

FIM E-BIKE ENDURO WORLD CUP SPORTING REGULATIONS



EDITION 2025

2025 FIM E-BIKE ENDURO WORLD CUP SPORTING REGULATIONS



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME (FIM)

11, route Suisse

CH - 1295 MIES

Tel: +41-22-950 950 0

Fax: +41-22-950 950 1

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

Sporting Regulations: ceb@fim.ch

Technical Regulations: cti@fim.ch

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YEAR 2025		
Version	Applicable as from	Modified articles
0		
1		

Articles amended as from 1.1.2025 are in **bold type**
Articles amended during the 2025 season are in **bold and red type** 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/organizers and all the persons involved in any capacity whatsoever participating in the FIM E-BIKE ENDURO WORLD CUP (hereinafter referred to "Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

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

as supplemented and amended from time to time.

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

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

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

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

ANTIDOPING CODE

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

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SUPPLEMENTARY REGULATIONS

In special circumstances, the FIM may allow the Organizer of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations. Please refer to Appendix 1 of these Regulations.

RACE FORMATS:

The racing format is usual similar to the Enduro competitions and is composed of courses and tests, but it can also be done on an Endurance racing type on a “closed circuits”.

The Endurance racing format is described in the Appendix 2

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SPORTING REGULATIONS

INTRODUCTION

A series of races counting toward the FIM E-Bike Enduro World Cup for riders will be organized. 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 Enduro 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 Organizer is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

The Organizer 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 Organizer of the event shall submit the following information to the FIM and the promoter:

- a) Confirmation of the name and address of the Organizer, 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

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

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

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

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

The FIM E-Bike Enduro World Cup is a dedicated series of competitions that reflects the stock E-Bike market for the E1 class. For some events, it is also dedicated to evaluate the performance of production E-Bikes and/or prototypes in E2 or E3/E-Light-Motos.

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

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

For the races held partially or totally in night, the use of one front light and one rear light are compulsory. The lights can be fitted on the E-Bike and/or on the rider.

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ART. 1 - CALENDAR

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

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

Tracks:

It highly recommended that the Special tests tracks are 80 % downhill.

The safety aspect of the track layout is the responsibility of the Clerk of the Course. The track will be inspected by the International Jury previous the start of the event when possible.

ART. 2 – ELIGIBLE COMPETITORS – FIM LICENCES

ART. 2.1 E1, E1J, E1W AND E2

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

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

E1J, (Enduro1 Junior) is a category dedicated to Junior riders, the competitors must be aged 14 at the minimum and be less than 21 years (at 1st January of the year of the Cup). The EXJ riders score points in E1 and E1-J Categories.

E1W, is a category dedicated to women participants using E1 E-Bikes. The E1-W riders score points in E1 and E1-W Categories.

ART. 2.2 E3

Competitors holding a valid FIM licence (Annual or One Event) for the FIM E-Bike Enduro World Cup – E3 Moto may take part in the FIM E-Bike Enduro World Cup. 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 Enduro World Cup (Categories E1 and E2).

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ART. 3 - REGISTRATION

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

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

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

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

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

- Enduro 1 (E1)
- Enduro 1 Junior (E1J)
- Enduro 1 Women (E1W)
- Enduro 2 (E2)
- Enduro 3 (E3)

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

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

ART. 5 - CLASSIFICATION

The classification of the FIM E-Bike Enduro World Cup event is based on the time performed by each rider. However, for the Endurance Race format the classification is based on the distance performed by each rider (Also refer to Appendix 2).

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

- Enduro 1 (minimum age: 14 years and/or age limit imposed by the laws and regulations of the FMNR)

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

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

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 Enduro World Cup, a classification for each category will be established for each race day (excluding prologue).

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

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

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

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

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

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For endurance races, double FIM points will be attributed to the riders (Also refer to Appendix 2).

ART. 5.1 CANCELLATION OF A RACE DAY

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

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

ART. 6 – ELIGIBLE E-BIKE BY CATEGORY

The E-bikes must pass the Technical verifications.

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

Stock: An E-bike be similar to the original E-Bike catalogue and without major modifications that increase the power, general geometry and assistance speed limits. However, the E2 or E3 E-Bikes can be prototypes if the track is declared as a closed circuit.

Please refer to Art. 8.3 TECHNICAL PARTS AND MODIFICATIONS below.

When the rider stops pedaling the engine must switch off.

No throttles system will be authorized.

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

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

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

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

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

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

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6.2 Enduro1 (E1, E1J and E1W): E-Bike equipped with a motor with a maximum continuous rated power of 250W. Its maximum is 30kg.

