



**REGISTRATION DOCUMENT FOR CAR
MANUFACTURERS IN THE
FIA FORMULA E WORLD CHAMPIONSHIP
Seasons 13 (2026-2027) to 16 (2029-2030)**

1. PREAMBLE

The FIA Formula E World Championship (the “Championship”) is the FIA global electric racing series featuring single-seater cars powered exclusively by electric motor.

All Manufacturers respecting the terms and conditions set out in this document (the “Registration Document”), and if selected in accordance with point 2 below, will be granted the right and be committed to propose a Car for the complete period of seasons 13 (2026-2027) to 16 (2029-2030) of the Championship (the “Registration Period”) by completing the attached form and returning it to the FIA by email (address: pmartino@fia.com).

Manufacturers shall have the right to designate themselves as Official Manufacturers of the Championship if they are supplying Cars to at least one of the Competitors and only during their commercial relationship with such Competitor. Any commercial rights associated to a Competitor or the Championship shall be obtained through the corresponding commercial agreement with the Competitor and the Championship Promoter.

All registered Manufacturers with a Car homologated during the Registration Period will be granted the right to supply Cars for the remaining duration of the Registration Period.

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

2. DEADLINES & SELECTION CRITERIA

2.1. Manufacturers interested in proposing their Car for seasons 13 (2026-2027) to 16 (2029-2030) of the Championship are invited to send to the email mentioned in the preamble a proposal following the below schedules (registration forms sent by any other mode of transmission not expressly provided for in this clause will be refused and considered null and void):

Seasons 13 (2026-2027) to 16 (2029-2030):	Before 30 June 2024*
Seasons 14 (2027-2028) to 16 (2029-2030):	Before 31 January 2026
Seasons 15 (2028-2029) to 16 (2029-2030):	Before 31 January 2027
Season 16 (2029-2030):	Before 31 January 2028

**Late Registrations may be accepted according to Articles 2.3 and 5.4*

In case of extension of the Registration Period to seasons 17 and 18, new Manufacturers and Manufacturers already supplying Cars to the Championship will be invited to submit their registration form before 31 January 2029 for season 17, and before 31 January 2030 for season 18.



2.2. Selection Criteria

After reception of the registration form, the FIA will evaluate the proposals and will proceed, at its sole discretion, to a selection of the Manufacturers based on the following criteria:

- a) Whether the applicant Manufacturer qualifies, or will qualify, as a 'Manufacturer', and the details of how this is achieved;
- b) The quality and credibility of the information and supporting documentation that the applicant Manufacturer has provided as part of its application;
- c) The technical ability, technical independence, and resources of the applicant Manufacturer;
- d) The ability of the applicant Manufacturer to raise and maintain sufficient funding to meet its financial obligations and to allow participation in the Championship of its Competitors at a competitive level;
- e) The ability of the applicant Manufacturer to meet and comply with its obligations under the Formula E Sporting, Technical and Financial Regulations;
- f) A detailed business plan including financial projections for at least 4 years or for the remaining years at least until 2030;
- g) The applicant Manufacturer's experience and capacities in the automobile and/or motorsport sector (including technical experience, racing experience, facilities, equipment, and engineering resources) and relevant staff headcount/experience;
- h) Considerations of sustainability, EDI (Equity, Diversity and Inclusion), and societal benefit;
- i) The FIA assessment of the value that the applicant Manufacturer may bring to the Championship, including consideration of its reputation and integrity; and
- j) The "Questionnaire Compliance – Due Diligence" attached in Appendix VIII, to be filled in by the applicant Manufacturer.

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

- Season 13:** From the month of April 2024 depending on date of application.
- Season 14:** February 2026
- Season 15:** February 2027
- Season 16:** February 2028

If the Manufacturer's application for registration is accepted, following assessment of the registration form and supplementary documents:

- The Manufacturer's registration will be recorded in a written confirmation of registration;
- Registration lasts for the duration of the Cycle unless suspended or cancelled by the FIA;
- For the avoidance of doubt, any other communication from the FIA or any directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns of the FIA (collectively the "Representatives") does not constitute proof of registration; and
- The FIA will send confirmation of registration to the Manufacturer by:

- Season 13:** From 15 May 2024 depending on date of application.



Season 14:	15 April 2026
Season 15:	15 April 2027
Season 16:	15 April 2028

At the moment of registration, the Manufacturer will be required to pay an “Initial Deposit” of €350,000. The deposit will be reimbursed to the Manufacturer when the complete sum of the first FIA Single Supplier instalment (€758,000) is paid in accordance with the payment timeline defined in Appendix VI.

The registration is only finalised when the Car is homologated by the FIA and the applicable fees are fully paid.

A list of the registered Manufacturers will be available to the parties concerned after the end of the registration deadline.

2.3. Late applications beyond the deadlines scheduled in Article 2.1 above may be accepted at the sole discretion of the FIA. In the event that no application is considered suitable by the FIA, no new Manufacturer will be selected. The FIA is not obliged, by virtue of this application process or otherwise, to accept any application. The FIA reserves the right to determine that there shall be no new Manufacturers.

