



**REGISTRATION PROCEDURE FOR CAR
MANUFACTURERS IN THE FIA FORMULA E WORLD
CHAMPIONSHIP
Seasons 7, 8 – V3.1**

1. PREAMBLE

The FIA Formula E World Championship (“The Championship”) is designed to be the flagship of the FIA’s sustainable strategy and the objective is to develop a multi-brand Championship.

All Manufacturers capable of respecting the terms and conditions set out below shall be allowed to propose a Car for seasons 7, 8 by completing the attached form and returning it to the FIA by email (address: pmartino@fia.com).

Any registration made during the cycle (the cycle being seasons 7, 8 will grant the right to supply cars for the years remaining in the cycle only.

A detailed description and any supporting documentation setting out all the relevant qualities and specifications of the Car proposed, together with evidence that it would be in compliance with the requirements set out in the Sporting and Technical Regulations as well as with the Safety Requirements, must be appended to the form.

2. DEADLINES

Manufacturers interested in proposing their Car as of the relevant sporting season are invited to send a proposal by:

Season 8: 1 February 2020

All Manufacturers proposing a car must make themselves available for possible meetings with the FIA to be held:

Season 8: during the month of February 2020

On receipt of the form and after assessment of the proposals, the FIA will send confirmation of registration to the Manufacturers concerned by:

Season 8: 28 February 2020

The registration will, however, only be valid and finalised if the Car is homologated by the FIA. Given the technical developments foreseen, registration will remain valid for one sporting season only.

A list of the registered Manufacturers will be made available to the parties concerned.

3. PROCEDURE

The FIA reserves the right, at its sole discretion:

- to allow Manufacturers other than those identified within the framework of this procedure to supply Cars in the Championship, following a similar process;



– to change any aspect of this procedure at any time, to issue an amended procedure, to cancel the procedure or to provide the Manufacturers with clarification in relation to the procedure. Any such change, amendment or clarification may be issued by the FIA in such form as the FIA considers appropriate.

Nothing in this procedure or any communication from the FIA or its representatives or employees shall constitute a contract between the FIA and any Manufacturer. The FIA shall be under no obligation to accept any proposal submitted.

4. GENERAL CONDITIONS

4.1. GOVERNING RULES

4.1.1 The Governing Rules constitute the legal, administrative and technical framework of the Championship and comprise:

- (a) the International Sporting Code and the Appendices thereto;
- (b) the General Prescriptions applicable to all FIA Championships, Challenges, Trophies and Cups and their qualifying Competitions;
- (c) the Sporting Regulations;
- (d) the Technical Regulations;
- (e) the Code of Ethics;
- (f) the Judicial and Disciplinary Rules;
- (g) any other regulations applicable to the Championship communicated in writing to the Manufacturer.

4.1.2 The Manufacturer acknowledges that the Governing Rules are subject to amendment from time to time. The Manufacturer will be responsible (at its own cost) for all research and development associated with the manufacture of the Cars.

4.1.3 The Manufacturer is aware that the FIA has selected single suppliers for the batteries and the chassis in the Formula E Championship and that the Manufacturer will have to enter into contract with both the single suppliers selected.

5. SUPPLY CONDITIONS

5.1. Each Manufacturer must be capable of supplying a number of Cars in compliance with the Sporting Regulations plus two full spare part kits according to the car catalogue (except battery and survival cell), to a minimum of two Competitors for the first season of registration and then three Competitors for the subsequent seasons.

5.2 All Competitors wishing to contract with the Manufacturer must do so by 15 January of the relevant year at the latest.

5.3 The Manufacturer undertakes to supply the Cars, ready to race and in conformity with the conditions defined in Article 8.4 and 8.5, at no more than the proposed price (as specified on the pricing form, Appendix I).



5.4 The price of the Car, ready to race, including the powertrain, shall not exceed €817,300 (Eight hundred seventeen thousand three hundred euros) ex-works broken down as follows:

Component	K€
Battery	200
Chassis	299.6
HALO kit	12.7
Powertrain	250
Administrative fee	55
Car price	817.3

5.5 The decision to lease the Car is at the discretion of the Manufacturer. Should the Manufacturer decide to lease the Car, it should lease it at no more than the proposed price (as specified on the pricing form).