Ebike Declared EN 15194, 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.

- o During the technical verification, If the assistance speed limit found by the steward is above 25 km/h with à 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.
- o During or after the race, if the assistance speed limit found by the steward is above 25 km/h with à tolerance of 2 km/h, the rider will be disqualified.
- o 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.

6.3 Enduro2 (E2): E-Bike equipped with a motor with a maximum rated continuous power over 250W. Its maximum is 34kg. Without Throttle.

Complying with the local traffic rules. Assistance speed limit above 25 km/h.

(E2 E-Bikes may be prototypes if the track is considered as a closed park, in this case the

E1	E2
	
Declared 250w on catalogue Stock EN15194	Declared 250w or over
No Throttle	Complying with local traffic rules
Women and Junior classes	over 25km/h speed assistance
25 km/h maximum speed assistance	No Throttle
30 kg maximum weight	34 kg maximum weight
L1e-B	homologation is not required)

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6.4 In Enduro 3 (E3):


Enduro3 (E3) Vehicles are equipped with a throttle and must be complying with local traffic rules. In case of pedals, the maximum weight is 40 kg. In case of pegs the maximum weight is 100 kgs, and the models must be approved by FIM. In both cases, vehicles must be declared in L1e-B and complying with local traffic rules.

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


Electric vehicles equipped with a throttle and cut out switch can take part in the E3 class as described below:

(E3 E-Bikes/E-Light Motos may be prototypes if the track is considered as a closed park, in that case the L1e-B Homologation may not be required)

E3



- L1EB or equivalent
- Throttle
- Complying with local traffic rules
- Pedals no pegs
- Cut-out switch
- 40 kg maximum weight



- List of eligible models
- Throttle
- Pegs
- Cut-out switch
- 78 kg maximum weight

Declared L1e-B
If a race is organised partially on public roads opened to the traffic, the vehicle Insurance certificate matching with the frame and plate numbers must be provided at the administrative checks.
The vehicles must comply with the local traffic rules.

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

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

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		
SWM	Binsen L1		

ART. 7 – ADMINISTRATIVE CONTROL

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

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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 Enduro 2 and 3 categories. In the case of a garage type insurance certificate that does not specify the registration number, it must be accompanied by a document from the insurer certifying that the machine is indeed insured for the designated user.

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

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

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

ART. 8 – TECHNICAL CONTROL

ART. 8.1 GENERALITIES

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

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

The competitor must present a clean E-Bike/E-light-Moto. Previous technical control marks (stickers, paint marks) must be removed. The technical delegates must mark the frame 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 organizer. The competitor must enter the characteristics of each E-Bike (frame number, engine number, make and model of the E-Bike, model year), number of spare front and back wheels or spare batteries. The competitor must also present his helmet which must be marked (sticker).

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

The organizer 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 authorized by the technical delegates or the FIM Jury (i.e change of tyre)

ART. 8.2 HELMETS, BACK & KNEE PROTECTIONS

ART. 8.2.1 Helmets

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

For Enduro 1 & Enduro 2 (E1, E1J, E1W & E2):



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.

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For Enduro 3 (E3):



Back Protection
EN 1621-2
Level 1 or 2
Full Back or
Central Back

Helmets

FRHPhe-02
EN 1078
ECE 22/05 P; ECE 22/06 P
Snell M 2015/M 2020 D(USA)/R(EU)
JIS T 8133:2015 Type 2

ART. 8.2.2 Back protection

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

Back protection must comply with EN.1621-2. 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. 8.3 TECHNICAL PARTS AND MODIFICATIONS

8.3.1 E1, E1J, E1W

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

- Frame
- Wheel for hub motor
- Motor

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8.3.2 E2 & E3

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

- Frame
- Wheel for hub motor
- Motor

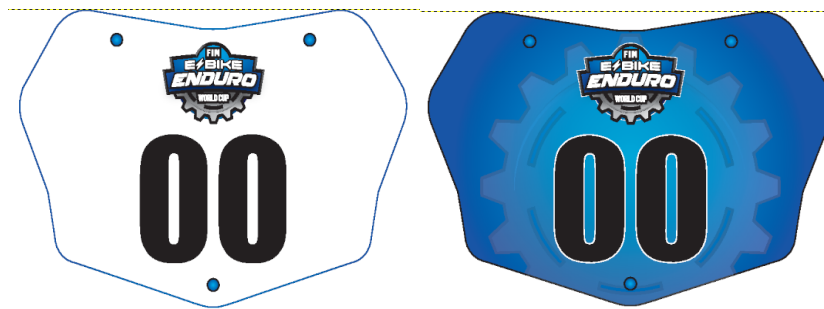
ART. 8.4 NUMBER PLATE

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

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

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

Examples of designs:



ART. 8.5 LICENCE PLATE

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

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ART. 8.6 MARKING

Parts	Method of identification	Number	Positioning of identification marks
Frame	Sticker	1	Free
Helmet/s	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. 8.7 CAMERAS

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

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

The technical stewards will validate the location of the cameras.