3. PROCEDURE

The FIA reserves the right, at its sole discretion:

- to allow manufacturers other than those identified within the framework of this Registration Document to supply Cars in the Championship, following a similar process;
- to change any aspect of this Registration Document 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 Registration Document or any communication from the FIA or its representatives or employees shall constitute a contract between the FIA and any Manufacturer until the FIA has accepted in writing the proposal. The FIA shall be under no obligation to accept any proposal submitted.

4. GENERAL CONDITIONS

4.1. The Manufacturer declares and represents that it has read, understood, and agrees to the terms of this Registration Document.

4.2. The Manufacturer understands that the FIA accepts no responsibility in the event of false, incorrect or incomplete information being provided in the registration form or any supporting documents.

4.3. GOVERNING RULES

4.3.1 The Governing Rules constitute the legal, administrative and technical framework of



the Championship and comprise:

- (a) The FIA International Sporting Code and the Appendices thereto;
- (b) The FIA General Prescriptions applicable to all FIA Championships, Challenges, Trophies and Cups and their qualifying Competitions;
- (c) the Sporting Regulations applicable to the Championship;
- (d) the Technical Regulations applicable to the Championship;
- (e) the Financial Regulations applicable to the Championship;
- (f) the Code of Ethics of the FIA;
- (g) the Judicial and Disciplinary Rules of the FIA;
- (h) the Championship Technical Roadmap as defined in Appendix V to this Registration Document;
- (i) the FIA Standards of Conduct for Suppliers (Appendix VII);
- (j) any other regulations applicable to the Championship communicated in writing to the Manufacturer.

4.3.2 The Manufacturer agrees to observe and be bound by all the Governing Rules at all times, and agrees to be subject to the jurisdiction of the internal judicial and disciplinary bodies of the FIA.

4.3.3 The Manufacturer acknowledges that the Governing Rules are subject to amendment by the FIA from time to time. The Manufacturer will be responsible (at its own cost) for all research and development associated with the Manufacturer's Perimeter

4.3.4 The Manufacturer acknowledges that its representation in the Formula E Commission meetings will be granted through the nominated chairperson of the Formula E Teams And Manufacturers Association (FETAMA) or by a selected Manufacturer Representative if the chairperson does not represent a Registered Manufacturer.

4.4. In the event of non-compliance by the Manufacturer with any of the terms and conditions of this Registration Document, the FIA may suspend the Manufacturer's right to supply Cars in the Championship until the Manufacturer has remedied such non-compliance to the satisfaction of the FIA. The Manufacturer shall be solely responsible for any consequences towards the Competitors it is supplying.

5. FIA SINGLE SUPPLIERS

5.1. The Manufacturer is aware that the FIA has selected single suppliers ("FIA Single Suppliers") for the batteries, the Front Powertrain Kit (FPK), the chassis and the tyres in the Championship, as well as the Championship Promoter for the supply of the charger



and booster units. In that respect, the Manufacturer shall enter into separate contracts with all the selected FIA Single Suppliers and the Championship Promoter. The FIA disclaims any and all liability towards the Manufacturer arising under or in connection with the above-mentioned contracts to be entered into between the Manufacturer and the FIA Single Suppliers and Championship Promoter.

- 5.2.** The Manufacturer acknowledges and agrees to pay non-recurring engineering (NRE) shared costs associated to the FIA Single Suppliers in accordance with Appendix VI to this Registration Document. In that respect, the Manufacturer shall enter into a separate contract with the FIA Single Suppliers. For the avoidance of doubt, any non-compliance with the payments of such costs may result in the suspension of the Manufacturer's rights to supply Cars in accordance with Article 4.2 above.
- 5.3.** Until the end of June 2024, all Manufacturers will have limited access to the FIA Technical Working Group data and the FIA Single Suppliers data until their registration is completed, including the payment of the Initial Deposit. Manufacturers registered before 30 April 2024 will receive full access to the first technical data during the first Technical Working Group of 2024. Manufacturers completing their registration after the first Technical Working Group will receive the technical data once their registration is completed.
- 5.4.** In case of a Late Registration for Season 13 (1 July 2024 to 31 December 2024) the Manufacturer may not be delivered with the development Car before CW01 2026 and therefore the participation in the FIA Combined Test may not be authorised.