6. LIABILITY

6.1 Each Manufacturer shall indemnify the FIA from and hold it harmless against all reasonably foreseeable losses incurred by the FIA as a direct result of the Manufacturer's:

- failure to supply Cars of the requisite quantity;
- failure to supply Cars of the requisite quality;
- negligence in the supply of the Cars.

The Manufacturer represents and warrants that it is in a position to meet any liability that may arise under clause 3.1 and hereby covenants to maintain such position for the period of time during which the Supplier may be liable.

6.2 The liability towards the FIA defined in clause 3.1 does not exempt the Manufacturer from the guarantees it will have to provide to the Competitors it is supplying.

7. ADMINISTRATIVE FEE

Each Manufacturer applying for registration shall pay to the FIA a non-refundable fee (see table) to cover the administrative costs.

Season	World Chp Registration administrative fee	World Chp Homologation fee	
S7	170'000	80'000	Discount on admin fee as 50'000 already paid for the 3 first seasons = 300'000 as agreed
S8	220'000		

S7 World Chp Registration fee to be invoiced week 02 2020 (to be paid by 15 February 2020)

S8 World Chp Registration fee to be invoiced week 02 2021 (to be paid by 15 February 2021)

8. TECHNICAL CONDITIONS

8.1 The Manufacturer must supply Cars that are in compliance with the Sporting and Technical Regulations.

8.2 A Technical Working Group consisting, among others, of the selected Manufacturers of Cars who are in the process of applying for an homologation or have an homologated



Car in the Championship will work on the evolution of the Technical Regulations.

8.3 The Manufacturer acknowledges that the Technical Specifications and other Governing Rules are subject to amendment from time to time. The Manufacturer will be responsible (at its own cost) for all research and development associated with the manufacture of the Car, including any changes to the Car to be supplied that may be necessitated by any amendment to the Technical Specifications or the Governing Rules.

8.4 The Manufacturer undertakes that all the Cars it supplies to the Competitors will be of equivalent quality and performance. At the first competition of the Championship, Cars supplied to the Competitors must be the same in all technical aspects.

8.5 The Manufacturer undertakes to supply and make available all necessary spare parts for the Competitors to guarantee their participation in each Competition.

8.6 At least one senior representative of the Manufacturer shall be available on-site throughout the duration of each Competition of the Championship.

8.7 Procedure and deadlines for Car homologation for Season 7/8 (2020):

- **W01: Official request to the FIA with H1 Form (see appendix)**
 - **W02: 1st Team battery and chassis purchase order to the Manufacturer**
 - **W06: 2nd and 3rd Team battery and chassis purchase order to the Manufacturer**
 - **W09:**
 - o **1st review of the Manufacturer Car project submission**
 - o **Appointment for presentation of project to the FIA during a specific meeting (powertrain characteristics)**
 - **W13: 2nd review of the Manufacturer Car project submission**
- Slot 1 for usage from the first S7 race onward:**
- **W40: Document on safety structure procedure completed**
 - **W40: Presentation of initial draft of Homologation Form (with specific drawings attached in accordance with the FIA request from the previous meeting)**
 - **W44:**
 - o **Tests of safety structure**
 - o **Presentation of final draft of Homologation Form**
 - **W45/W46: Homologation inspection**
 - **W47: Approval of Homologation Form**
 - **W48: Final car catalogue**

Slot 2 for usage from the first race after 5 April 2021 onward:

- **W51 (2020): Document on safety structure procedure completed**
- **W51 (2020): Presentation of initial draft of Homologation Form (with specific drawings attached in accordance with the FIA request from the previous meeting)**
- **W3 (2021):**
 - o **Tests of safety structure**
 - o **Presentation of final draft of Homologation Form**
- **W4/W5 (2021): Homologation inspection**
- **W6 (2021): Approval of Homologation Form**
- **W7 (2021): Final car catalogue**

