



**REGISTRATION PROCEDURE FOR CAR  
MANUFACTURERS IN THE  
FIA FORMULA E WORLD CHAMPIONSHIP  
Seasons 9, 10, 11, 12**

**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 Procedure") will be granted the right and be committed to propose a Car for seasons 9 to 12 of the Championship (the "Cycle") 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.

At the end of each Season, in accordance with the applicable Sporting Regulations, the Formula E World Championship Manufacturer title will be awarded to the Manufacturer which has scored the highest number of points in the Manufacturers' standings. For the avoidance of doubt, all cars sharing a common homologation supplier will be deemed to be from the same Manufacturer regardless the Additional Make or the car homologation of the car under which the Competitor is competing. The Manufacturer awarded with the title will be granted with the right to designate himself as the FIA World Championship Manufacturer Champion of the relevant season.

All registered Manufacturers with a Car homologated during seasons 9 to 12 of the Championship will be granted the right to supply Cars for the remaining years of the Cycle.

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**

Manufacturers interested in proposing their Car for seasons 9 to 12 of the Championship are invited to send a proposal following the below schedules:

<b>Seasons 9 to 12:</b>	1 January 2021 to 31 March 2021
<b>Seasons 10 to 12:</b>	1 January 2022 to 31 January 2022
<b>Seasons 11 to 12:</b>	1 January 2023 to 31 January 2023
<b>Season 12:</b>	1 January 2024 to 31 January 2024

All Manufacturers proposing a car must make themselves available for possible meetings



with the FIA to be held:

<b>Seasons 9 to 12:</b>	during the month of April 2021
<b>Seasons 10 to 12:</b>	February 2022
<b>Seasons 11 to 12:</b>	February 2023
<b>Season 12:</b>	February 2024

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

<b>Seasons 9 to 12:</b>	30 April 2021
<b>Seasons 10 to 12:</b>	28 February 2022
<b>Seasons 11 to 12:</b>	28 February 2023
<b>Season 12:</b>	28 February 2024

The registration is only valid and finalised when the Car is homologated by the FIA.

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

### **3. PROCEDURE**

The FIA reserves the right, at its sole discretion:

- to allow manufacturers other than those identified within the framework of this Registration Procedure to supply Cars in the Championship, following a similar registration process.
- to change any aspect of this Registration 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 Registration Procedure 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. GOVERNING RULES**

**4.1.1** 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;
- (d) the Technical Regulations;
- (e) the Financial Regulations;
- (f) the Code of Ethics of the FIA;
- (g) the Judicial and Disciplinary Rules of the FIA;
- (h) any other regulations applicable to the Championship communicated in writing to the Manufacturer.

**4.1.2** 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.

**4.1.3** 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.

**4.2.** The Manufacturer is aware that the FIA has selected single suppliers ("FIA Single Suppliers") for the batteries, 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 contracts with all FIA Single Suppliers selected 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 the Championship Promoter in the other hand.

**4.3.** The Manufacturer agrees to supply cars and provide equal level of services to all its competitors in a fair and equitable way. In addition, the Manufacturer agrees to respect of the independency of its competitors. To that end, in respect of Appendix M to the International Sporting Code, it is strictly forbidden for the Manufacturer to influence negatively the competitiveness of any of its supplied competitors by the means of services, supplied goods or sporting impositions that have as an objective alter the results of a competition.

**4.4.** In the event of non-compliance by the Manufacturer with any of the terms and conditions of this Registration Procedure, the FIA may:

- a) Suspend the Manufacturer's right to supply Cars,
- b) Deduct points from the Manufacturer's Title standings,
- c) Reduce the number of private test (Article 8.9), or
- d) Impose a fine.

~~suspend the Manufacturer's right to supply Cars until the Manufacturer has remedied such non-compliance to the satisfaction of the FIA.~~

All these penalties above can be suspended until the Manufacturer has remedied such non-compliance to the satisfaction of the FIA.

The Manufacturer shall be solely responsible for any consequences derivate from the penalties towards the Competitors it is supplying.

**5. SUPPLY CONDITIONS**

**5.1** The Manufacturer commits to supply Cars to Competitors for the whole duration of the Cycle.

**5.2** The Manufacturer must be capable of supplying two complete cars in compliance with the Sporting and Technical Regulations and, minimum, two additional full spare part kits in accordance with the Car catalogue (except battery, survival cell and front powertrain kit), to a minimum of two Competitors. However, with the agreement of the Manufacturer and the FIA supplier, a Competitor may directly source all common parts from the FIA Single Suppliers, subject to applicable tax laws.

