical Officer is requested at FIM E-Xplorer World Cup meetings.

#### **247 Environmental Steward**

The Environmental Steward shall be responsible for all environmental aspects. He must fulfil the duties required in the FIM Environmental Code.

#### **248 Timekeeper**

The Timekeeper must be qualified to use a timekeeping system. He must

record the times taken in each heat by the riders.

The times, but no other information, may be conveyed to the public.

The records of times must be certified by the Timekeeper, retained for scrutiny and not destroyed without the authorisation of the Clerk of the Course.

He must advise the FMNR of all track records established during a meeting.

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 ([results@fim.ch](mailto:results@fim.ch) & [ceb@fim.ch](mailto:ceb@fim.ch)) in order to be published online on the FIM official website [www.FIM-MOTO.com](http://www.FIM-MOTO.com). Also refer to FIM Procedure.

## **249 Speaker**

The Speaker must give members of the public such information as they may reasonably require to understand the sport they are watching and to enjoy it.

He must communicate all information as required by the Promoter and the Clerk of the Course but may not comment on, give an opinion on or amplify such information or any decision made by the Clerk of the Course.

He must be strictly impartial in what he says and refrain from any statement which might incite members of the public to demonstrate against or denigrate an Official, Rider or team or to encourage any section of the public to be an annoyance or nuisance to another section.

He must not convey to the public, information which is contrary to the FIM Regulations or the SR, or which is untrue, or information on any protest or appeal, which may be lodged.

The results must also be communicated in English.

## **2410 Starting Marshal**

The Starting Marshal is responsible for:

- Ensuring that before the beginning of practice and racing, the starting gate functions correctly;
- Verifying that the layout of the starting area and the Pre-grid complies with regulations, and that all starting positions are ready before each heat;
- Controlling the Riders when they are preparing to start in a heat.
- Remaining at the gate until he is satisfied with all Riders in their correct positions and ready to start.
- When the Start Marshall is satisfied he will signal to his assistant who will then release the starting gate within 5 sec. and inform the riders accordingly.



**2411      Flag Marshals**

There must be at least 10 Flag Marshals on the track.

Each Flag Marshal is responsible for displaying signals (boards and/or flags) upon the signal to do so from the Clerk of the Course, to provide information and/or convey instructions to the riders.

The Marshals will be equipped with radio sets.

Official Signals: flags

- 1) Official flag signals will be given by means of a flag measuring minimum 500 mm high by 500 mm wide as follows:

Signal	Meaning
“30      SECONDS” board: (Held upright)	30 seconds until the starting procedure enters its final phase.
“30      SECONDS” board: (Held sideways / At the start)	The starting gate will drop within the next 5 to 10 seconds.
Green flag:	“Press Day” activities, Warm-Up Practice and Time Practices: course clear for the start of the session. Race: course clear for the start of the Race.
. The green flag can only be used by an Official, specialised for this flag only.	
Blue flag, waved:	Warning, you are about to be lapped. Hold your line, do not ride erratically and do not impede the faster rider’s progress.
. The blue flag must be used by supplementary flag marshals, specialised for this flag only.	
<b><u>Yellow flag steady</u></b>	<b><u>Ride cautiously.</u></b>
Yellow flag, waved or yellow flashing light:	Danger, <del>ride cautiously</del> <b><u>slow down, no jumping,</u></b> passing is <b><u>not</u></b> allowed.
. The waved yellow flag will be displayed during the first lap of the Warm-Up Practice.	
Medical flag, waved or white flashing light:	<b><u>In case of accident, w</u></b> hite flag with a diagonal red cross: indicates that ambulances, safety vehicles or emergency personnel may be on the course. Riders must show extreme caution, slow down, maintain their position, not gain an advantage and wheels of the motorcycle must not leave the ground between the flag and the incident. Failure to do so may result in loss of 2 positions. Any additional offence during the same event will result in the loss of 10 positions in the respective Practice, Heat or Race.

<ul style="list-style-type: none"> <li>• The Medical flag or white flashing lights may be used at the beginning of a triple jump or a series of jumps.</li> <li>• The Medical flag is superior to the waved yellow flag.</li> <li>• Riders must follow all directions given by officials in the area of concern.</li> <li>• The area of concern is the whole obstacle; i.e. if a rider is down on the face of the triple or after the first or second jump, a rider must not jump any section of the triple.</li> </ul>	
Black flag and a board with a rider's number on it:	Rider in question to stop racing, reduce speed carefully and proceed to the mechanic area or paddock.
• The rider has been penalised or there is a problem with his motorcycle.	
Red flag:	All riders must stop racing, reduce speed carefully and proceed to the area indicated by the officials.
<ul style="list-style-type: none"> <li>• The red flag may be displayed anywhere on the course.</li> <li>• All false starts will be indicated by a red flag.</li> <li>• The red flag is superior to all flags/light signals.</li> </ul>	
"LAST LAP" board: (At the finish)	Last lap before the end of the Race.
Black and white chequered flag:	End of the Practice/Race.

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

Boards must have a black background with white lettering on both sides. These boards, provided by the FIM Championship Promoter, must be produced to a high standard and be clearly readable.

- 3) The Pantones for the colours are as follows:

- Black: Pantone Black C
- Blue: Pantone 286 C
- Red: Pantone 186 C
- Yellow: Pantone Yellow C
- Green: Pantone 348 C
- White: Pantone White C

- 4) Penalties for not respecting the flag signals

The non-respect of the waved yellow flag may be sanctioned as follows:

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

awarding points);

- The non-respect of the medical flag will be considered as a statement of fact to which no protests are possible and each infraction will be sanctioned every time with one of the penalties under Art. 12.4.

The non-respect of other signals may also be penalised by a sporting, a time or a financial penalties.

## **24.12 Pits' Marshal**

The Pits' Marshal and his assistants must be permanently present in the pits area during the FIM meeting.

The Pits' Marshal is responsible for ensuring that:

- only the Riders and their teams and other persons with appropriate passes (police, fire and medical staff in uniform and doctors, do not need passes for identification) are permitted in the pits;
- all necessary equipment, including fire extinguishers (F500, ABC, CO2 and vermiculite extinguishers types are acceptable) and emergency tools are in order (please refer to Art. 02.15.14 of the E- XPLORER Technical Rules);
- Riders and E-Motorcycles carry the correct riding numbers according to the programme;
- Riders concerned are marshalled in readiness for the heat in which they are competing immediately after the previous heat has started;
- before authorising Riders and machines to leave the pits for practice or racing, the track is clear of all obstructions;
- instructions from the Clerk of the Course are clearly understood and carried out;
- Nobody smokes in the pits area.

## **2.5 FIM E-XPLORER Commission**

The FIM E-XPLORER Commission, established pursuant to Art. 30.4.2.1 Of the FIM Sporting Code, is competent to study and approve amendments to the FIM E-XPLORER Regulations proposed by the CEB or by other parties involved such as Riders, Teams, Manufacturers, etc.