6. SUPPLY CONDITIONS

- 6.1** The Manufacturer commits to supply Cars to Competitors for the whole duration of the Registration Period (seasons 13 to 16). Manufacturers are required to designate its Primary Competitor from the moment of Registration. In case the Manufacturer doesn't designate a Primary Competitor, all obligations related to the Primary Competitor will be covered by the Manufacturer until the Primary Competitor is designated.
- 6.2** The Manufacturer must be capable of supplying two complete Cars in compliance with the Sporting and Technical Regulations, and two additional full spare parts kit as listed in Article 6.8, to a minimum of two Competitors. Furthermore, the Manufacturer undertakes to supply and make available all the necessary spare parts related to the Manufacturers' Perimeter for the Competitors it is supplying to guarantee their participation in each Competition. However, with the agreement of the Manufacturer and the relevant FIA Single suppliers, a Competitor may directly source common parts from the FIA Single Suppliers, subject to applicable tax laws.
- 6.3** Without prejudice to Article 6.4 below, the Manufacturer commits to supply Cars to any Competitor who so requests it and who accepts the supply conditions by 1 December of the previous year (e.g. 1 December 2025 for season 13). After 1 December of the previous year, or if the Manufacturer is already committed to supply two Competitors, such supply agreement may still be concluded, however the Manufacturer has the right to reject a Competitor's request for supply. In addition, the Manufacturer has the right to reject a supply agreement with a Competitor if this



Competitor is already partnering a car company which is in potential conflict with the Manufacturer's brand.

6.4 The Manufacturer shall inform the FIA in writing as soon as it is committed to supply two Competitors. The Manufacturer is not allowed to supply any further Competitors without the prior express written approval of the FIA, which may be given or withheld at FIA's sole discretion taking into account the interests of the Championship.

6.5 The Manufacturer commits to supply the Cars, ready to race and in conformity with the conditions defined under this Registration Document (in particular Articles 9.4, 9.5 and 9.6), at no more than the proposed price (as specified on the pricing form, Appendix I).

6.6 The price of the Car, ready to race, including all the components that are part of the Manufacturers' Perimeter (Article 6.8), the Initial Delivery and the services provided to the Competitors, shall not exceed the following breakdown of prices plus the applicable increments in accordance with Article 6.12:

Season 13 Car and services	Base Price (exc. VAT)
Battery system	€265,000.00
Chassis	€395,000.00
Front powertrain kit (FPK)	€105,000.00
Cooling System	€35,000.00
Manufacturers' Perimeter (Art. 6.8)	€600,000.00

6.7 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 (Article 6.6 and as specified on the pricing form).

6.8 The Manufacturer's Perimeter includes all the components that are specific to each Manufacturer, including but not limited to the following:

Chassis	Rear casing structure
Suspension	Rear suspension <ul style="list-style-type: none"> – Upper wishbone – Lower wishbone – Tie rod – Pushrod – Rocker – Anti-roll bar
Rear Powertrain system	MGU Inverter
Rear Transmission	Gearbox/Diff Driveshaft
Rear Powertrain Cooling	Radiator(s) Cooling pump(s)
Brakes	FR&RR BBW



Electric system ancillaries	Aux battery ECU / VCU DC/DC Powerbox Harnesses Sensors Steering Wheel (Exc. Electronics)
Ballast	Ballast
Software	All embedded software

6.9 The total price for the Manufacturer's services related to the supply of Cars to a Competitor shall not exceed €726,000 (excl. VAT) per season of the Championship, plus applicable indexation in accordance with Art. 6.12. This maximum amount shall cover all "mandatory services" costs related to:

- a) The Manufacturer's technical support on-track and off-track before and during the season with two engineers;
- b) All embedded software and performance updates according to the requirements of the Sporting Regulations and Article 9.4 below;
- c) Costs related to the implementation of the Car simulator models, including all FIA Single Supplier integration models, that allow the Competitor to run the simulator with the Manufacturer's simulator model;
- d) Administrative and logistics personnel and services related to the supply.

Additional personnel or services ("additional services") requested by the Competitor are excluded from the maximum price limitation.

6.10 In addition to the amounts listed in Articles 6.6 and 6.9, the Manufacturer will be allowed to invoice the relevant competitor's non-recurring engineering (NRE) shared costs associated to the FIA Single Suppliers, and in accordance with Appendix VI to this Registration Document, to its Primary Competitor from the moment the competitor's registration process for season 13 (2026-2027) is completed (October 2026). Similar process will be applicable for Manufacturers registered to supply cars from season 14 or seasons 15 and 16.

6.11 The Manufacturer shall provide the FIA with the price list of spare parts (in Excel file). The total of this price list must not be more than 135% of the selling price of the Manufacturer's perimeter parts defined in Article 6.8.

6.12 Concerning season 14 (2027-2028) and onwards, the prices charged to a customer Competitor shall be the amounts shown in the pricing form (Articles 6.6 and 6.9), adjusted annually in accordance with the annual inflation rate (percent change in the average Consumer Price Index) for the G7 countries published by the International Monetary Fund (IMF) in October of the preceding year.

For the avoidance of doubt:

- The prices charged for season 14 (2027-2028) shall be the amount shown in the pricing form, adjusted in accordance with the annual inflation rate for the G7 countries published by the IMF in October 2026;



- The prices charged for season 15 (2028-2029) shall be the amount charged for season 14, adjusted in accordance with the annual inflation rate for the G7 countries published by the IMF in October 2027;
- The same mechanism applies for the following seasons.

The annual inflation rate for the G7 countries is published on the IMF website at <https://www.imf.org/external/datamapper/PCPIPCH@WEO/MAE>. If such rate ceases to exist, the FIA will use an alternative rate which it deems to be reasonably comparable.