Slot 3 for usage from the first race after 14 June 2021 onward:

- **W10 (2021): Document on safety structure procedure completed**
- **W10 (2021): Presentation of initial draft of Homologation Form (with specific drawings attached in accordance with the FIA request from the previous meeting)**
- **W14 (2021):**



- **Tests of safety structure**
- **Presentation of final draft of Homologation Form**
- **W15/W16 (2021): Homologation inspection**
- **W17 (2021): Approval of Homologation Form**
- **W18 (2021): Final car catalogue**

*S7/8 Car Technical concept (i.e. powertrain) must be in compliance with what have been presented to FIA during February face to face meeting (**1st review of the Manufacturer Car project submission**) following the S7 homologation application.

8.8 Private testing regulations

- The maximum number of test days is set at 13 and must be declared to the FIA seven days prior to testing using the dedicated form.
- Running time / day:
 - The Manufacturer is limited to a maximum of 12 hours of track operation per Manufacturer nominated test day
 - The timeframe in which the track operation may take place is defined as 06:00 hrs to 20:00 hrs local time at the Manufacturer's nominated test venue
 - The time limit is defined as a maximum of 12 hours of track operation from a defined start time
 - The Manufacturer is responsible for defining the start test time with the FIA when nominating its test days & venues
 - It is the responsibility of the Manufacturer to upload the BMS data to the Battery FIA designated supplier server at the conclusion of each Manufacturer nominated test day
- Capacity / season: $150Ah \times 13 \times 2 = 3900Ah$
- A Manufacturer providing more than one Competitor is authorised to conduct six additional test days, with 1800Ah extra capacity, with the same chassis and the same battery as during the other test days.
- Only the Manufacturers registered with the FIA are authorised to carry out these test days.
- The FIA may decide to grant additional test days to the Manufacturers.
- Tests are authorised from 1 January 2020 and 30 April 2021.
- Tests must be carried out with just one survival cell and just one battery, with the FIA logger.
- These tests may not be carried out with a Car that has already been homologated.
- The official tyre manufacturer will provide two (2) sets of race tyres per testing day (including the additional testing day).
- These tests must not take place on any circuit used by the Championship.

8.9 Promotional events regulations

- The Manufacturer is permitted up to 6 promotional events with a maximum of three days on track, to a maximum distance of 50 km per event.
- Promotional events must be declared to the FIA fourteen days prior to the event using the dedicated form. In the event of cancellation of the registration, the FIA must be notified 48 hours prior to the planned start of the event.
- Promotional events are authorised from the beginning of the homologation process to 31 December 2021.

9. TECHNICAL SPECIFICATIONS



9.1 The Manufacturer must supply Cars that strictly comply with the Technical Specifications referred to in the Technical Regulations

9.2 Major technical developments of the Cars are anticipated in the coming years. The Manufacturer undertakes to make all necessary adaptations as required by the technical evolutions.

10. PRODUCTION DATES

At least the first Car must be supplied to the Competitors 4 weeks before its presentation at scrutineering (in kit form) and 3 weeks before its presentation at scrutineering (in assembled form) for or during Season 7 at the latest.

At least the first Car must be supplied to the Competitors by 1 October 2021 (in kit form) and by 8 October 2021 (in assembled form) for Season 8 at the latest.

11. DEFINITIONS

Car has the same meaning as that term when used in the Sporting and Technical Regulations.

Catalogue: the car catalogue is intended to facilitate the search for the parts that are contained within the complete vehicle (FIA single-supplier and manufacturer catalogues). The catalogue is a database which describes all the parts available for the vehicle. It is intended to be used to identify the parts described in the exploded view drawings and to facilitate the search for and locating of these parts.

Championship means the relevant season(s) of the FIA Formula E Championship:

- Season 7 (2020-2021).
- Season 8 (2021-2022).