The FIM E-XPLORER Commission shall consist of:

- The FIM CEB Director
- The FIM E-XPLORER Technical Director
- The E-XPLORER Promoter CEO
- The E-XPLORER Promoter Representative

The decisions require a simple majority and in case of a tie, the FIM CEB Director shall have a casting vote.

## 2.6 Club Staff Uniform

It is compulsory for the Club staff to be dressed with the Club's uniform. If the Organiser does not have a special Club uniform, then the Club's staff must wear overalls of the same colour.

Chief Officials such as the Clerk of the Course and Chief Technical Steward, CMO, Doctor, etc. must be clearly identifiable. Their uniform or jacket must contrast with that of the Club staff uniform and their title must be clearly displayed on the back, in contrasting letters.

## 2.7 JURISDICTION

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

The Clerk of the Course and the International Jury can impose penalties according to Art. 12 of the present regulations.

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

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

## 3 INTERNATIONAL JURY

The Members of the International Jury with voting rights are: The Jury President, 2<sup>nd</sup> Jury Member and the FMNR Delegate.

The following persons are entitled to attend the meetings of the International Jury but without voting right,

- the Environmental Steward,
- the Chief Medical Officer,
- the FIM Technical Director,
- the Chief Technical Steward,
- the FMN Delegate(s),
- the Team Managers

and any guests invited by the Jury President.

### **3.1 Procedure at International Jury meetings**

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

### **3.2 Publication of the International Jury decisions**

All decisions of the International Jury necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. The decisions must be published on the Official Board or on a dedicated electronic platform at least in English.

### **3.3 Minutes of the International Jury meetings**

The minutes of the meeting must be written in the English language. They are to be prepared by the Secretary of the International Jury and must be signed by him/her and the Jury President. A copy of these minutes must be sent to the FIM Administration by e-mail to [ceb@fim.ch](mailto:ceb@fim.ch) within 72 hours after the meeting in respect of meetings counting towards a FIM E-XPLORER World Cup.

The minutes must state in detail any penalty imposed; the decisions taken concerning any protests received (copies of which must be attached); 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.

### **3.4 International Jury Meeting Room**

A special Jury Room fitted with a large table and sufficient chairs must be provided for the Jury to conduct their meetings. A printer must be available in the room and preferably a photocopier. A secure and reliable Wi-Fi internet connection must also be provided. The room must be prepared, available and free at all times prior, during and after the meetings. Coffee, soft drinks, snacks etc. must be available at each Jury meeting. If the room is not manned at all times, the Jury President, Clerk of the Course and the Secretary must be given personal keys for entering.

## **4 RIDERS AND TEAMS**

The Teams are responsible of the behaviour of their crew members. The Teams must be holder of a valid FIM Team Licence.

The Teams are responsible for providing the appropriate tools and protectives devices and outfits to their staff members.

## **4.1 Medical Certificate and Examination**

Every Rider taking part in the FIM E-XPLORER meetings must be medically fit.

A special medical examination may be carried out at any time during a meeting by an official doctor or by another doctor nominated at the request of the Jury President or the FIM Medical Representative.

Please refer to the FIM Medical Code.

## **4.2 Age of Riders**

For participating in the FIM E-XPLORER series, the minimum age is 16 years old.

The limit for the minimum age starts on the date of the rider's birthday. For applicants aged over 50 years, please refer to the FIM Medical Code.

## **4.3 Licences**

Riders will only be allowed to take part in the FIM E-XPLORER World Cup meetings with a current and valid FIM E-XPLORER World Cup licence or any FIM licence authorised as stipulated in the FIM Riders 'Licences table of Validity published from time to time on the FIM website.

## **4.4 Checking of the Licences**

It is the duty of the International Jury to control that all the riders, teams and manufacturers, registered to the event have the appropriate riders' licence.

The manufacturer, the team and the Riders FIM licence numbers must be sent to the FIM E-XPLORER Commission/Promoter when registering to the series or an event.

## **4.5 Entries**

Before each season, a selection process will be monitored by the FIM E-XPLORER Commission.

Entry fees will be managed by the Promoter.

Only official Teams and Riders will be allowed to enter the E-XPLORER World Cup Series of that year.

All teams must submit the official FIM E-XPLORER contract to the Promoter.

Furthermore, the Rider or the Team commits himself by his signature, to be fully aware of all the FIM Regulations & Codes; to accept them all and to compete in all the meetings of the FIM E-XPLORER World Cup of that year.

A Rider or a Team who has started in the FIM E-XPLORER World Cup must participate therein unless prevented from doing so by injury or other “Force Majeure”. A suitably qualified medical practitioner must certify injury or illness in writing to that effect.

Any Rider who has suffered an injury requiring hospital treatment and who has not since raced in any official meeting must provide a Medical Certificate in English confirming fitness to take part in the meeting.

In the case of a “Force Majeure”, the International Jury of the meeting will decide on his admission.

If the absence of the Rider is truly justified and accepted by the International Jury, he will be reinstated in the FIM E-XPLORER World Cup.

## **4.6 Nominated Substitute Riders**

In case of the absence of one or more Riders, the Team representative can enter the “Nominated Substitute Rider(s)” for that meeting and take the place of the relevant missing Rider or Riders.

Furthermore, the Nominated Substitute Rider commits himself by his signature to be fully aware of all the FIM Regulations & Codes; to accept them all and to compete in the FIM E-Xplorer Meeting for which he has been nominated.

## **4.7 Riding Number**

The official teams can request a permanent riding number that must be displayed on the motorcycle. The list of the official riding numbers will be published prior to the start of the season.

## **4.8 Signing On**

All Riders who take part in the event must sign on at the date and time stipulated in the SR's, which should be no later than 30 minutes before the first International Jury meeting. When a Rider has signed on, he is deemed to have entered the meeting and is not permitted to take part in any other motorcycle meeting until the completion of the FIM E-XPLORER World Cup Meeting.

## 49 Riders' equipment

Riders' equipment must conform to the Technical Regulations, Art. 03. Equipment and Protective Clothing during practice and Race.

### On-board cameras

For the FIM E-XPLORER World Cup an on-board camera (other than the one from the FIM World Cup Promoter or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.

Shall an authorisation be given by the FIM, the Technical Director/Chief Technical Steward must approve its installation.

## 4.10 Rider's Briefing

A Rider's Briefing will be held prior to the meeting on Race Day, according to the time schedule (**Refer to APPENDIX II: TIME SCHEDULE**). Only Riders and FIM Jury and the promoter representative will be allowed to attend the Briefing with the Clerk of the Course. The Clerk of the Course may call for additional meetings with the Riders, if he considers such action to be necessary.

It is compulsory for all Riders who have signed on to be present.

## 4.11 Rider's Team Colours

It is compulsory for all the members of the Rider's team to wear their team colour uniform in the pits and on the track during practice and race day.