**5.3** The Manufacturer commits to supply Cars to any Competitor who so requests it and who accepts the supply conditions by 15 January of the relevant season (e.g. 15 January 2022 for season 9). After 15 January of the relevant season, 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.

**5.4** The Manufacturer commits to supply the Cars, ready to race and in conformity with the conditions defined under this Registration Procedure (in particular Articles 8.4 and 8.5), at no more than the proposed price (as specified on the pricing form, Appendix I).

**5.5** The price of the Gen 3 Car, ready to race, including all the components that are part of the Manufacturers' perimeter (Article 5.7), and the services provided to the Competitors, shall not exceed the following breakdown of prices plus the applicable increments in accordance with Article 5.10:

Gen 3 Car and services	Prices Season 9	Prices Season 11*
New battery system	€264,812.00	€297,220.75
Battery system Refurbishment	€210,769.00	€236,563.75
Chassis (incl. front e-powertrain kit)	€355,067.00	€428,910.00**
Additional common parts to the Chassis package (incl. radiator duct, chassis loom, dampers, half shaft assy, charge flap)	€36,044.00	€40,455.00
LED lighting system	€9,230.00	€ 30,317.00
Torquemeter sensors	€18,000.00	
Manufacturers' perimeter (Art. 5.7)	€446,236.00	€500,848.15
Manufacturer's maximum <b>Mandatory</b> Service fee (per car)	€300,000.00	€336,715.20

\* Season 11 prices in application of the 2022 and 2023 compounded rates according to Article 5.10

\*\* Season 11 Chassis price including components added to the original S9 base price during S9, S10 and S11 new parts.

**5.6** 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 5.5 and as specified on the pricing form).

**5.7** 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
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Aerodynamics	-
Suspension	Rear suspension – Upper wishbone – Lower wishbone – Tie rod – Pushrod – Rocker – Anti-roll bar
Powertrain system	MGU Inverter
Transmission	Gearbox/Diff Driveshaft
Cooling	Radiator(s) Cooling pump(s)
Brakes	-
Electric system ancillaries	Aux battery ECU / VCU Powerbox Harnesses Sensors
Ballast	Ballast

**5.8** The total price for the Manufacturer's services related to the supply of Cars to a Competitor shall not exceed [the Manufacturer's maximum Mandatory Service fee included in Article 5.5](#) ~~€600,000~~ per season of the Championship. This maximum amount shall cover all "Mandatory Services" costs related to:

- The Manufacturer's technical support on-track and off-track before and during the season with two engineers;
- Software and performance updates according to the requirements of the Sporting Regulations and Article 8.4 of the manufacturers' Registration Procedure document;
- Costs related to the implementation of the Manufacturer's [vehicle](#) simulator models that allow the Competitor to run the simulator with the Manufacturer's simulator model,
- Administrative and logistics personnel and services related to the supply.

[A detailed breakdown of the Mandatory Services is included in Appendix V to this document.](#)

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

**5.9** The manufacturer must provide the FIA with the price list of spare parts. The total of this price list must not be more than 135% of the selling price of the complete new car.

**5.10** Concerning season 10 (2023-2024), the prices charged to a customer Competitor



shall respect the amounts shown in the pricing form (Art. 5.5) adjusted annually in accordance with the annual variation of the "Inflation rate, average consumer prices" index published by the International Monetary Fund (IMF) in its "World Economic Outlook" ("the Index") in respect of the "Major advance economies (G7)" for the year 2022. For season 11 and 12, the indexation will be calculated applying the compounder rate of the estimated annual Index published in October 2023 for the years 2022 and 2023 for Season 11, and the compounder rate of the estimated annual Index published in October 2024 for the years 2022, 2023 and 2024 for Season 12. If such Index cease to be published by IMF, the FIA will reserve the right to apply unilaterally an alternative rate that it deems to be reasonably comparable.

**5.11** The total price per day for private testing allocated to the Competitor according to Article 8.9 shall not exceed €50,000/day, all included.

## **6. LIABILITY**

**6.1** The Manufacturer shall indemnify and hold harmless the FIA from and against all reasonably foreseeable damages and 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; or
- any other default in the supply of the Cars.

**6.2** The Manufacturer represents and warrants that it is in a position to meet any liability that may arise under Article 6.1 and hereby covenants to maintain such position and appropriate insurance coverage for the period of time during which the Manufacturer may be liable.

**6.3** The liability towards the FIA defined in Article 6.1 does not exempt the Manufacturer from its liabilities and warranties towards the Competitors it is supplying.