Competition means any race forming part of the Championship registered on the International Sporting Calendar of the FIA for any year, commencing at the scheduled time for scrutineering and administrative checks and including all practice, qualifying and the race itself and ending at the latest time for the lodging of a protest under the terms of the FIA's International Sporting Code.

Competitors means the racing teams that have been accepted by the FIA to take part in the Championship.

Cycle: means the period from seasons 5 to 8 inclusive.

FIA means the Fédération Internationale de l'Automobile, which is the sole organiser of the Championship.

Manufacturer means the entity which supplies Cars to the Competitors in the Championship. The Manufacturer must own either full or partial Intellectual Property rights over the electric components of the powertrain, or an exclusive licence for these components for the Championship. The Manufacturer must own full intellectual property rights to all structural casing(s) from the rear face of the battery safety cell (or rear face of the survival cell), to the front face of the rear impact absorbing structures and gearbox (casing and ratio(s)).

Sporting and Technical Regulations means the Championship Sporting and Technical



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Regulations as published and amended by the FIA from time to time in accordance with its statutes and regulations. As an example, please refer to the applicable regulations available on the FIA website.



**FORM TO BE RETURNED TO THE FIA BY ANY
MANUFACTURER INTERESTED IN SUPPLYING CARS IN
THE FIA FORMULA E CHAMPIONSHIP**

ALONG WITH ALL PAGES OF THIS DOCUMENT INITIALLED

**THIS DOCUMENT CONTAINS ALL THE MODIFICATIONS AGREED FOR THE SUPPLY FOR THE
SEASONS 7, 8**

Name of Manufacturer:

Registered office of Manufacturer:

Contact person(s) responsible for proposal and contact details:

Manufacturer's technical background:

Manufacturer's experience and human / financial resources:

**Manufacturer's ability to maintain sufficient funding to allow
participation:**

Manufacturer's experience in motor sport:

Manufacturer's vision with regard to new energies:

**Manufacturer's main suppliers of components inclusive of but not limited to powertrain, chassis,
and battery:**

**Detailed schedule of the Car's construction and development phases and financial plan
envisaged:**

**Technical support that will be provided to the Competitors and to what extent it is included in
the price offer:**



We, the undersigned, are prepared to supply Cars respecting all the conditions set out above at the cost appearing on the pricing form for the FIA Formula E Championship.

The technical project relating to the proposed Car and all supporting documentation setting out all its relevant qualities and specifications are attached.

Provided that our supply conditions and product are accepted by the FIA, we undertake to respect the terms and conditions stated in the present document as well as all the sporting, technical and any other regulations applicable to the Championship.

Manufacturer Representative

Name:

Title:

Email:

PO number for invoicing:

Company:

Date:

Signature:



Appendix I

Pricing Form

FIA FORMULA E WORLD CHAMPIONSHIP

SUPPLY OF CARS

Name of Manufacturer:

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	PRICE
CAR READY TO RACE SUPPLIED TO COMPETITORS EX-WORKS	



Appendix II

HOMOLOGATION APPLICATION - H1 Form



 	Marque / Modèle : _____ <i>Make / Model:</i> _____	Homologation N° :
		FE x x 21-x-Base



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

DEMANDE D'HOMOLOGATION - Formulaire H-1
HOMOLOGATION APPLICATION - H-1 Form

- 01 Marque :
Make: _____

- 02 Modèle et type :
Model and type: _____

- 03 Marque et modèle (MGU) :
Make and model (e-motor) : _____

- 04 Marque et modèle (RESS) :
Make and model (RESS) : _____

CONSTRUCTEUR / MANUFACTURER
NOM / NAME:
ADRESSE / ADDRESS:
N° TVA INTRACOMMUNAUTAIRE / <i>INTRACOMMUNITY VAT N°:</i>
REPRÉSENTANT AUTORISÉ / <i>AUTHORIZED REPRESENTATIVE:</i>
TEL :
FAX :
EMAIL:
SIGNATURE ET CACHET : <i>SIGNATURE AND STAMP:</i>

*Application to be send **signed and stamped**, by the Week 01 deadline, to fe_fiatechnical@fia.com*