Rider's, mechanics and team members are encouraged to display the FIM and the FIM Cup logos on shirts/uniform/clothing. The colours and uniforms designs must be sent to the FIM EXPLORER Commission for approval prior the season.

All persons having duties in the pit area must observe a reasonable dress code.

# 5 TRACKS

## 5.1 Tracks

The FIM E-XPLORER World Cup series would test the reliability of the electric polyvalent off-road motorcycles and the technical skills and physical fitness of the riders in short technical tracks.

Tracks used for the FIM E-XPLORER World Cup must be composed of natural off-road or urban terrains. It may comprise varied terrain sections such as jumps, stairs, rocks,



sand, forest or river-beds. The riders must cross all the obstacles of their respective lane. It is forbidden to go around the obstacles, go over the tapes, flags or any other lane limit. The riders may have at times to push their motorcycles (Refer to APPENDIX V: RACE TRACK ELEMENTS)

The FIM has the right to inspect any track intended for the FIM E-XPLORER World Cup at any time if it considers such an inspection to be necessary and may order the taking of any measures needed to comply with all the FIM requirements and safety matters for Riders, Officials and spectators. Also refer to Art. 5.2.

The course will be composed of:

- A starting gate with a starting grid
- Several gates
- In case of switch zone, it must be written in the SR
- A finish line

### Switch Zone

The switch zone is a dedicated and restricted area from where a relay is done by the two riders of the same team. When the first rider enters the Switch Zone a gate drop, or a marshal shall authorize the second rider to start his/her lap.

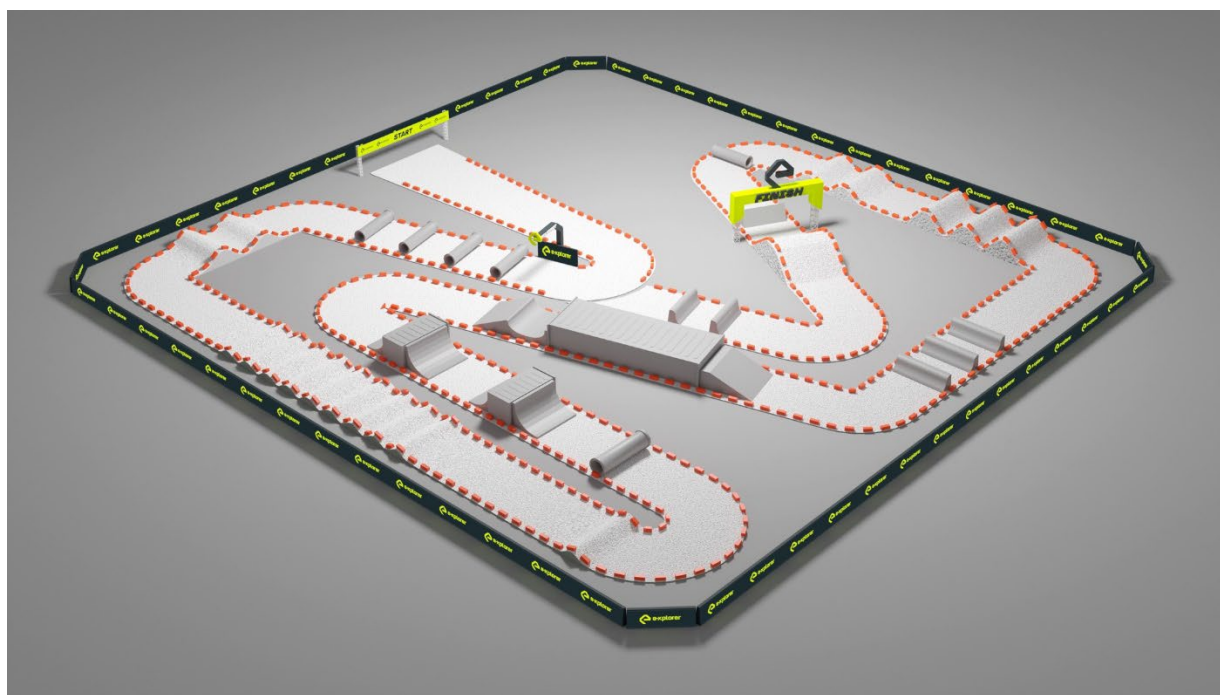
False starts may be penalized.

### Duration and length of the race

The track length must not be less than 300m.

A heat should take approximately up to 10 minutes.

For the Qualifying Heats, riders will have up to 10 minutes to record their best time.



## **52 Track Inspection**

At each FIM E-XPLORER World Cup Meeting, prior to any practice or racing taking place the clerk of the course, accompanied by the Jury members may carry out a track inspection and if necessary, order any measure(s) to comply with every security provision for Riders, Officials and spectators.

## **53 Paddock, Hospitality, Media and other Facilities**

A Paddock area, including power supply and water, suitable for the parking of Rider's vehicles must be provided adjacent to the pits and must provide sufficient accommodation for 14 Teams.

The description and needs for the Hospitality, Media, Press, TV Compound, Team and Crew catering, podium, race control, etc. is described in the FIM E- XPLORER Event Technical Specification (Refer to APPENDIX III: SITE MAP).

### Spotter Platform

There will be a 'Spotter Platform' located near the Race Control Facilities. The spotter platform will be a designated area for team principals with direct view to the racing track and equipped with screens, radio communications and basic race telemetry (Refer to APPENDIX IV: SPOTTER PLATFORM).

## **54 Facilities Inspection**

The FIM E-XPLORER Promoter will carry out a facilities inspection prior to the FIM E-XPLORER Meetings for final approval.

## **55 Pits Entrance and Accreditations**

Entrance to the pits area is authorised for the holders of a valid pass only. The promoter is in charge of the accreditations system and management.

# **6 MOTORCYCLES AND EQUIPMENT**

Motorcycles and all Riders' equipment must conform to the FIM E-XPLORER World Cup Technical Regulations and to all the provisions of FIM E-XPLORER World Cup Regulations.

The two below Motorcycle categories are the only eligible to participate in FIM E-XPLORER World Cup:

- Hyperbike – please see FIM E-Xplorer Technical Rules
- GT – please see FIM E-Xplorer Technical Rules

## **6.1 Scrutineering**

At every Meeting, a technical verification is compulsory and official FIM specification declaration forms are provided for this purpose. All engines, E-Motorcycles and equipment must be checked in accordance with Art. 04.03 VERIFICATIONS of the Technical Regulations.

The FIM Technical Director/Chief Technical Steward may order any machines to be re-checked or re-tested at any time, during practice or racing.

The mechanics must present their Rider's E-Motorcycle and equipment at the time stipulated in the SR's for the E-Motorcycles Examination and according to the time stipulated in the individual time schedule.

## **6.2 Electricity**

During qualifying practice and throughout the meeting, it is compulsory for the Teams to use the source of electricity supplied by the Organiser, which must be provided free of charge to the riders.

