

FIM E-BIKE CROSS WORLD CUP REGULATIONS



EDITION 2023

FIM E-BIKE CROSS WORLD CUP REGULATIONS



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FIM E-BIKE CROSS WORLD CUP REGULATIONS



YEAR 2023		
Version	Applicable as from	Modified articles
1 (26.11.2022)	01.01.2023	Definition; Art. 2 Eligible competitors - FIM Licences; Art. 3 Registration; Art. 6 Classification; Art. 7 Eligible E-Bikes by Category Art. 9.2.1 Helmets Art. 9.3 Technical Parts and Modifications
2	22.03.2023	Art. 7 Eligible E-Bikes by Category; Art. 9.1 Generalities; Art. 9.2.1 Helmets; Art. 9.3 Technical Parts and Modifications; Art. 17 Officials; Art. 18 FIM International Jury Withdrawal/deletion of appendices 1 & 2
3		

Articles amended as from 1.1.2023 are in bold type
 Articles amended during the 2023 season are in **bold and red** or ~~double strike~~
through type



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GENERAL UNDERTAKINGS AND CONDITIONS

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

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

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

as supplemented and amended from time to time.

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

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

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

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



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.



SPORTING REGULATIONS

INTRODUCTION

A series of races counting toward the FIM **E-Bike Cross** 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 **Cross** World Cup Series.

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

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

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

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

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



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

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

Alcohol Testing

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

DEFINITION:

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

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

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

An EX-Light-Moto (Light electric motorcycles in the class EX3 **and EX4** is further described in the present regulations.

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The FIM **E-Bike Cross** World Cup is a dedicated series of competitions that reflects the stock E-Bike market for the EX1 class. For some events, it is also dedicated to evaluate the performance of production E-Bikes and/or prototypes in **EX2 or EX3 and EX4/E-Light-Motos**.

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

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

Official Signals and flags

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

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

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

Signal	Meaning
Red flag (All false starts must be indicated by waving a red flag) (The red flag is superior to all flags)	All riders must stop racing and go to the area indicated by the officials.
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.
Yellow flag, held stationary	Danger, ride cautiously.

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Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore jumps should not be attempted.
(The waved yellow flag is superior to the stationary yellow flag)	

Medical flag	Medical staff on the track, proceed with extreme caution. Riders must roll each jump individually with no overtaking until past the area of concern.
(A medical flag must be available at each flag marshal post) (The medical flag is superior to the stationary and waved yellow flags)	

Blue flag, waved	Warning, you are about to be lapped. Hold your line.
(The blue flag must be used by supplementary flag marshals, specialised for this flag only) (A blue stationary flag will be displayed during the sighting lap which precedes a qualifying race or a race)	

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

Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.
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- 3 Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).
- 4 The non-respect of the waved yellow and/or the medical flag by a rider (riders) will be considered as a statement of fact to which no protests are possible.
- 5 The Pantones for the colours are as follows:

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



6 Penalties for not respecting the flag signals

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

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

for the rider(s) in question. The non-respect of other signals: sporting, time or financial penalty

ART. 1 CALENDAR

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

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

Tracks:

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

ART. 2 ELIGIBLE COMPETITORS – FIM LICENCES

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

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

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

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

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

- **EX3 / EX4:**

Competitors holding a valid FIM licence (Annual or One Event) for the FIM E-Bike Cross World Cup EX3 or EX4 Light Moto may take part in the FIM E-Bike Cross World Cup (Category EX3 or EX4). The validity of the FIM Licences are published in the FIM yearbooks.

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

ART. 3 REGISTRATION

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

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

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

By registering for the FIM **E-Bike Cross** 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.

The rider is fully responsible of the conformity of his vehicle and his own equipment with the local traffic laws.



CANCELLATION OF AN EVENT

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

ART. 4 STOPPING OF A RACE

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

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

There will be a complete restart.