## **7. ADMINISTRATIVE FEE**

**7.1** The Manufacturer commits to register for the whole duration of the Cycle (seasons 9 to 12 of the Championship), and to pay the corresponding yearly fee (Article 7.2).

**7.2** 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
<b>Season 9</b>	€300,000	week 2 2022	15 February 2022
<b>Season 10</b>	€300,000	week 2 2023	15 February 2023
<b>Season 11</b>	€300,000	week 2 2024	15 February 2024
<b>Season 12</b>	€300,000	week 2 2025	15 February 2025

**7.3** A Manufacturer may apply to register one (1) Additional Make of its group under the same Car Homologation, subject at all times to FIA approval (which may be withheld at its sole discretion). The payment of an additional non-refundable yearly fee of €250,000 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 Procedure.

**7.4** Each Manufacturer will pay the FIA a non-refundable yearly audit fee of €35,000 to cover the administrative and audit shared costs related to compliance with the Financial Regulations. The audit fee will be invoiced together with the registration fee.

**7.5** In case of delay or non-compliance with the payment of the yearly fee/s as detailed in Article 7.2, 7.3 and/or 7.4, the FIA may suspend the Manufacturer's right to supply Cars until full payment of the relevant yearly fee. The Manufacturer shall be solely responsible for any consequences towards the Competitors it is supplying.

**7.6** In the event a Manufacturer withdraws from the Championship, or withdraws an Additional Make, prior to the end of the Cycle, the Manufacturer's sole liability and the FIA's exclusive remedy for such withdrawal shall be the payment of the relevant World Championship registration and homologation fee for the Season from which the Manufacturer has withdrawn until the end of the Cycle, to be paid in one instalment within 60 days from the effective date of withdrawal. The Manufacturer shall be solely responsible for any consequences towards the Competitors it is supplying.

## **8. TECHNICAL CONDITIONS**

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

**8.2** 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.

**8.3** 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 5.7), including any changes that may be necessitated by any amendment to the Technical Specifications or the Governing Rules.

**8.4** 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.

**8.5** The Manufacturer undertakes to supply and make available all necessary spare parts for the Competitors it is supplying 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. The Manufacturer's Representative undertakes the responsibility and liability for any damage or loss for a competitor or the manufacturer, derive from an incorrect use of the Manufacturer's allocated pass.

**8.7** Homologations are valid for the entire Cycle (seasons 9 to 12 of the Championship).





Manufacturers can homologate only one Car for the entire duration of seasons 9 and 10, and only one car for the entire duration of seasons 11 and 12.

#### 8.8 Procedures and deadlines for the homologation of Cars for seasons 9/10 (2022) / 11/12 (2024):

- **CW48 (2021/2023):** Purchase orders for development test battery and chassis to the selected FIA single suppliers.
- **CW2:** Official request to the FIA with H1 Form (see Appendix II)
- **CW5:** Purchase orders for race batteries and chassis to the selected FIA single suppliers
- **CW9:** 1<sup>st</sup> review of the Manufacturer Car project (including powertrain characteristics)
- **CW13:** 2<sup>nd</sup> review of the Manufacturer Car project (when applicable)
- **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

#### 8.9 Private testing regulations per homologation.

The maximum number of test days is set at sixteen 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
- Capacity / Homologation: **6400kWh** total Discharge Energy Throughput (DET)
- A Manufacturer supplying the Car to more than one Competitor is authorised to conduct four additional test days with the obligation to allocate the total additional track time to the customer Competitor/s, with **1600kWh** total Discharge Energy Throughput (DET) 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.
- Seasons 9/10 development tests for Manufacturers are authorised from 1 May 2022 to 31 December 2023.
- Seasons 11/12 development test for Manufacturers are authorised from 1 January 2024 to 31 December 2025.
- New Manufacturers homologating a Car in seasons 10 or 12 will be granted a





similar test authorisation for the relevant year of homologation.

- Tests must be carried out with just one survival cell and just one battery, with the FIA logger.
- The official tyre manufacturer will provide forty sets of race tyres for the complete testing days. In addition, Manufacturers supplying more than one Competitor will receive ten sets of race tyres for the test days allocated to the customer Competitor.
- 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.

#### **8.10 Promotional events regulations**

- The Manufacturer is permitted up to six promotional events 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 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.
- Promotional events are authorised from the beginning of the homologation process to 1 May 2024 (seasons 9/10 homologation) and 1 May 2026 (seasons 11/12 homologation).