6.13 The total price per day for private testing allocated to the Competitor according to Article 9.10 shall not exceed €60,000/day (excl. VAT), all included.

7. LIABILITY

7.1 The Manufacturer understands and agrees that:

- a) the Governing Rules, the Technical Specifications and the Technical Roadmap do not contain any advice or guidance in relation to Applicable Laws, and the FIA (including its Representatives) does not make any representation or warranty that the information within the Governing Rules, the Technical Specifications and the Technical Roadmap complies with the Applicable Laws;
- b) it is the Manufacturer's full responsibility to comply with any obligations or duties in relation to health and safety, product design, construction/manufacturing or consumer law which are placed on it under Applicable Laws. The FIA (including its Representatives) does not assume any responsibility in relation to such compliance, including specifically in relation to the quality, safety, suitability or fitness for purpose of the Car, which will be the Manufacturer's sole responsibility;
- c) if there is any conflict between any obligations or duties placed on the Manufacturer under Applicable Laws on the one hand, and the information contained within Governing Rules, the Technical Specifications and the Technical Roadmap or the FIA's instructions on the other hand, the Manufacturer's obligations or duties under Applicable Laws will always take precedence.

7.2 Without prejudice to the FIA's other rights, the Manufacturer shall indemnify and hold harmless the FIA from and against any claims, demands, costs and damages (including reasonable attorney fees) arising as a direct result of the Manufacturer's:

- failure to supply Cars of the requisite quality and/or quantity;
- negligence in the supply of the Cars; or
- infringement of any third party's intellectual property rights by the Cars;
- any other default in the supply of the Cars.

7.3 The Manufacturer represents and warrants that it is in a position to meet any liability that may arise under Article 7.1 and hereby covenants to maintain such position and appropriate insurance coverage (including but not limited to public liability, product liability, professional indemnity and employer's liability) for the period of time during which the Manufacturer may be liable.

7.4 The liability towards the FIA defined in Article 7.1 does not exempt the Manufacturer



from its liabilities and warranties towards the Competitors it is supplying.

8. ADMINISTRATIVE FEE

8.1 The Manufacturer commits to register for the whole duration of the Registration Period (seasons 13 to 16 of the Championship), and to pay the corresponding yearly fee (Article 8.2).

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

	World Championship registration and homologation fee	Registration fee to be invoiced	Registration fee to be paid by
Season 13	€363,000	week 6 2026	1 March 2026

*From season 14, prices will be adjusted in accordance with the annual inflation rates set in Article 6.12

8.3 A Manufacturer may apply to register one (1) Additional Make of its group under the same Car Homologation, subject at all times to FIA's prior express written approval (which may be withheld at its sole discretion). The payment of an additional non-refundable yearly fee of €300,000 in respect of the approved Additional Make will be required to cover the FIA's administrative costs as well as completion of Appendix III of this Registration Document. From season 14, the Additional Make yearly-fee will be adjusted in accordance with the annual inflation rates set in Article 6.12.

8.4 Each Manufacturer shall pay to the FIA a non-refundable yearly audit fee of €45,000 to cover the administrative and audit shared costs related to compliance with the Financial Regulations for each season for which the Financial Regulations apply to the Manufacturer (including the two reporting periods preceding the first edition of the Championship in which a Car that it supplies is used). The audit fee will be adjusted in accordance with the annual inflation rates set in Article 6.12

8.5 In case of delay or non-compliance with the payment of the yearly fee(s) as detailed in Article 8.2, 8.3 and/or 8.4, the FIA may suspend the Manufacturer's right to supply Cars until full payment of the relevant yearly fee(s). The Manufacturer shall be solely responsible for any consequences towards the Competitors it is supplying.

8.6 In the event a Manufacturer withdraws from the Championship, or withdraws an Additional Make, prior to 1 January 2025, the Manufacturer's sole liability to the FIA and the FIA's exclusive remedy for such withdrawal shall be:

If the withdrawal occurs on or before 30 June 2024, the Manufacturer sole liability to the FIA and the FIA's exclusive remedy for such withdrawal shall be the payment of the Initial Deposit which will be retained by the FIA.

If the withdrawal occurs on or after 1 July 2024 but before 1 of January 2025, the Manufacturer sole liability to the FIA and the FIA's exclusive remedy for such withdrawal shall be the payment of the season 13 (2026-2027) registration fee (Article 8.2), the first instalment of the non-recurring engineering (NRE) shared costs and the FIA Supplier purchase orders to be paid within 60 days from the effective date of withdrawal.



8.7 In the event a Manufacturer withdraws from the Championship, or withdraws an Additional Make, on or after 1 January 2025, the Manufacturer sole liability to the FIA and the FIA's exclusive remedy for such withdrawal shall be the payment of the season 13 to season 16 registration fees and Audit Fees plus the Additional Make fees if applicable. The payment of the full non-recurring engineering (NRE) shared costs applicable to the Manufacturer in accordance with Appendix VI and the FIA Supplier purchase orders. All payments should be made within 60 days from the effective date of withdrawal.