ART. 8.8 NON-PRESENTATION OU NON-COMPLIANCE

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

ART. 8.9 TRANSPONDERS or RFID ANTENNA or CHIP

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

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

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

ART. 10 – CHARGING OR CHANGING THE BATTERY

Battery charging is only allowed in the assistance area provided by the organizer.

Changing the marked batteries will be specified in the SRs.

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ART. 11 – STARTING AREA – STARTING ORDER

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

The starting order of the competitors is determined as follows:

ART. 11.1 For Events with prologue

Competitors will start in the following order:

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

If a case of a mass start, this start procedure will be specified in the SRs.

If it is not the case, the starts are made individually with a minimum time of 20 seconds between each competitor.

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

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

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

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

ART. 11.2 For Events without prologue

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

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

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At the discretion of the International Jury, the FIM E-Bike riders may have a priority on the national riders.

ART. 12 - PRESENTATION AT THE START

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

The organizer must provide a list of competitors authorized to start each day.

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

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

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

ART. 13 - ROUTE

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

- A connecting path
- Timed specials

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

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

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

ART. 14 – TIME IMPARTED – TIME LIMIT

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

The finish of the last competitor must not, in any case, be later than the time-limit.

Any competitor who crosses the finish line (and/or final time check) beyond the total time allocated to him (within the maximum limit of 30 minutes of delay), will be assessed a penalty of 30 seconds which will be added to his cumulative time in the specials. Beyond this 30-minute delay, he will be disqualified.

In order to ensure the proper organisation of the Events, a time limit has been set.

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Each competitor has a time limit beyond which he will not be allowed to make his last lap.

This time limit will be communicated to each competitor at the same time as his departure time during the administrative control.

ART. 15 – SIGNAGE – ROUTE MARKING

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

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

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

ART. 16 - EXCEPTIONAL MEASURES

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

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

ART. 17 – SPECIAL STAGE

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

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

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

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

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

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

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

Woven taping is prohibited in specials.

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

ART. 18 – END OF A DAY

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

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

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ART. 19 - TECHNICAL CONTROL AREA/PARC FERMÉ

At the end of the race, or the final part of a race that has been interrupted, all the classified E-Bikes/E-light-Motos 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 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 authorization from the Clerk of the Course.

ART. 20 – PRIZE GIVING CEREMONY

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

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

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

ART. 21 - PROTESTS AND APPEALS

Protests:

Protests must be submitted in accordance with the provisions of the FIM Disciplinary Code, Art. 4. Protests & Appeals and Art. 5 Procedure before all the Disciplinary Bodies.

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

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

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

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

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

Appeals:

Appeals must be submitted in accordance with the provisions of the FIM Disciplinary Code, Art. 4. Protests & Appeals and Art. 5 Procedure before all the Disciplinary Bodies.

ART. 22 OFFICIALS

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

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

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

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

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

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

Will be appointed by the FIM:

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

Will be nominated by the FMNR:

- A FMNR Jury member (holder of an FIM Sporting Steward licence)
- A Clerk of the Course holding a FIM CoC Licence or any licence agreed by the FIM administration;
- A Chief Technical Steward
- A Chief Medical Officer (with or without FIM Licence)
- Official timekeepers responsible for the timing of the Event;
- A Secretary of the Jury

ART.22.1 Jurisdiction

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

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The Clerk of the Course and the International Jury can impose penalties according to ART. 25 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 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 Code.

ART. 23 – 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 towards the FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

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

Depending on the nature of the infringements, the International Jury may impose penalties (refer to ART. 25.2)

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 Code.

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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 (if applicable)
- Chief Technical Steward
- Official Timekeeper (if available),
- Safety Steward (if applicable)
- Chief Medical Officer
- President of the Organising Club
- Jury Secretary.

The following may also participate in these meetings:

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

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

ART. 23.1 – Minutes of the International Jury Meetings

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

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

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ART. 23.2 – The FIM Jury President

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

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 organizer 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 **all** the meetings, justified decisions relating to the appeal lodged and, if necessary, the security deposit retained, copy of the certificate for the third-party liability insurance, etc.

