

# Race track Regulations 2021

## (Version 1.4.2-2021)

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# 1. Definitions

## 1.1 General

The Eco GP Endurance is a series of long-distance competitions for series electric cars. The aim of the competitions is expressly not to achieve maximum speeds, but to achieve maximum ranges within the specified duration of the competition. The series is expressly designed as a mass sports event and is intended to demonstrate, promote and establish the range of electric cars as the basis of a motorsport competition in terms of the sustainable development of motorsport, in view of the challenges we face in topics such as climate protection, sustainability and the transformation of mobility infrastructure.

## 1.2 Mission Statement

The series wants to take on a pioneering role in establishing electric motorsport. The character and objectives are clearly set apart from motorsport concepts such as speed competitions or regularity drives and consciously emphasize practical and everyday properties such as range and efficient implementation of the available amounts of energy. The knowledge gained in this way is intended to form a basis for a new form of motorsport, which can be made available to national and international associations as a model for new competitions and which should sustainably integrate the megatrend “electromobility” into the mass sports area of motorsport.

## 1.3 Character of the competition

The competition series consists of a series of meetings that can be held both on closed circuits and on selected road courses. As for the participants complete in direct competition with each other long-distance journeys by both a limited duration, as well as a simultaneously limited charging rate can be defined during the pit stops. Winner of the competition, respectively. The class winner will be the team that completes the most laps in the competition. In addition, class-specific distance records are defined in the form of a distance best for each competition. Participants who set or set such a record in their class will be honored in a special way.

## 1.4 Determination of results

The starting order for the 24h race is determined via a slalom race (see also the rules of the slalom regulations). The result of the 24h race results from the number of laps that the participants have completed on the track within the specified duration of the competition. It is usually determined by the GPS tracking system specially developed by ecoGP. If there is a tie, the result of the slalom will be taken into account, whereby the faster of the same team gets the higher rank.

## 1.5 Sports orientation

The series sees itself as a popular motor sport event, which is intended to enable beginners and ambitious motor sport amateurs to practice inexpensive, safe and yet tactically demanding motorsport in a collaborative, teamwork-promoting manner that is committed to sporting fairness.

This is achieved by the following measures

- Efficiency-based instead of speed-dominated competitive design
- Use restriction on street legal vehicles
- Promotion of teams of several pilots instead of single drivers

The DMSB eV (Deutscher Motorsport Bund eV) recognizes the series as an endurance competition for electric vehicles.

## 1.6 Limiting factors of the competitions

### 1.6.1 Duration

The competition usually lasts 24 hours. It is clearly specified in the event announcement in advance of the competition (see Appendix 4.2).

### 1.6.2 Charging speed

The charging speed is generally limited to 22kW that is common to most electric cars. The technical regulations regulate further details (see point 2.6).

### 1.6.3 Speed limit

In view of the use of road vehicles and in the interests of the safety of all participants, the speed during the competitions, especially in the case of meetings taking place on road courses, is generally monitored by suitable measures. If the actual speed limit is exceeded, it will be sanctioned by punitive measures – more details regarding these regulations please check the sporting regulations for road races or the corresponding event announcement in accordance with Appendix 4.2.

Details on the speed limits valid for the respective competition are specified in the event announcement in accordance with Appendix 4.2.

## 1.7 Validity

In the event of a translation of these regulations, the German text of the regulations is the final instance in the event of any disputes.

The regulations can be supplemented or changed individually for each individual event in individual points through additional information in the event announcement in accordance with Appendix 4.2 .

## 1.8 Jurisdiction

Responsible for the constitution and further development of these regulations is the ecoGP eV organization.

# 2 Technical Regulations

## 2.1 Eligible vehicles

As competition vehicles for the events only type-approved EC, production, street legal electric cars are allowed. Furthermore, the vehicles must be listed in the DMSB Group G electric vehicle list.

The vehicles must have passed an NCAP crash test with a rating of at least 4 stars or have a minimum production number of 500 vehicles per year of production. Exceptions and possibly open questions about this rule should be clarified with a lead time of two weeks before an event with the organization ecoGP.