The Manufacturer shall be solely responsible for any consequences towards the Competitors it is supplying in case of withdrawal.

9. TECHNICAL CONDITIONS

9.1 The Manufacturer shall supply Cars that strictly comply with the Sporting and Technical Regulations, and with Technical Specifications referred to in the Technical Regulations and its appendices.

9.2 The Manufacturer shall not outsource the major part of the design, development and/or manufacturing of the powertrain and/or structural casing(s) as defined in Article 6.8 to another Manufacturer or any entity within the legal group of another Manufacturer, or to a third party that directly or indirectly designs, develops and/or manufactures these elements for any other Manufacturer or any entity within the legal group of another Manufacturer.

9.3 A Technical Working Group consisting, among others, of one representative of each registered Manufacturer who is in the process of applying for a homologation, or have a homologated Car in the Championship, will work on the evolution of the Technical Regulations. From the first meeting of season 13 (Q3 2026), two representatives of the Independent Competitors will also be invited to the Technical Working Group meetings as observers and without right of vote.

9.4 The Manufacturer acknowledges that the Technical Specifications and Governing Rules are subject to amendment by the FIA from time to time. The Manufacturer will be responsible (at its own cost) for all research and development associated with the Manufacturer's Perimeter (Article 6.8), including any changes that may be necessitated by any amendment to the Technical Specifications or the Governing Rules, in particular all necessary adaptations according to the Technical Roadmap as required by the FIA to support the continuous evolution of technology.

9.5 The Manufacturer undertakes that all Cars it supplies to Competitors will be of equal quality and performance. During the complete duration of a season of the Championship, Cars supplied to Competitors shall always be in compliance with all homologated technical aspects.

9.6 The Manufacturer undertakes to keep the Competitors it supplies duly informed and aware of all the technical aspects of the Car and share all evolutions and developments with the Competitors in due time and under a confidentiality agreement between both parties.



9.7 At least one senior representative of the Manufacturer shall be available on-site throughout the duration of each Competition of the Championship. The Manufacturer shall be liable for any damage or loss arising from an incorrect use of the Manufacturer's allocated pass.

9.8 Homologations are valid from seasons 13 to 16 of the Championship. Manufacturers can homologate only one Car for the entire duration of seasons 13 and 14, and only one Car for the entire duration of seasons 15 and 16.

9.9 Procedures and deadlines for the homologation of Cars for each season during the Registration Period:

(2024 for S13-S14 / 2026 for S15-S16)

- **CW27:** Purchase orders for development test battery, FPK and chassis to the selected FIA single suppliers.

(2025 for S13-S14 / 2027 for S15-S16)

- **CW23:** Purchase orders for race batteries, FPK and chassis to the selected FIA single suppliers for the Primary Competitor
- **CW51:** Purchase orders for race batteries, FPK and chassis to the selected FIA single suppliers for the Independent Competitor when applicable

(2026 for S13-S14 / 2028 for S15-S16)

- **CW2:** Official request to the FIA with H1 Form (see Appendix II)
- **CW9:** 1st review of the Manufacturer Car project
- **CW13:** 2nd review of the Manufacturer Car project (including powertrain characteristics)
- **CW26:** Filled-in preliminary questionnaire on safety test procedure
- **CW27:** Presentation of draft Homologation Form
- **CW31:** Safety tests
- **CW37:** Presentation of final draft Homologation Form
- **CW40/CW41:** Homologation inspections
- **CW43:** Approval of the Homologation Form and submission of Manufacturer's Final Car Catalogue

9.10 Private testing regulations per homologation.

The maximum number of test days is set at (20) twenty and must be declared to the FIA seven days prior to testing using the online form.

- Running time / day:
 - o The Manufacturer is limited to a maximum of 12 hours of track operation per Manufacturer nominated test day
 - o The timeframe in which the track operation may take place is defined as 6.00 a.m. to 11.00 p.m. local time at the Manufacturer's nominated test date and venue
 - o The time limit is defined as a maximum of 13 hours of track operation from a defined start time
 - o The Manufacturer is responsible for defining the start test time with the FIA when nominating its test days and venues
 - o 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
- A Manufacturer supplying the Car to more than one Competitor has the obligation to allocate at least (4) four test days to the customer Competitor/s, 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.
- Seasons 13/14 development tests for Manufacturers are authorised from 1 January 2026 to 31 December 2027.
- Seasons 15/16 development test for Manufacturers are authorised from 1 January 2028 to 31 December 2029.
- New Manufacturers homologating a Car in season 14 or 16 will be granted a similar test authorisation for the relevant year of homologation.
- Tests must be carried out with just one survival cell, just one FPK and just one battery, with the FIA logger. In case of failure, the use of spare units is allowed.
- The FIA Single Supplier of tyres will provide a limited and defined number of sets of race tyres per testing day.
- The FIA Single Supplier of tyres will provide (3) three sets of wet race tyres for the complete test period.
- These tests must not take place on any circuit, or any part of it, used by the Championship either in Competitions or official collective tests.