The Organiser must provide charging areas with all the equipment and man- power, necessary to efficiently recharge the bikes.

### **6.2.1 Charging procedures and schedule**

Each team can present and use four electric motorcycles that must success- fully pass the technical scrutineering.

Each battery and frame will be marked by the FIM & FMNR Technical crew. No extra battery will be allowed to be used during the competition.

Recharging batteries is under the responsibility of the teams.

During the event, the teams are free to recharge or change the batteries in the designated area provided by the promoter as stipulated in the SR.

No batteries can be charged overnight.

---

## **6.3 Tyres**

The FIM and the promoter can restrict and impose the models and brand of the tyres that can be used on the FIM E-XPLORER series.

## **6.4 Artificial Heating of Tyres**

The clerk of the course shall immediately disqualify a Rider whose motorcycle's rear tyre has been artificially warmed prior to the start of a heat. This includes the spinning of the rear wheel whilst in contact with the track or any other object. This does not apply to practice starts.

## **6.5 Front Number Plate**

The front number plate place is restricted for the FIM E-XPLORER promoter's use.

The FIM E-XPLORER Promoter will supply the graphic design of the front number plate to each Teams. It is compulsory to display these front number plate on the E-Motorcycles during its Examination, qualifying practice and racing.

It is not permitted to cover any part of the front number plate in any way.

## **6.6 Number of Motorcycles**

Each Team will be allowed a maximum of 4 complete mounted motorcycles in the pits during an FIM E-XPLORER World Cup event.

Nevertheless, a rider can only use one of his four bikes per heat. A rider can change his bike after each heat.

## **6.7 Environmental Mat**

When bikes are placed in the pits, parc fermé or other parking area the use of an Environmental Mat is compulsory for all Riders and all their bikes. It must be used whenever working or parking the bikes, during practice and racing.

The Environmental Mats (one per bike) must be presented at the technical verification.

## 7 PRACTICE SESSIONS

### 7.1 Walking the track and Free Practice

The riders can walk the track only during the periods mentioned in the SRs.

Free practice sessions will be organized. During this period, teams may test the E-Motorcycle, transponders, telemetry tools and cameras. Free practice sessions will be compulsory for all riders. Only motorcycles that have successfully passed the technical verifications would be allowed to take part in the free practice.

During the Free Practice sessions, a specific time frame as presented in the SR will be dedicated to the Switch Relay practice. During this period teams will have time to practice the relay strategy in the Switch Zone.

Date and time of the period for walking the track and the Free Practice must be clearly stated in the SR.

### 7.2 Time Practice

Date and time of the Time Practice must be clearly stated in the SR.

Only motorcycles that have successfully passed the technical verifications would be allowed to take part in the Time Practice. The motorcycles must be equipped with the transponders/telemetry tools provided by the organiser/promoter.

The Time Practice is compulsory for the Riders. If a Rider is not present or is not able to finish one lap during the Time Practice, he will be placed DNF (did not finished) or **DNQDNS** (did not ~~competed~~ start) in the results of the Time Practice.

Riders taking part in Time Practice must do so within the official time schedule for each FIM E-XPLORER World Cup Meeting.

The Clerk of the Course may change the schedule according to the circumstances if he feels this is necessary.

Starting practice with the starting gate in operation may be provided.

The weather conditions, the conditions of the track surface or other circumstances may dictate alterations to this procedure.

The Time Practice may be partly or totally cancelled, which may be decided only by the Clerk of the Course or the FIM Jury.

### 7.3 Transponders

A transponder/decoder system will be the main timekeeping equipment and an auxiliary apparatus functioning automatically, synchronized with

real-time and registering time to 1/100 second.

A digital display panel, linked directly to the timekeeping system shall indicate:

- The time registered by the rider as they cross the finish line.
- The number of the rider.
- The name of the rider.

A monitor should supplement the display of the test classification.

An apparatus functioning automatically and placed on the starting line will take the exact time of the passage of the Riders to the starting line.

The Start Marshall button or the timing loop placed at the starting gate will be the official start of the timing system. The completion of the race will be automatically determined once the rider in first crosses the finish line.

A timekeeper officiating at a FIM E-XPLORER WORLD CUP must have at his disposal a reserve chronometer in order to make up for any possible break- down of the instruments normally being used.

Riders and teams must accept any type of Time keeping and/or Tracking system approved by the FIM E-XPLORER Commission, including transponders or Trackers. During the machine examinations, the transponder will be given to the Rider for the chronometric.

The FIM Chief Technical Steward will refuse any machine that does not have a correctly positioned positive transponder attachment. The transponder must be fixed to the motorcycles used for the free practice, qualifying and races in the position and orientation as shown in the timekeeping information given to riders. The Rider is the sole person responsible for the above-mentioned proceedings. The loss of the transponder or tracker during the event will result in a fine of up to 300 EUR. The Rider is the sole person responsible for the transponder.

All the tests must be approved by the FIM Jury. A member of the FIM Jury will pay particular attention to the respect of the rules and to the efficient running of the test.

The timing line (transponder loop) will be situated on the start line.

The classification of Riders in the races will be calculated on the basis of achieved times.

## **8 RACES**

### **8.1 Format**

Racing Terminology: For the purpose of the FIM E-XPLORER WORLD CUP racing format please refer to Section 1.2. Definitions of the present document.

Racing Format: (Refer to APPENDIX I: RACING FORMATS)

The exact Racing format of each event will be defined in the Supplementary Regulations of the event concerned.

After the Free Practice sessions and the Time Practice described in section 7, riders will compete in three heats. Specific classifications will be drawn up after each heat for the allocation of FIM E-XPLORER World Cup points.

At the end of Race 3, a Team Classification will be made taking account all points collected from Male and Female riders of each Team.

FIM E-XPLORER World Cup points are awarded according to the finishing order of the meeting.

## **82 Punctuality in Starting**

All races must start at the time stipulated in the SR. All Officials and Riders must hold themselves ready for the start when called upon to do so by the Clerk of the Course.

Only the Clerk of the Course can make alterations or changes to the starting time of the races. He shall give the order that the Riders shall come to the Pre-grid or Starting Gate.

## **83 Time, Pre-grid and Starting Gate Procedure**

Upon the order from the Clerk of the Course, the pits gate shall be opened; the Riders shall have access to the Pre-grid or Starting Gate within 2 minutes maximum.

In the pre-grid, all team riders will be lined up in order waiting for their respective turns to ride. Once a race is completed, the next teams will be notified by the Clerk of the Course, a Marshall or by a notification screen to line-up in their assigned starting gates.

The clerk of the course has the option to use a 1-minute time allowance for a restart after an unsatisfactory start.

The mechanics must only work on his rider's bike within the pit zone, this will not be allowed on the Pre-grid or Starting Gate.