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ART. 23.3 – The second FIM Jury Member

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

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

ART. 23.4 – The FMNR third Jury Member

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

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

ART. 23.5 – FIM Technical Director (Optional)

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

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

The FIM Technical Director works in cooperation with the Chief Technical Steward.

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

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

ART. 23.6 Clerk of the Course

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

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- 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. 25.1) 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. 23.7 Technical Stewards

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

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

ART. 23.8 Timekeepers

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

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

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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 (results@fim.ch and 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: E1, E1J, E1W, E2 and E3.

ART. 23.9 Chief Medical Officer (CMO)

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

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

ART. 24 – ENVIRONMENTAL REGULATIONS

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

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

The organizer 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,

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- 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 the program or any promotional material a few lines addressed to the public on respect for the environment, such as: "*garbage cans are at your disposal, use them*", etc.

ART. 25 – SANCTIONS - PENALTIES

ART. 25.1 - 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 authorized 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 a compliant equipment.
PRESENTATION AT THE START	
Starting late compared to rider's departure time within 30 minutes	30 seconds of penalty
Showing up more than 30 minutes later than departure time	Not allowed to start
ROUTE	
Failure to respect the order of the stages and the direction of the course	Time, financial and/or sports penalties up to and including disqualification

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SIGNAGE	
Exiting the course	Time, financial and/or sports penalties up to and including disqualification
Non-compliance with the traffic laws	Time, financial and/or sports penalties up to and including disqualification
SPECIAL STAGES	
Deliberately cutting the route (shortcut)	Time, financial and/or sports penalties up to and including disqualification
Failing to return to the route where the rider left it	Time, financial and/or sports penalties up to and including disqualification
PROGRESS OF THE EVENT	
Changing E-Bike during the Event	Disqualification
Where a competitor has not completed the number of laps scheduled in his category	Not classified at the finish
Crossing the finish line within 30 minutes of the time limit	30 seconds penalty

ART. 25.2 - 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.

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PROGRESS OF THE EVENT	
Non-compliant E-Bike / E-Light Moto and/ or safety equipment	Not authorized to start the Special Test, time, financial and/or sports penalties up to and including disqualification
Absence of one or more markings (e.g. crankcase)	Time, financial and/or sports penalties up to and including disqualification
Crossing the finish line beyond 30 minutes following the time limit	Time, financial and/or sports penalties up to and including disqualification
ENVIRONNEMENT	
Leaving garbage in the natural environment	1 minute
Behavior during the meeting	
Anti-sporting behavior, 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. 26 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

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

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

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Appendix 1 – Template

SUPPLEMENTARY REGULATIONS (Suggestion for Organizers)

1. ANNOUNCEMENT

The _____ on behalf of _____
_____ will organise the _____ at the circuit

This meeting will be held on _____ and will count towards the FIM
e-Bike Enduro World Cup.

FIM E-BIKE ENDURO WORLD CUP IMN n°: _____

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.

The circuit is considered as a closed circuit YES or NO

A drawing/map of the circuit is enclosed. Appendix I.

4. JURISDICTION

The meeting will be held in accordance with:

(The hyperlinks for the regulations/codes must be added by the organisers)

- FIM e-Bike Enduro World Cup Regulations
- FIM Sporting Code
- FIM Disciplinary Code

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- FIM Medical Code
- FIM Anti-Doping Code
- FIM Environmental Code
- FIM Code of Ethics

And these Supplementary Regulations (hereinafter referred to “Regulations”

These Regulations are supplemented and amended from time to time and published on the FIM website: <https://www.fim-moto.com/en/documents>

It is then, the responsibility of each person (participant, organisers, etc.) involve in the World Cup to always refer to the most updated and accurate versions available.

In any matter not covered by the FIM e-Bike Enduro World Cup Regulations or by these Supplementary Regulations, the FIM International Jury shall decide ex aequo et bono.

All additional provisions of a technical or organisational nature not contained in these Supplementary Regulations will be announced by means of a numbered, dated and signed addendum. Such addenda will form an integral part of the Supplementary Regulations and shall be posted on the official notice board of the Event. They will also be communicated during the competitors’ briefing and the competitors will be notified in the shortest time practicable

5. OFFICIALS

Function, Names & Licences’ number:

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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:

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6. NUMBER OF E-BIKES ALLOWED

For 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 organizers not later than _____ midnight.

The organizer 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 organizer 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 _____

Please refer to appendix II.

Riders' equipment: Please refer to Art. 8.2 HELMETS, BACK & KNEE PROTECTIONS

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.