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

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

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

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

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

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

ART. 5 AWARDS AND PRIZES

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



- EX1
- EX1 Junior (EX1-J)
- EX1 Women (EX1-W)
- EX2
- EX3 / **EX4**: Light-Moto

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. 6 CLASSIFICATION

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

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

- EX1 (minimum age*: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX1-J (for Junior riders minimum age*: 14 years and/or age limit imposed by the laws and regulations of the FMNR, maximum 21 years' old**+)
- EX1-W (for Women riders *minimum age**: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX2 (*minimum age**: 14 years and/or age limit imposed by the laws and regulations of the FMNR)
- EX3 / **EX4** (*minimum age**: 16 years and/or age limit imposed by the laws and regulations of the FMNR)

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

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

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

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

Ranking	Points
1st	25 pts
2nd	20 pts
3rd	16 pts
4th	13 pts
5th	11 pts
6th	10 pts
7th	9 pts
8th	8 pts
9th	7 pts
10th	6 pts
11th	5 pts
12th	4 pts
13th	3 pts
14th	2 pts
15th	1 pts
16th and followers	0 pts

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

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

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

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

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

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

ART. 6.1 CANCELLATION OF A RACE DAY

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



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

ART. 7 ELIGIBLE E-BIKE BY CATEGORY

The E-bikes must pass the Technical verifications.

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

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

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

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

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

When the rider stops pedalling the engine must switch off.

No throttles system will be authorized.

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

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

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

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

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


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

- **EX-1, EX1-J, EX1-W:** E-Bike equipped with a motor with a maximum continuous rated power of 250W. Its maximum weight is 30 kg.

E-bike without throttle and with a maximum assistance speed limit of 25 km/h.

Method of testing: The E-bike assistance speed limit will be tested by the technical stewards with a test bench.

- During the technical verification, If the assistance speed limit found by the steward is above 25 km/h with a tolerance of 2 km/h, therefore the e-bike won't be authorized to start until the e-bike reaches the appropriate the assistance speed limit.
 - During or after the race, if the assistance speed limit found by the steward is over than 25 km/h with a tolerance of 2 km/h, the rider will be disqualified.
 - In case of protest against the results of the maximum assistance speed limit control, a second test will be performed by a second official technical steward.
- **EX-2:** E-Bike equipped with a motor with a maximum rated continuous power over 250W. Its maximum weight is 34 kg. **Without Throttle.**

EX1	EX2
	
Declared 250w on catalogue Stock EN15194 or equivalent	Declared 250w or over or EN15194 or equivalent
No Throttle	over 25km/h
Women and Junior classes	No Throttle
25 km/h maximum speed assistance 30 kg maximum weight	34 kg maximum weight





- **EX3/EX4 – Light Moto:**

EX3 / EX4 classes could take part in the event. This must be clearly indicated in the SRs.

Electric vehicles equipped with a throttle and cut out switch can take part in the EX3 **(with pedals)**

EX4 (with pegs) class as described below:

EX3	EX4
	
L1EB or equivalent	L1EB or equivalent
Throttle	Throttle
Pedals, no pegs	Pegs
Cut-out switch	Cut-out switch
40 kg maximum weight	78 kg maximum weight

~~Picture 2 – Category EX3 / EX4 Light Moto~~

FIM CEB Bureau establishes a list of models eligible to compete in the **EX3 and EX4** category with pegs. If a rider, a team or a manufacturer is willing to enter a model in this list, he must contact FIM Administration by email providing a description and photos or videos.