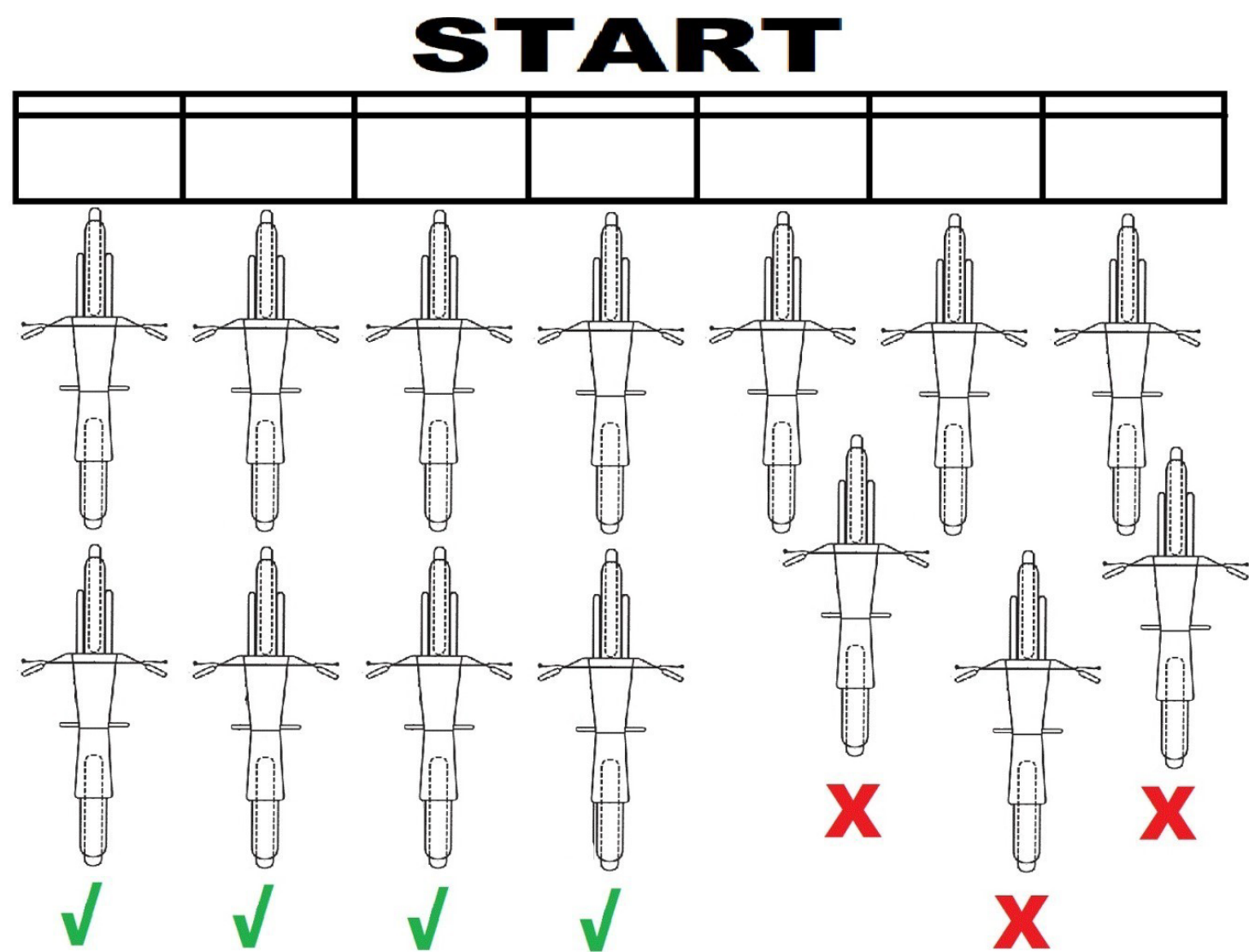
If, in the opinion of the Start Marshal or Clerk of the Course, any Rider or Riders are not ready to start within the 2 - or 1 - minutes time allowance has expired they shall be disqualified from the heat.

## **84 Starting Procedure**

It is a collective start, with a maximum of 14 riders. It is a grid of 7 places.

For a start with 14 riders, the starting grid will be set according to the starting order.

The first 7 places of the starting grid must be completed. The riders can choose but must fill the first 7 places before the second line.



In the case when less than 14 riders would start, the number of places on the starting grid will be reduced according to the number of riders qualified for the heats.

The following procedure will be applied:

4 minutes	The flashing light is off.
	In the waiting zone, the 4-minute board is displayed and the waiting zone is no longer accessible.
Before the start	After a whistle signal has been given, everyone but the riders, two team members per rider, the TV team and the necessary officials, leaves the waiting zone.
	The riders prepare to start.



From that instant:	After a whistle signal has been given, access to the starting grid is opened and the riders in the waiting zone move on to the starting gate.
	When the riders have taken their positions at the starting gate, a green flag will be displayed and all the riders are under starters' orders.
	The team members remain in the waiting zone until the start has been given.
	The only persons authorised to remain at the starting gate are the riders, the television crew and the necessary officials.
15 seconds before the start:	Access to the waiting zone and the starting zone is closed off.
	If a rider has mechanical problems in the waiting zone and does not manage to repair his machine before this moment, he cannot access the starting area. The penalty for violation of this rule is disqualification from the race in question.
	If a rider has mechanical problems on the starting grid, he cannot receive an assistance from his mechanics on the grid. The penalty for violation of this rule is disqualification from the race in question.

As soon as a rider has taken his place on the starting grid, he can no longer change it or return to the waiting zone or receive assistance before the start.

When all the riders have taken their positions on the starting grid, a green flag will be displayed.

Once the ~~FIM Championship Manager~~ **Clerk of the Course** has given the signal:

A board indicating "15 seconds" will be held up and the riders are under starter's orders. The "15 second" board will be displayed for 15 seconds.

At the end of the 15 seconds, a board indicating "5 seconds" will be displayed and the starting gate will be lowered between 5 and 10 seconds after the "5 seconds" board has been shown.

If it is not possible to give the start using the starting grid procedure, a green flag will be used to give the start.

The same start procedure will be used (as described above) up to 15 seconds before

the start of the race.

The FIM ~~Referee~~ **Jury Member** goes to the side of the track displaying the green flag. He then lowers the green flag and the race begins.

The area in front of the starting gate is restricted and must be prepared in a consistent manner so that all the riders have equal conditions. The officials and photographers are the only persons admitted to this area and riders are not authorised to prepare their starting area.

#### **841 False start**

Any false start will be indicated by the ~~Referee~~ **Clerk of the Course** or the FIM ~~Championship Manager~~ **Jury President** by the holding up of a red flag. The riders must return directly to the waiting zone and a new start will be given as soon as possible. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start.

#### **842 Stopping of the Race**

If a heat is interrupted by a red flag before half of the elapsed time, a new start will be immediately given. The riders must return to the waiting zone.