### **9. TECHNICAL SPECIFICATIONS**

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

**9.2** The Manufacturer undertakes to make all necessary adaptations (at its own cost) according to the Technical Roadmap as required by the FIA to support the continuous evolution of technology.

### **10. GOVERNING LAW AND PLACE OF JURISDICTION**

**10.1** The present 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 the present document shall be exclusively resolved by the competent court of Paris (France), subject at all times to the provisions of Article 4.1.2.

### **11. DELIVERY DATES**

For Season 9, the cars must be supplied to the Competitors at the latest by 8 November 2022 (in kit form) or by 12 November 2022 (in assembled form). For following homologations, cars must be supplied to the Competitors at the latest by 14 October (in kit form) or by 21 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 validity subsisting Car Homologation of the Manufacturer pursuant to Clause 7.3.



**Additional Services** means team activities undertaken by a Manufacturer at the request of a Competitor that are additional to the Mandatory Services.

**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 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 following seasons of the FIA Formula E World Championship:

- Season 9 (2022-2023)
- Season 10 (2023-2024)
- Season 11 (2024-2025)
- Season 12 (2025-2026)

**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 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 9 to 12 inclusive of 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, which is the sole organiser of the Championship.

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

**Mandatory Services** means all the services that a Manufacturer is required to provide for the supply of a Car to a Competitor. Mandatory Services are listed in Article 5.8 and Appendix V.

**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)). 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 above 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.

**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. As an example, please refer to the applicable regulations available on the FIA website.

**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 FIA  
FORMULA E WORLD CHAMPIONSHIP**

**Seasons 11, 12**

Along with all pages of the Registration Procedure, this form contains all elements agreed for the supply of Cars for the seasons 11 and 12 of the FIA Formula E World Championship.

**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 the seasons 9, 10, 11 and 12 of the 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 Procedure, including the Sporting 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**  
**FIA FORMULA E WORLD CHAMPIONSHIP**  
**SUPPLY OF CARS**

Name of Manufacturer:

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	<b>PRICE</b>
<b>CAR READY TO RACE SUPPLIED TO COMPETITORS EX-WORKS (Art. 5.5)</b>	
<b>SERVICE PRICES (Art.5.8)</b> <ul style="list-style-type: none"><li>• Technical support (2 Engineers)</li><li>• Software updates and performance optimisations</li><li>• Simulator models and integration of simulator</li><li>• Administrative fees (including personnel and services)</li></ul>	
<b>Private Test Price x day (Art.5.11)</b> All included	



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

**Appendix II**

**HOMOLOGATION APPLICATION - H1 Form**





## DEMANDE D'HOMOLOGATION FIA – Formulaire H1 *FIA Homologation Application – H1 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 (MCU) :  
*Make and model (MCU):*
- 05 Marque et modèle (Boîte de vitesses) :  
*Make and model (Gearbox):*
- 06 Marque et modèle (Carter) :  
*Make and model (Rear casing):*
- 07 Nom commerciale S9 :  
*Commercial Name of Car S9:*
- Nom commerciale S10 :  
*Commercial Name of Car S10:*
- Nom commerciale S11 :  
*Commercial Name of Car S11:*
- Nom commerciale S12 :  
*Commercial Name of Car S12:*

### CONSTRUCTEUR / MANUFACTURER

- 08 NOM CONSTRUCTEUR:  
*MANUFACTURER'S NAME:*
- 09 ADRESSE:  
*ADDRESS:*
- 10 N° TVA:  
*VAT NR:*
- 11 REPRÉSENTANT AUTORISÉ:  
*AUTHORIZED REPRESENTATIVE:*
- 12 TEL:
- 13 EMAIL:
- 14 SIGNATURE ET CACHET:  
*SIGNATURE AND STAMP:*

Application to be **signed, stamped and sent by CW2 of the relevant year to [fe\\_fiatechnical@fia.com](mailto: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 7.3 of the Registration Procedure for Season 9 to 12.

**2. HOMOLOGATION AND MANUFACTURER**

The FIA has assigned the right to supply cars in the FIA Formula E World Championship from Seasons 9 to 12 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 9					
Season 10					
Season 11					



	HOMOLOGATED CAR (MANUFACTURER)		REBRANDED CAR (ADDITIONAL MAKE)		
Season 12					

**5. UNDERTAKINGS MANUFACTURER**

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 Procedure, as well as any other conditions, directives or requirements as may be notified by the FIA from time to time. The Manufacturer at all times remain primarily liable to the FIA in this regard.