9.11 Promotional events regulations

- The Manufacturer is permitted up to six promotional events per homologation period with a maximum of three events on track.
- Each promotional event is limited to a maximum power of 110kW and maximum 25 kWh of total Discharge Energy Throughput (DET). If the promotional event is considered by the FIA of high interest for the Formula E ecosystem (i.e. but not limited, journalists runs, VIP's runs, TV show, Goodwood FoS), the FIA may grant higher power usage and specific energy allocation.
- Promotional events must be declared to the FIA 7 days prior to the event using the dedicated online platform. In the event of cancellation of the registration, the FIA must be notified 48 hours prior to the planned start of the event.
- Seasons 13 and 14 Promotional events are authorised from the beginning of the homologation process to 30 September 2028.

10. GOVERNING LAW AND PLACE OF JURISDICTION

10.1 This Registration Document shall be governed by and construed in accordance with the substantive laws of France, without giving effect to any choice of law or conflict of law rules.

10.2 Any dispute in relation to this Registration Document shall be exclusively resolved by the Tribunal de Commerce de Paris (France), subject at all times to the provisions of Article 4.1.2.

11. DELIVERY DATES

For Season 13, the Cars must be supplied to the Competitors at the latest by 14 September 2026 (in kit form) or by 21 September 2026 (in assembled form). For the following seasons, cars must be supplied to the Competitors at the latest by 1 October (in kit form) or by 8 October (in assembled form) for the relevant year.

12. DEFINITIONS

Additional Make means a further brand of the Manufacturer or its group which the FIA has agreed may benefit from a valid Car Homologation of the Manufacturer pursuant to Clause 8.3.



Applicable Laws means all laws, statutes, regulations, ordinances, orders, decrees, codes of practice, guidelines, directions, relevant industry, safety and ethical standards (including but not limited to health and safety, product design or construction/manufacturing) and any other applicable rules of the jurisdictions where the FIA and/or the Manufacturer and/or the Competitors operate, and/or where the Car is supplied or used, regardless of the governing law of this Registration Document.

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

Car Homologation means the homologation assigned by the FIA to a specific Car of a specific Manufacturer which must remain unchanged and identical over the period of validity of the homologation.

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 Car. 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 following seasons of the ABB FIA Formula E World Championship:

- Season 13 (2026-2027)
- Season 14 (2027-2028)
- Season 15 (2028-2029)
- Season 16 (2029-2030)

Competition means any race forming part of the Championship. A Competition is deemed to commence at the scheduled time for scrutineering and administrative checks and including all practice sessions, qualifying practice sessions and the race(s), and ends at the expiry of the deadline for the lodging of a protest.

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

Discharge Energy Throughput (DET) means the accumulation of all discharge energy delivered by the RESS.

FIA means the Fédération Internationale de l'Automobile.

Independent Competitor means a team which does not control, is not controlled by, or is not under common control of a registered Manufacturer, and it has entered into an agreement with a registered Manufacturer for the supply of Cars.

Initial Delivery means all components of a Car initially supplied to a Competitor by the Manufacturer as part of a Car ready to race and additional full spare part kits as set out in the Registration Document following homologation.

Initial Deposit means the one-off deposit for manufacturers applying to register into the Championship for Season 13, at the moment of registration and that provides access to the Technical Data and the Technical Working Group meetings.

Make means the brand of the maker or Manufacturer which is entitled to supply Cars to the Competitors in 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)). e

Manufacturers' Perimeter means the list of components supplied by the Manufacturer to Competitor(s) as per Article 6.8 of this Registration Document.

Non-recurring Engineering (NRE) means the one-time upfront cost to research, design, develop and test the FIA Single Supplier parts. These costs are to be paid by the Manufacturers registered in accordance with Appendix VI.

Primary Competitor means the Competitor that a Manufacturer designates as its primary team. Where a Manufacturer supplies Cars to only one Competitor, that would be considered the Primary Competitor.

Registration Document means the present document and its Appendices.

Registration Period means seasons 13 (2026-2027) to 16 (2029-2030) of the Championship.

Safety Requirements means all the safety equipment and requirements defined in the Technical Regulations of the Championship.

Sporting, Financial and Technical Regulations means the Championship Sporting, Financial and Technical Regulations as published and amended by the FIA from time to time in accordance with its statutes and regulations. The Regulations are available on the FIA website: www.fia.com.

Technical Roadmap means the summary of the primary technical evolutions planned for the Championship during the duration of the Registration Period and beyond. The Technical Roadmap is provided in Appendix V.

Technical Specifications means the technical requirements applicable to the Cars, as notified by the FIA to the Manufacturer, and updated by the FIA in accordance with the Sporting, Financial and Technical Regulations from time to time.



**REGISTRATION FORM FOR CAR
MANUFACTURERS IN THE ABB FIA
FORMULA E WORLD CHAMPIONSHIP**

Seasons 13 to 16

Along with all pages of the Registration Document and its Appendices, this form contains all elements agreed for the supply of Cars for seasons 13 to 16 of the ABB FIA Formula E World Championship.