The riders must directly return to the waiting zone. After the display of the red flag, the rider who may enter the paddock/pits will not be authorized to re-start. In addition, the rider(s) responsible for stopping the race cannot participate in the re-start.

After this new start, only the results of this heat will count.

If a heat is interrupted by a red flag after half of the planned heat is completed, the classification of the lap preceding the interruption will be valid, as long as all the riders rode at least 2 laps.

### **8.5 Timekeeping**

Race times of each heat must be taken and announced at every FIM E- XPLORER World Cup Meeting.

The Clerk of the Course will determine the result of each heat based on the timekeeping results, the video of the finish and the information given by the marshals' operating on the track.

## **9 Results**

### **9.1 Heats Scores and Classification**

At the conclusion of each Heat, a Classification for Male riders and for Female riders will be produced, showing the FIM E-XPLORER World Cup points achieved by the 2 riders'

member of each official Team.

The points will be awarded as follow:

Ranking	FIM Points
1	25pts
2	22pts
3	20pts
4	18pts
5	16pts
6	15pts
7	14pts
8	13pts
9	12pts
10	11pts
11	10pts
12	9pts
13	8pts
14	7pts

**9.2 Team Scores and Classification**

At the conclusion of each meeting, a Classification for Teams will be produced, showing the FIM E-XPLORER World Cup points achieved by all Teams using their motorcycles.

The Final meeting classification will count for as FIM E-XPLORER World Cup points in the Intermediate or Overall Cup Classification for the Teams.

**9.3 Ties**

The Intermediate FIM E-XPLORER World Cup Classification

In case of Teams tied on FIM points in the Intermediate Classification, the Teams having finished in the best position at the last event will be deemed the better - placed Teams.

The Final Overall FIM E-XPLORER World Cup Classification

In case of Teams involved in a tie on the Final Overall FIM E-XPLORER Cup Classification, at the end of the Series, the following will apply:

1. Run-off for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place.
2. For all other placings Precedence will be given to the Teams having the greatest amount of 1st place results, Followed by 2nd, 3rd, 4th and so on in the current season. If the tie still persists, precedence will be given to the Teams with the highest Final Classification at the last round of the current FIM E-XPLORER season.

## **9.4 Results and Points, Medals and Diplomas**

At the end of each FIM E-XPLORER World Cup Meeting, FIM points will be awarded to the Teams.

The World Cup Male winner will be the Male rider having collected the most FIM points at the end of the Series (Final Overall FIM E-XPLORER World Cup Classification). In case of tied on points, Art. 9.4 will apply.

The World Cup Female winner will be the Female rider having collected the most FIM points at the end of the Series (Final Overall FIM E-XPLORER World Cup Classification). In case of tied on points, Art. 9.4 will apply.

The World Cup Team winner will be the Team having collected the most FIM points at the end of the Series (Final Overall FIM E-XPLORER World Cup Classification). In case of tied on points, Art. 9.4 will apply.

The Hyperbike World Cup Team winner will be the Team having collected the most FIM points at the end of the Series (Final HYPERBIKE FIM E-XPLORER World Cup Classification). In case of tied on points, Art. 9.4 will apply.

The GT World Cup Team winner will be the Teams having collected the most FIM points at the end of the Series (Final GT FIM E-XPLORER World Cup Classification). In case of tied on points, Art. 9.4 will apply.

## **9.5 Official Results**

The FIM E-XPLORER World Cup Secretary is responsible for printing the Official Results, which must be submitted to the International Jury for approval and signature.

## **9.6 Communication of Results**

Immediately after the Final Meeting of the International Jury, the Organiser of the FIM E-XPLORER World Cup must make available in the Press Room for all the persons concerned with the meeting, copies of the officially approved results, (i.e. each heat and

classification + the Intermediate or Final Classification). Only the FIM E-XPLORER World Cup Official Results Form shall be used.

## **9.7 Podium Ceremony**

The Podium Ceremony shall be organised immediately after the end of the Final heat. Riders shall make themselves ready and available immediately for the Ceremony, without any delays whatsoever.

The clerk of the Course, will as quickly as possible, guide the Riders placed first second and third to the podium for the awards ceremony.

It is compulsory for the Riders to participate.

It is compulsory for the best team (Male rider, female rider and team representative) to participate.

## **9.8 Press Conference**

The Teams placed first, second and third shall immediately, after the Podium Ceremony, make themselves available for the Official Press Conference.

The promoter may request any other Officials, Rider or Team to participate in the Press Conference.

# **10 TEAMS'S INFORMATION**

## **10.1 Travel and Hotel Expenses**

The travel and hotel expenses must be borne by each Team.

## **10.2 Hotel Accommodation**

Where possible, it is recommended that Riders, Teams and FIM Officials stay in the same hotel.

Provided that no other agreement or arrangement has been made by the organiser, the Riders, Managers, FMN Officials, etc. are themselves responsible for booking or reserving their own hotel requirements directly with one of the official hotels specified in the SR's, according to the given deadline or with an alternative hotel of their choice.

## **10.3 Accreditation, Passes, Car Passes and Guest Tickets**

The Promoter of the FIM E-Xplorer World Cup series will monitor the accreditation

system, the distribution of the passes and the sale of tickets.

## **10.4 FIM Awards**

FIM medals and diplomas are awarded to winners in accordance with the FIM Sporting Code.

## **11 ALCOHOL AND DOPING CONTROLS**

Alcohol controls must be carried out in accordance with FIM Medical Code. They may be made before the start of Practice, Racing or at any time during the meeting.

Doping controls must be carried out in accordance with the FIM Anti-Doping Code.

The sanctions for a positive doping or alcohol test will be applied according to the rules and proceedings laid down in the FIM Anti-Doping Code, FIM Medical Code and the FIM Disciplinary and Arbitration Code.

## **12 PROTESTS AND PENALTIES**

Protests and appeals are subject to the rules and proceedings provided for in the FIM Disciplinary and Arbitration Code.

Any protest must be lodged immediately after the reason for the protest is known. They must be in writing, stating the article numbers relevant to the protest, and accompanied by the fee stipulated in the SR and submitted to the Clerk of the Course.

If the protest requires a technical measurement of the motorcycle which proves to be in order, then the protesting party must pay the actual labour costs, up to a maximum of 600 EUR.

Any irregularity, error or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence on the result of a heat or the race would be followed by sanctions (cancellation of the FIM E-XPLORER points of the meeting, disqualification, suspension, etc...).

### **12.1 Time Limit**

Generally, protests against the eligibility of a rider, Team or a motorcycle entered, must be made before the start of the official Practices.

Protests against results must be presented within 30 minutes following the announcement of the results.

Protests relating to an error, irregularity or fraudulent action on the part of the Rider (and/or the machine concerned) that could influence the result of a subsequent heat must be lodged before those concerned leave the pits for that subsequent heat.

If the protest relates to an incident during racing, it must be lodged before the Riders leave the pits for their next heat.