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

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

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

5.2.3. for 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 Procedure in whole or in part without the prior 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:



**Appendix IV**

**REGISTRATION OF MANUFACTURER'S STAFF**

**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 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: .....

I fully understand the Data Protection information at (1) below and consent to the processing of my data

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

**FE Finance Director** First name / Surname: .....  
Nationality: .....  
Date of birth: .....  
Address: .....

I fully understand the Data Protection information at (1) below and consent to the processing of my data

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

(1) DATA PROTECTION Any and all personal data collected in this form will be processed by the FIA. The data is collected for the management of the FIA Formula E Championship, and the recipient of the data is the FIA Formula E Department. All data collected will be kept as long as necessary or relevant for the identified purposes or as required by law. The data may be transferred to FIA Geneva in Switzerland for logistical and/or organisational purposes. In accordance with the Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), you have the right to access and rectify data that relates to you by contacting dpo@fia.com.



## Appendix V

### MANUFACTURER'S MANDATORY SERVICES

In accordance with Article 5.8, the total price for the Manufacturer's services related to the supply of Cars to a Competitor shall not exceed the manufacturer's maximum service fee included in Article 5.5 per season of the Championship. 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.
- Two full-time engineers (or the equivalent number of engineers to cover two full-time engineers) responsible for, and capable to, deliver the necessary Manufacturer's support to the Competitor.
  - Manufacturer staff support must be capable to deliver the appropriate trainings on the software, software updates and how to perform calibrations to the Manufacturer's competitors.
  - Off track support including but not limited to:
    - Support and assistance to the team on the car build,
    - Procedures review and training with the Competitors' staff,
    - Car (powertrain) models' integration into teams' driver simulator,
    - Controls system review and details (web Simulink or equivalent to be use a support) with Customer teams control personnel,
    - Calibration tools training,
    - Control system configurations and optimisations during the event preparation,
    - In-season Car Model calibrations and updated support on Competitor's DIL,
    - Post-season FIA inspections support.
  - On track support including but not limited to:
    - Manufacturer perimeter sanity check,
    - Powertrain control legality and powertrain performance optimization,
    - Manufacturer perimeter fault analysis,
    - FIA representation,
- b) **Software and performance updates** according to the requirements of the Sporting Regulations and Article 8.4 of the manufacturers' Registration Procedure document. Manufacturers have the obligation to put at disposal of all its competitors the most updated software updates related to the homologation car including but not limited to:
- Detailed information of all the software in all programmable units of the cars (VCU, MCUs, Powerbox, SW, etc). It must include details of the development schedule, the changelog in comparison with previous releases and the list of new functions implemented. It should also include adequate purpose and calibration explanations, failure modes, etc. It must allow the Competitor to understand the purpose and extension of the software and its updates plus any subsequent calibration that would allow the Competitor to achieve performance optimization.
  - Deliver as soon as possible the new software specification (possible in a  $\beta$  status) leading to an evolution from previous races. As an example, the specification of a new tyre model to be included in the coming release or the specification of a new max MGU power control.
  - Collective Test or Race event software and all its associated calibrations (VCU, MCUs, Powerbox, SW, etc) to be run during the given competition.



- Manufacturer has the obligation to provide to all its competitors the latest software updates available to any of its competitors.
  - Manufacturer has the obligation to issue a release note, or to properly inform its teams, of all the new Control functionalities (including MGU control, powerbox, Steering Wheel)
  - On car software release management to ensure the capacity to reach the same level of performance (Functionalities) to all the supplied Competitors.
- c) Costs related to the implementation of the **Manufacturer's simulator models** that allow the Competitor to run the simulator with the Manufacturer's simulator model,
- Car Model details for Driver simulator and simulation tools
    - Competitors are not allowed to perform any Rig / Dyno test. It's the manufacturer's responsibility to supply to competitors the relevant Model data that allows the Competitor to run their own simulator.
  - Updated Model Specification to be release at the same moment to all supplied teams with release instructions including any new changes in the Car model.
  - Car Model content should include, but not limited to, the following:
    - Chassis model with Manufacturer casing including all stiffness and geometry
    - FIA single supplier models, including Aero-map, CAD model and Tyre models
    - Rear Powertrain Model with associated control functionality
    - FPK Efficiency map
    - On Car software interface either for virtual or real boxes (to be agree with costumer)
    - Additional data generated by the Manufacturer (at its own discretion) (i.e. wind tunnel data or tyre characterisation data).
- d) **Administrative and logistics** personnel and services related to the supply.