The list of the eligible models allowed in the EX3 **and EX4** class ~~with pegs~~ is the following:

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

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Brand	Model		
Sur-ron	Light Bee		
Qulbix	Q140Core	Q140MD Core L1e-B (2022)	
LMX	LMX 56	LMX 64	161 MXR
SEM	Venom 1.0 (2021)	Venom 2.022 (2022)	
bykstar	Pure		
Talaria	Sting		
Drill	One		
Zbike	Z3		

ART. 8 ADMINISTRATIVE CONTROL

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

Competitors must bring the original documents listed below:

- The valid FIM licence;
- The E-Bike registration document (crossed-out registration documents are not accepted);
The E-Bike insurance certificate for EX2 and EX3/**EX4** Light-Moto 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 is recommended to give the competitors a file for the event including:

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



ART. 9 TECHNICAL CONTROL

ART. 9.1 GENERALITIES

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

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

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

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

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

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

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

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

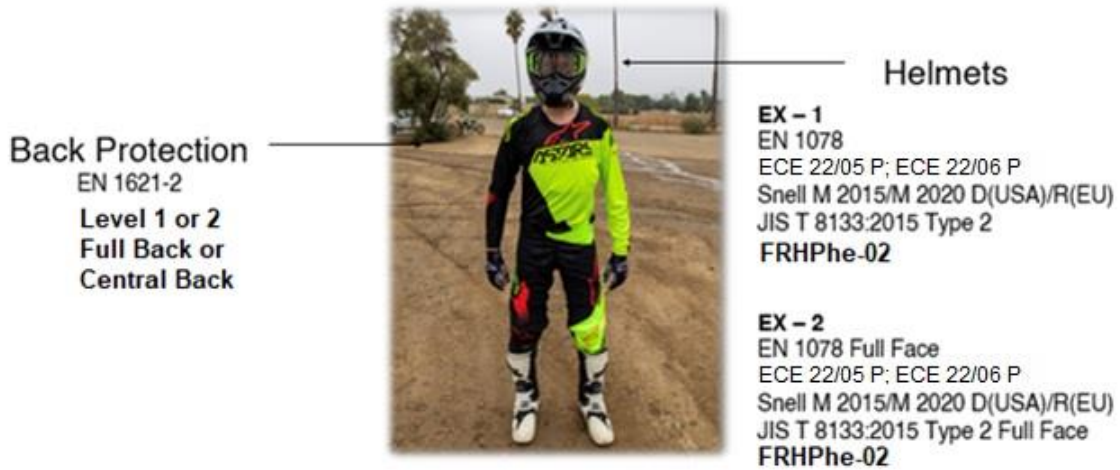
ART. 9.2 HELMETS AND BACK & KNEE PROTECTIONS

ART. 9.2.1 Helmets

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For EX1 & EX2:



~~Only the FIM homologated helmets according to FRHPhe-02 (with a valid FIM homologation label) will be allowed from 01/01/2026. A list of FIM homologated helmets is available on www.frhp.org~~

~~Picture 3: Rider's Helmets and Back Protection requirements for EX1 & EX2~~

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

For EX3 / EX4 Light-Motos:



~~Only the FIM homologated helmets according to FRHPhe-02 (with a valid FIM homologation label) will be allowed from 01/01/2026. A list of FIM homologated helmets is available on www.frhp.org~~



~~Picture 4 Rider's Helmets, Back and Knee Protections requirements for EX3/EX4~~

ART. 9.2.2 BACK PROTECTION

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

Back protection must comply with EN.1621-2. **Level 1 or 2, only CB (Central Back) or FB (Full Back)**

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

Wearing a mask or goggles is recommended.

Tear-offs are prohibited.

ART. 9.3 TECHNICAL PARTS AND MODIFICATIONS

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

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

- Frame
- Wheel for hub motor
- **Motor**

2) EX2, EX 3 & EX 4

Parts which must not be replaced without previous approval of the FIM International Jury:

- **Frame**
- **Wheel for hub motor**
- **Motor**

ART. 9.4 NUMBER PLATE

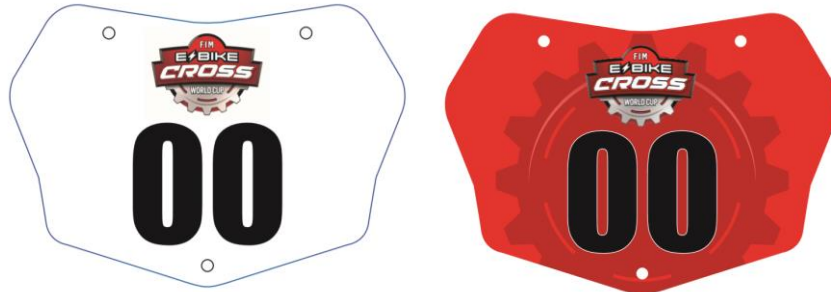
The front number plate will be provided by the organisation after the vehicle has passed the technical control.