Should the reason for the protest occur in the last heat of the meeting, the protest must be lodged within 10 minutes of the finish of that heat. If a protest has been lodged verbally, it must be confirmed in writing not more than 15 minutes later.

**12.2 Right of Protest and Appeal**

No protest or appeal may be made against a decision by an Official or Technical Steward on a statement of fact.

**12.3 Sanctions and penalties given by the Clerk of the course**

Hereunder we can find the principal but not limited sanctions and penalties that could be given by the Clerk of the Course.

SANCTIONS AT TECHNICAL CONTROL	
E-Moto not presented at the technical control or not in conformity	Not allowed to start
Changing the machine for a not authorised motorcycle after passing the technical control	Disqualification from the Event
Non-compliant motorcycle and or safety equipment	No allowed to start until the E-Moto or safety equipment is brought back into conformity
Absence of Personal Protective Equipment (or non-compliant)	Not allowed to start until presentation of compliant equipment.
PRESENTATION AT THE START	
Starting late compared to the rider's departure time up to 30 seconds	Disqualification.
TRACK	

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 when required	Time, financial and/or sports penalties up to and including disqualification
False start	Team disqualification from the race

PROGRESS OF THE EVENT	
<del>Where a competitor has not completed the number of laps scheduled in his category</del>	<del>Not classified at the finish</del>

## 12.4 Penalties for not respecting the flag signals

The non-respect of the waved yellow by a rider may be sanctioned as follows:

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

The non-respect of the medical flag by a rider may be sanctioned as follows:

- During Free Practice or Time Practice

Loss of the fastest lap in the respective Warm-Up Practice/Time Practice.

- During a Race:

Non-respect of the medical flag (flashing red lights) without gaining any position: Loss of two positions in the respective Race.

Non-respect of the medical flag (flashing red lights) and gaining any position: Loss of the positions gained + two positions in the respective Race.

- Any additional offence during the same event: loss of 10 positions in the respective race (positions and points corresponding to the new position in case of a race awarding points);

The non-respect of other signals may also be sanctioned by a sporting, a time or a financial penalty.



## 12.5 Sanctions and penalties given by the International Jury.

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

PROGRESS OF THE EVENT	
Non-compliant motorcycle and or safety equipment	Not authorised to start <del>the Special-Test</del> , time, financial and/or sports penalties up to and including disqualification
Absence of one or more markings (e.g. crankcase)	Time, financial and/or sports penalties up to and including disqualification
Block an opponent.	Time, financial and/or sports penalties up to and including disqualification
<del>Ride on his opponent's line</del>	<del>Time, financial and/or sports penalties up to and including disqualification</del>
ENVIRONNEMENT	
<del>Leaving garbage in the natural environment</del>	<del>1 minute</del>
Behaviour during the meeting	
Anti-sporting behaviour, violence or insults towards a rider or an official	Time, financial and/or sports penalties up to and including disqualification
Absence to Prize-Giving Ceremony of the event	Time, financial and/or sports penalties

## 12.6 Fines

Every breach of the rule may be penalised with a fine or penalised with another sanction provided for in the FIM Disciplinary and Arbitration Code. The sanction must be proportional to the offence, and to the circumstances (attenuating or aggravating if applicable) and taking account of any possible advantage gained by the rider. The International Jury may sanction any persons breaking the Rules as follows:

	MAXIMUM AMOUNT
UNGENTLEMANLY / UNSPORTSMANLIKE CONDUCT with words or signs with violence	300€*  2.000€* And up to disqualification from the meeting
ARRIVING AFTER THE START OF ANY HEAT	600 € Disqualification from the meeting
ARRIVING AFTER THE SIGNING ON TIME STATED IN THE SR	300€
ABSENCE WITHOUT HAVING ADVISED THE ORGANISERS IN WRITING (Email) or absence after having advised the organisers in writing (Email) but for a reason not accepted by the International Jury	12.000€
ABSENCE OR LATE ARRIVAL AT THE <ul style="list-style-type: none"> <li>Machine Examination</li> <li>Riders' briefing</li> <li>Prize-giving ceremony</li> <li>Press Conference</li> </ul>	300€ 300€ 750€ 300€
ANY PART OF THE FRONT FORK OR SIDE NUMBER PLATE STICKERS COVERED BY ANY OBJECT OR STICKER <ul style="list-style-type: none"> <li>On practice day</li> <li>On racing day</li> </ul>	600€ Disqualification from the meeting
TEAM MEMBER NOT WEARING A TEAM COLOUR UNIFORM	300€
LOST OR FORGOTTEN PASS	70€
CUT-OFF WHEN RIDER ON THE MOTO <u>OR</u> RIDER ON THE MOTO BUT NOT ACTIVE	300€
<b><u>LEAVING GARBAGE IN THE NATURAL ENVIRONMENT</u></b>	<b>100€</b>
NOT USING AN ENVIRONMENTAL MAT IN THE PITS	70€ per Mat

---

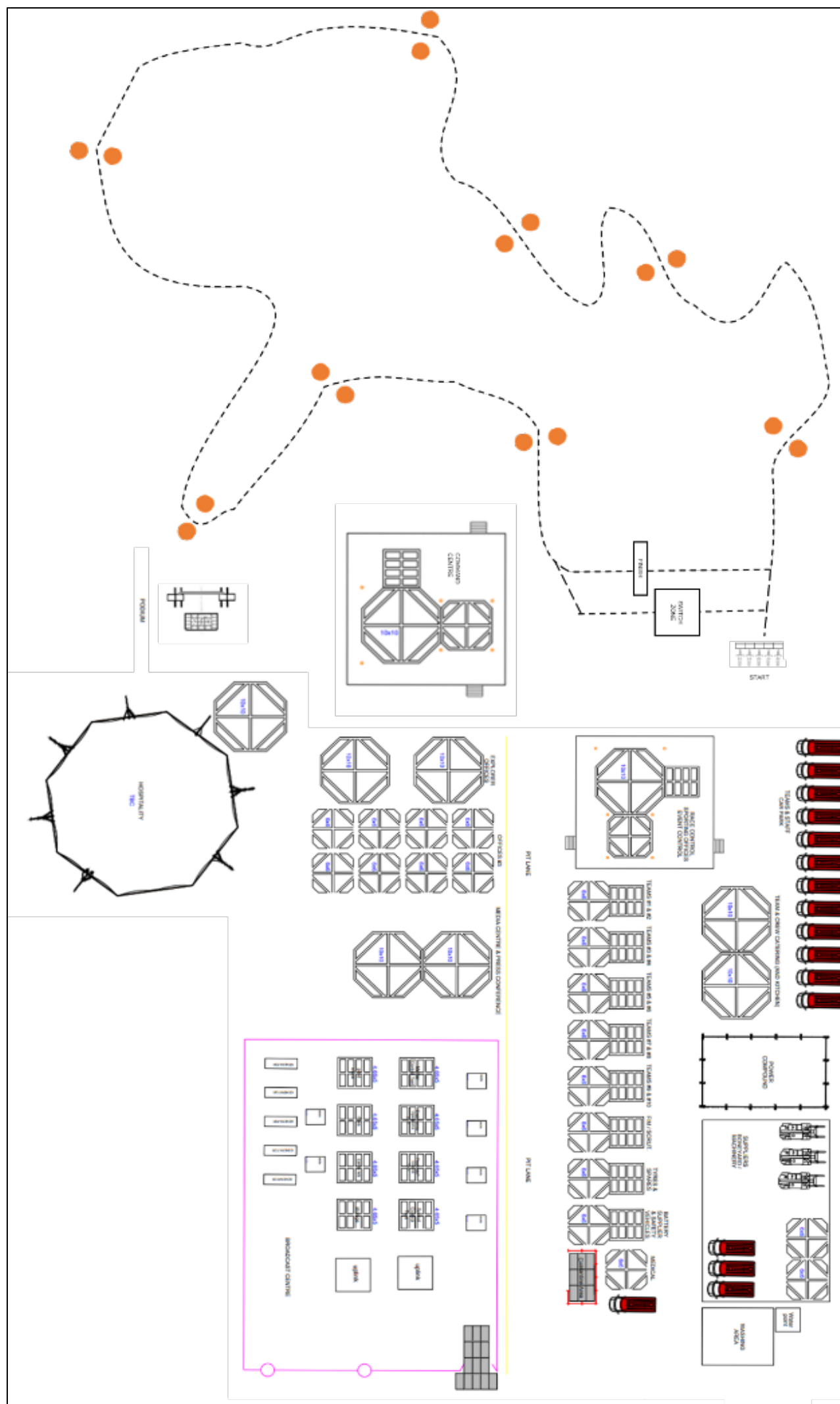
Riders and Teams are responsible for their Team Crew Members. All other offences to the Rules may be penalised according to the FIM Disciplinary and Arbitration Code.