The practices sessions will be held as follow:

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Date & Time practice(s) from _____ to _____

Specials: to specify here

Confer to ART. 11 – STARTING AREA – STARTING ORDER of the FIM e-Bike Enduro Regulations.

Please refer to appendix II.

11. RACES: SCHEDULE

Format: Enduro or Endurance To be specified here

Date & Time:

from _____ to _____

Distance: _____laps & _____ km

Confer to ART. 11 – STARTING AREA – STARTING ORDER

12. PROLOGUE

Event with prologue: YES or NO

If Mass Start: To Specify here the starting procedure.

13. PRIZE-GIVING

Place – date _____

14. PROTESTS

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

15. 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 organizer.

This insurance includes a guarantee of _____.

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

- **Third Part Liability Insurance:**

Also refer to Sporting Regulations “Introduction/Events” of the FIM E-Bike Enduro World Cup Regulations & FIM Sporting Code Art. 110.1.1

- **FIM Riders’ insurance:**

See Appendix II of these Supplementary Regulations “Information Notice_FIM rider’s insurance programme 23-24”.

16. 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 organizer, 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 organizer, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

17. 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.

18. CODE OF ETHICS

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

Enclosures:

- Appendix I Drawing/Map of the circuit
- Appendix II Time table/Event Schedule
- Appendix III Appendix III “Information Notice_FIM rider’s insurance programme”
- Entry form (if applicable)

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Appendix 2 - Endurance racing format

1. Description:

The endurance races are organised on a closed circuit. The duration of the race is usually based on a long timing of racing such as 4H, 6H, 8H..., 24H.

The aim of the race is to classify and award the best individual riders on their performance based on the biggest distance achieved during the time limit.

The results are based on the individual result of a rider. For Endurance races, the FIM points awarded are multiplied by a coefficient as follows.

Duration	Coefficient
4H	1.2
6H	1.3
8H	1.4
12H	1.5
24H	2.0

If the organizer makes a race based on team participation, only the time or distance achieved by the individual rider will be considered in order to prepare the FIM classification and results.

2 The circuit:

- Starting Zone:

The circuit is composed of a starting zone capable to admit a large number of riders. The mass start is usually organized in one or multiple waves. The FIM riders are placed in front of the other national riders or support races riders.

- Track:

The track is materialized with tapes, barriers or existing trails. The riders must follow the circuit and any short-cut taken can be penalized by the clerk of the course or the FIM Jury.

- Refueling Zone, rest zone, mechanical work:

The Refueling Zone is organized on the side of the track or is a part of the paddock where the riders can work on their e-bikes, change or reload the batteries, refill their bottles or camel-bags and rest.

For 24H races, the riders are authorized to leave the refueling zone for sleeping or mechanical work if needed

Some restrictions for mechanical work can be stipulated in the SRs of the event.

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- **Food Zone:**

The Food Zone is a zone set beside the track where the organizer provides food supply and drinks for the entered riders, this service is included is usually included in the entry fee

- **Finish area**

A finish zone must be installed by the organizer and a line or an arch must be set in order to materialize the end of the race. A clock should also be placed in order to visualize the timing of the race.

- **Parc fermé**

A parc fermé is a closed park/area where under the control of marshals where some E-Bikes can be placed during a period of time decided by the FIM Jury or the FIM Technical Director.

3 Standard Procedure for finishing an Endurance race; and Results

3.1 The chequered flag is presented to the overall leader of the race after the time of the competition is purged. In exceptional circumstances, the clerk of the course or the jury can ask the display of the chequered flag prior the planned time. The race is considered as finished once the chequered flag has been presented to the riders by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders. The chequered flag can be presented during a period of time up to 30 minutes or in the delay stipulated in the SRs.

The riders must pass the chequered flag in order to be classified. If a rider doesn't pass the chequered flag, he/she will not be classified and will be considered DNF (Did Not Finish)

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

3.3 In case of a close or photo-finish between two or more riders, the decision shall be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the teams concerned will be ranked in the order of the best lap time made during the race.

In the case several riders have completed the same number of laps, the time when they cross the finish line will determine their classification.

3.4 To be counted as a finisher in the race and be included in the results a rider must have crossed the finish line on the race track after the race winner.

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

3.5 The classification including the FIM, FMNR and title sponsor logos, will mention at least following information:

- 1) The name of the rider;
- 2) The make of the machine;
- 3) The performance carried out (laps or distance);
- 4) The number of FIM points awarded;

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It is compulsory for the FIM officials on duty to send a list of fines and results by e-mail immediately after the approval of results to the FIM Administration.