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

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



Examples of designs:



ART. 9.5 LICENCE PLATE

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

ART. 9.6 MARKING

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

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

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

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

ART. 9.7 CAMERAS

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

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

The technical stewards will validate the location of the cameras.



ART. 9.8 NON-PRESENTATION OR NON-COMPLIANCE

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

ART. 9.9 TRANSPONDERS or RFID ANTENNA or CHIP

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

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

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

ART. 11 CHARGING OR CHANGING THE BATTERY

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

ART. 12 STARTING AREA – STARTING ORDER

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

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

The starting order of the race is as follows: EX 1 competitors will start before EX 2 and EX3/**EX4** competitors.

ART. 13 END OF A DAY

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

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



ART. 14 TECHNICAL CONTROL AREA/PARC FERMÉ

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

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

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

ART. 15 PRIZE GIVING CEREMONY

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

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

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

ART. 16 PROTESTS AND APPEALS

Protests:

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

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

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

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



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

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

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

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

Appeals:

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

ART. 17 OFFICIALS

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

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

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

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

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

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

Will be appointed by the FIM:

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

Will be nominated by the FMNR:

- A FMNR Jury Member (holder of an FIM ~~CEB~~ Sporting Steward Licence);
- A Clerk of the Course holding a FIM CEB ~~CEB~~ Licence or any licence agreed by the FIM administration;

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- A **Chief Technical Steward** Delegate;
- **A Chief Medical Officer (with or without FIM Licence)**
- Official timekeepers responsible for the timing of the Event;
- ~~A Timekeeper;~~
- A Secretary of the Jury

ART. 17.1 JURISDICTION

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

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

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

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

ART. 18 FIM INTERNATIONAL JURY (IJ)

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

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

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

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

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM Regulations and of the SRs, which it must ratify. Consequently, the Members of the Jury are responsible only toward FMNR and/or the FIM. They are responsible

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for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

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

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

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

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

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

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

The Clerk of the Course shall attend the Jury meetings.

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

- Clerk of the Course,
- FIM Technical Director (where if applicable)
- **Chief Technical Steward Delegate**
- Official Timekeeper (if available),
- Chief Medical Officer
- Safety Steward ~~and/or~~ **(if applicable)**
- 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 **Chief Technical Steward Delegate** and the Chief Medical Officer must have prepared a written report for each Jury meeting.



ART. 18.1 MINUTES OF THE INTERNATIONAL JURY MEETINGS

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

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

ART. 18.2 THE FIM JURY PRESIDENT

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

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.

ART. 18.3 THE SECOND FIM JURY MEMBER

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

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

ART. 18.4 THE FMNR THIRD JURY MEMBER

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

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

ART. 18.5 FIM TECHNICAL DIRECTOR (OPTIONAL)

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

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

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

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



- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the Clerk of the Course, the FIM Jury President and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the E-Bikes/E-Light-Motos and the protective equipment of any competitor(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- d) The FIM Technical Director will attend all meetings of the Jury, but without voting rights.

ART. 18.6 CLERK OF THE COURSE

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

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

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors, the validity of their FIM Licences, the correct numbering of the E-Bikes/E-Light-Motos, and that there is nothing to prevent a competitor from participating in the event due to a disciplinary sanction or for any other administrative or technical reason;
- To postpone the start of an event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a competitor or an E-Bike/E-Light-Moto from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- Depending on the nature of the infringements, he may impose penalties (refer to ART 20-1) or refer such infringements to the FIM International Jury ;



- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive Officials and all other information necessary in order to present his report to the FIM International Jury (IJ) and to have the provisional results of the event approved by the IJ.