All fields are mandatory

Name of Manufacturer:

Name of Make:

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 committed to supply Cars complying with all the conditions set out above and at the cost appearing on the pricing form for seasons 13 to 16 of the ABB FIA Formula E World Championship.

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

Provided that our supply conditions and product are accepted by the FIA, we undertake to respect all terms and conditions of the Registration Document and its Appendices, including the Sporting, Financial and Technical Regulations, and any other regulations applicable to the Championship.

Manufacturer Representative Name:

Title:

Email:

PO number for invoicing:

Company:

Date:

Signature:



Appendix I

PRICING FORM
ABB FIA FORMULA E WORLD CHAMPIONSHIP
SUPPLY OF CARS

All fields are mandatory

Name of Manufacturer:

.....

	PRICE (excl. VAT)
CAR READY TO RACE SUPPLIED TO COMPETITORS EX-WORKS (Art. 6.6)	
SERVICE PRICES (Art.6.9) <ul style="list-style-type: none">• Technical support (2 Engineers)• Software updates and performance optimisations• Simulator models and integration of simulator• Administrative fees (including personnel and services)	
Private Test Price x day (Art.6.13) All included	



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix II

HOMOLOGATION APPLICATION - H1 Form



DEMANDE D'HOMOLOGATION FIA – Formulaire H1

FIA Homologation Application – H1 Form

All fields are mandatory.

01	Marque : Make:	<input type="text"/>
02	Modèle et type : Model and type:	<input type="text"/>
03	Marque et modèle (MGU) : Make and model (e-motor):	<input type="text"/>
04	Marque et modèle (MCU) : Make and model (MCU):	<input type="text"/>
05	Marque et modèle (Boite de vitesses) : Make and model (Gearbox):	<input type="text"/>
06	Marque et modèle (Carter) : Make and model (Rear casing):	<input type="text"/>
07	Nom commerciale S13 : Commercial Name of Car S13:	<input type="text"/>
	Nom commerciale S14 : Commercial Name of Car S14:	<input type="text"/>
	Nom commerciale S15 : Commercial Name of Car S15:	<input type="text"/>
	Nom commerciale S16 : Commercial Name of Car S16:	<input type="text"/>

CONSTRUCTEUR / MANUFACTURER

08	NOM CONSTRUCTEUR: MANUFACTURER'S NAME:	<input type="text"/>
09	ADRESSE: ADDRESS:	<input type="text"/>
10	N° TVA: VAT NR:	<input type="text"/>
11	REPRÉSENTANT AUTORISÉ: AUTHORIZED REPRESENTATIVE:	<input type="text"/>
12	TEL:	<input type="text"/>
13	EMAIL:	<input type="text"/>
14	SIGNATURE ET CACHET: SIGNATURE AND STAMP:	<input type="text"/>

Application to be **signed, stamped and sent by CW2 of the relevant year to fe_fiatechnical@fia.com**



Appendix III

ADDITIONAL MAKE

1. PREAMBLE

This Appendix represents the terms and conditions under which the Manufacturer defined in clause 2 below is granted the right to apply its FIA Car Homologation for an Additional Make pursuant to Clause 8.3 of the Registration Document for season 13 to 16.

2. HOMOLOGATION AND MANUFACTURER

The FIA has assigned the right to supply Cars in the ABB FIA Formula E World Championship from seasons 13 to 16 to the Manufacturer:

Name of Manufacturer:

Registered office of Manufacturer:

("Manufacturer") Signature attesting the conformity of the FIA Car Homologation*.

3. ADDITIONAL MAKE

The Manufacturer wishes to rebrand its Homologated Car for the following Additional Make for the period of validity of the Registration Period:

Name of Additional Make:

Registered office of Additional Make:

Additional Make representative name and signature:

4. REBRANDING

	HOMOLOGATED CAR (MANUFACTURER)		REBRANDED CAR (ADDITIONAL MAKE)		
	Homologation Make	Homologation Model	Additional Make	Additional Make Model	Commercial Name of Car
Season 13					
Season 14					
Season 15					
Season 16					



5. MANUFACTURER UNDERTAKINGS

5.1. The Manufacturer undertakes that it will, and will procure that any group entity benefitting as an Additional Make, will respect and meet all applicable conditions, regulations, terms and modalities set out in this Appendix and in the Registration Document, as well as any other conditions, directives or requirements as may be notified by the FIA from time to time. The Manufacturer remains at all times primarily liable to the FIA in this regard.

5.2. The Manufacturer acknowledges and agrees to be solely responsible for:

5.2.1. supplying the Car Homologation to the Additional Make and Competitors by respecting the supply conditions and terms of supply set out in the Registration Document;

5.2.2. the FIA Car Homologation with no transferable rights to the Additional Make; and

5.2.3. ensuring the respect and prescriptions set out in the Financial Regulations for Manufacturers, including with regard to Cars supplied to third parties under the Additional Make.