## APPENDIX I: RACING FORMATS

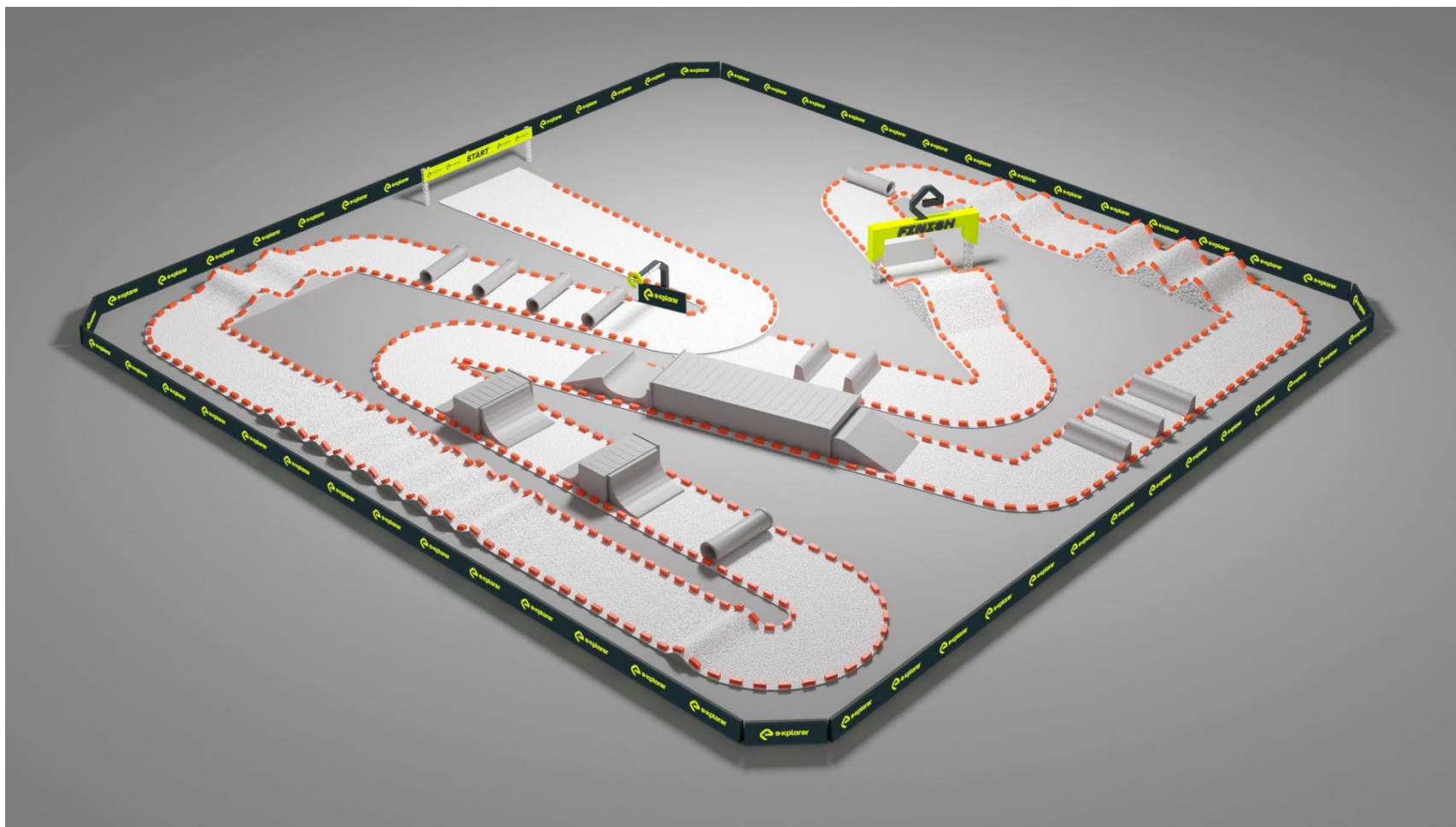
<b>MEN FREE PRACTICE</b> · 10 mins	<b>WOMEN FREE PRACTICE</b> · 10 mins
<b>MEN QUALT</b> · 10 mins Determines gate selection for race	<b>WOMEN QUALT</b> · 10 mins Determines gate selection for race
<b>OPENING CEREMONY</b>	
<b>MEN EVENT</b> • 2 x races of 8 mins + 1 lap • All riders on course	<b>WOMEN EVENT</b> • 2 x races of 8 mins + 1 lap • All riders on course
<b>HALF TIME SHOW</b>	
<b>MEN EVENT</b> • 1 x races of 8 mins + 1 lap • All riders on course	<b>WOMEN EVENT</b> • 1 x races of 8 mins + 1 lap • All riders on course
<b>PODIUM CEREMONY</b>	

## APPENDIX II: TIMETABLE (To be defined in SRs)

## APPENDIX III: SITE MAP



## a) GENERAL DRAWING OF CIRCUIT





***FEDERATION INTERNATIONALE  
DE MOTOCYCLISME***