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

ART. 18.7 TECHNICAL STEWARDS

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

ART. 18.8 TIMEKEEPERS

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

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

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

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

The results must be sent to the FIM at the end of each event. The results of the categories and classes must be shown separately: EX1, EX1J, EX1W, EX2, **EX3 and EX4**.



ART. 18.9 CHIEF MEDICAL OFFICER (CMO)

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

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

ART. 19 ENVIRONMENTAL REGULATIONS

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

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

The organiser must:

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

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ART. 20 SANCTIONS - PENALTIES

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

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

SANCTIONS AT TECHNICAL CONTROL	
E-Bike/E-Light-Moto 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 E-Bike / E-Light Moto and or safety equipment	No allowed to start until the E-Bike / E-Light Moto or safety equipment is brought back into conformity
Absence of Personal Protective Equipment (or non-compliant)	Not allowed to start until presentation of compliant equipment.
PRESENTATION AT THE START	
Starting late compared to rider's departure time within 30 minutes	30 seconds of penalty
TRACK	
Deliberately cutting the route (shortcut)	Time, financial and/or sports penalties up to and including disqualification
Failing to return to the route where you left it	Time, financial and/or sports penalties up to and including disqualification
Reconnaissance other than on foot before the Event when required	Time, financial and/or sports penalties up to and including disqualification

PROGRESS OF THE EVENT	
Where a competitor has not completed the number of laps scheduled in his category	Not classified at the finish
Crossing the finish line within 30 minutes of the time limit	30 seconds penalty



Penalties for not respecting the flag signals

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

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

for the rider(s) in question.

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

ART. 20.2 SANCTIONS & PENALTIES GIVEN BY THE INTERNATIONAL JURY

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

PROGRESS OF THE EVENT	
Non-compliant E-Bike / E-Light Moto and or safety equipment	Not authorised to start the Special Test, time, financial and/or sports penalties up to and including disqualification
Absence of one or more markings (e.g. crankcase)	Time, financial and/or sports penalties up to and including disqualification
Crossing the finish line beyond 30 minutes following the time limit	Time, financial and/or sports penalties up to and including disqualification
ENVIRONNEMENT	
Leaving garbage in the natural environment	1 minute
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



ART. 21 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

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

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



3. DISCIPLINARY AND ARBITRATION CODE

The regulations will be defined by the “FIM DISCIPLINARY AND ARBITRATION CODE”. **Updated version available on www.fim-moto.com**



4. MEDICAL CODE

The regulations will be defined by the “FIM MEDICAL CODE”. **Updated version available on www.fim-moto.com**



5. ANTI-DOPING CODE

The regulations will be defined by the “FIM ANTI-DOPING CODE”. **Updated version available on www.fim-moto.com**



6. ENVIRONMENTAL CODE

The regulations will be defined by the “FIM ENVIRONMENTAL CODE”. **Updated version available on www.fim-moto.com**



7. CODE OF ETHICS

The regulations will be defined by the “FIM CODE OF ETHICS”. **Updated version available on www.fim-moto.com**



Appendix 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 _____

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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.



4. JURISDICTION

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

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

5. OFFICIALS

FIM Jury President:

FIM Jury member:

FMNR Jury member:

Head of organisation:

Clerk of the Course:

Secretary of the meeting:

Chief Technical Steward:

Chief timekeeper:

Chief Medical Officer:

Other Stewards:

Address of Jury members during the meeting: _____

6. NUMBER OF E-BIKES ALLOWED

Practice and qualified for the race:

7. ENTRIES, DEPOSIT

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

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

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



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 _____



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.

16. CODE OF ETHICS

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

Enclosures:

- drawing of the circuit
- entry form

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

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