5.3. The Manufacturer further acknowledges and agrees that:

5.3.1. the Cars supplied to the Additional Make will be identical to and compliant to the Car Homologation, and will be primarily responsible to the FIA for any breach related to the Homologation;

5.3.2. the Additional Make will not benefit from any Manufacturer rights other than the Competitor rights expressly permitted herein. For the avoidance of doubt, and without limitation, any rights related to Car Homologation or the Financial Regulations for Manufacturers are expressly excluded; and

5.3.3. any commercial rights for an Additional Make to be associated either to a Competitor, or the Championship as Official Manufacturer, shall be subject to a commercial agreement being concluded with the relevant Competitor and the Championship Promoter respectively.

6. NO ASSIGNMENT

The Manufacturer undertakes not to assign its rights or obligations under this Appendix and the manufacturers' Registration Document in whole or in part without the prior written consent of the FIA.

Read and approved for and on behalf of the
Manufacturer:

Name:

Title:

Signature:

Read and approved for and on behalf of the
Additional Make:

Name:

Title:

Signature:

****All fields are mandatory***



Appendix IV

REGISTRATION OF MANUFACTURER'S STAFF

All fields are mandatory.

THE MANUFACTURER Name of
 Manufacturer

Registered office of Manufacturer

Country of residence

MANUFACTURER'S STAFF The following people are nominated and accept to be nominated for the purpose of Article 2.6.4 of the *FIA* International Sporting Code and hereby undertake to observe:

- (i) the Statutes of the FIA;
- (ii) the FIA International Sporting Code;
- (iii) the FIA Code of Ethics; and
- (iv) all regulations governing the ABB FIA Formula E World Championship such as may be duly amended or supplemented from time to time.

Head of FE Activities First name / Surname:

Nationality:

Date of birth:

Address:

Signature:..... Date:.....

FE Finance Director First name / Surname:

Nationality:

Date of birth:

Address

Signature:..... Date:.....



Appendix V

TECHNICAL ROADMAP

	Homologation period			
	S13-14	S15/16	S17/18 *	
Performance target	Reference Quali Lap time VS S11 Race reference time Vs S11 Start = to 100kph Vs S11	-3 to -10% function track severity -7%	-4 to -11% function track severity -8%	-6 to -14% function track severity -11%
Sporting & Technical number	Race energy Max Quali Power Max race power Max Front Power Max Rear Power Max regen power Max attack charge Transmission Car mass (driver included)	55kWh (+ Attack charge TBC) 600kW Up to 450kW 350kW 350kW 700kW 700kW up to 30sec AWD 980kg	55kWh (+ Attack charge TBC) 600kW Up to 450kW 350kW 350kW 700kW 700kW up to 30sec AWD 980kg	66kWh (+Attack charge TBC) 600kW Up to 600kW 350kW 350kW 700kW 700kW up to 30sec AWD 980kg
Common perimeter (FIA suppliers)	Chassis Bodywork / Aero Lighting Battery FPK Tyre	Spec S13 Spec S13 Panel technology on bodywork S13 Spec S13 Spec S13 Dry spec (+15% Grip vs S9) Typhoon S13	spec S13 Spec S15 (increased perfos TBC) Panel technology on bodywork S13 Spec S13 Spec S13 Dry spec (Possible +5% Grip vs S13) Typhoon S13	Spec S13 Spec S17 (increased perfos TBC) Panel technology on bodywork S13 Spec S17 (+20% energy density) Manufacturer perimeter Possible Dry spec (Possible +10% Grip vs S15) Typhoon S13
* Minimum expected evolutions considering current technical and financial expectations				

**Appendix VI****NON RECURRENT ENGINEERING (NRE) COSTS**

Non-Recurrent Engineering Costs				
Manufacturer NRE (k€) based on 10 competitors	First installment* / ** 30.06.2024	Second installment 31.01.2025	Primary team invoice*** 30.09.2026	Total Manufacturers NRE
5 Manufacturers or less	758	461,4	600,6	618,8
6 Manufacturers	758	358,3	600,6	515,7
7 Manufacturers	758	284,6	600,6	442
8 Manufacturers or more	758	229,4	600,6	386,8

* Manufacturers registering before 30 June 2024 to deposit €350k at the moment of Registration in accordance with Article 2.2

** Manufacturers registering on and after 1 July 2024 to pay the total amount of the first instalment at the moment of registration

*** Amount of NRE shared costs per competitor based on 10 competitors



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix VII

FIA STANDARDS OF CONDUCT FOR SUPPLIERS



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix VIII

QUESTIONNAIRE COMPLIANCE – DUE DILIGENCE



Appendix IX

DATA PROTECTION NOTICE

The FIA, as data controller, will process the personal data referred to in this form (all fields are mandatory) for the management of the ABB FIA Formula E World Championship and notably for the purpose of managing the present registration.

For more information on how the FIA processes personal data, the data subject rights and how to exercise them, please refer to the FIA Privacy Notice (<https://www.fia.com/data-privacy-notice>).

FIA Formula E Department will be recipient of the personal data.

The signatory(ies) of this form undertake(s) to make the information mentioned in the present form, including the FIA Privacy Notice, available to the other person(s) mentioned in this application form.

For any questions in relation with personal data, please contact: dpo@fia.com.