## 2.2 Unauthorized vehicles

Vehicles that are not series vehicles are not permitted. These are, for example, individual items, prototypes, or vehicles for racing or conversions of originally conventionally powered vehicles. Electric motorcycles or other two-wheeled vehicles are also not permitted. Vehicles with combustion-based drives of any kind are generally excluded, for example plug-in hybrids, gas / fuel cells / H<sup>2</sup> vehicles and vehicles with a range extender.

## 2.3 Technical modifications

In principle, all technical modifications not explicitly listed in this chapter are forbidden for safety and cost reasons and, in the event of an infringement, can be punished with the exclusion not only from the event in question, but also from the series as well as penalties. The technical inspectors on site must be granted access to the vehicle or any additional equipment / documentation used at any time to check that the vehicle complies with the competition regulations.

Permitted modifications are only

- Change in tire pressure (specification recommended by the manufacturer  $\pm$  0.5 bar)
- Temporary removal of non-essential accessories for the competition, such as a spare wheel and / or jack, immediately before the competition.

## 2.4 tires

Only tires with the e-mark are permitted. The permissible tire and wheel sizes can be found on the COC paper or the EC type approval.

## 2.5 Additional power supply

No external heating or cooling system may be installed in the vehicle during the entire competition. The rule is to be understood, since ss may be fitted in the car, no additional power supply or battery. The only exceptions are battery supplies and rechargeable batteries for video cameras and smartphones.

## 2.6 Charging technology

Participants are allowed to use their own charging equipment to charge the vehicles during the competition. This, however, has to set not faster than 22kW. The scrutineers are to be allowed to check this maximum charging current at any time during the competition. A violation of this limit will be punished as a rule violation accordingly.

Both intermediate storage (buffering) of the charging energy and, if necessary, replacement of the battery modules during the competition is not permitted. Thermal manipulations (e.g. additional insulation of the battery modules or cooling of the fuse, e.g. with cooling spray or compressor) during the charging process are also prohibited for safety reasons. For safety reasons, the vehicles are to be parked in front of the box during the charging process. It is the responsibility of the participants to have sufficiently long (up to 25m) long and sufficiently dimensioned extension cables for a reliable connection between the charger and the vehicle parked in front of the box. Details of the technical conditions on the respective routes are regulated in the event announcement in accordance with Appendix 4.2.

In case the maximum number of teams exceed the amount of available charging sockets at the pit lane, ecoGP organization can assign the participants to share one three phase socket. In this case, the event announcement regulates the details of the procedure in accordance with Appendix 4.2.

## 2.7 Classification

Approved vehicles are divided into rating classes by the series organization. Classification is usually based on the models of a manufacturer in order to ensure that the vehicles are more or less the same in terms of efficiency in terms of fair competition. The classification is made without taking the installed battery capacity into account.

In individual cases, identical models from different manufacturers can be combined in one class if this appears possible at the discretion of the series organization. The establishment of further, additionally defined rating classes is also at the discretion of the series organization.

## 3 Sports regulations

### 3.1 End of the season

#### 3.1.1 Calendar

A calendar with the planned meetings and events will be announced in good time before the start of the season

The calendar includes a full ranking season, in which a title is awarded by the series, at least 3 competitions.

### 3.2 Mention

#### 3.2.1 Registration period

Applicants and drivers can apply for admission to participate in the Eco GP Endurance using the registration form provided.

The registration is available online at the following link: [www.ecograndprix.com/register](http://www.ecograndprix.com/register)

The series organizer reserves the right to accept applications that are received later.

By registering, the applicant and / or driver undertakes to take part in the selected races. Guest starters are generally allowed to take part in the individual races.

The series organizer reserves the right not to run the Eco GP Endurance series if there are fewer than 30 registered participants.

The regular entry period for the events begins with the publication of the season calendar.

If you are registering, please indicate online under [www.ecograndprix.com/register](http://www.ecograndprix.com/register) your

- Team name
- Names of the pilots (at least 3 drivers)
- Make and model of the vehicle
- Cell phone number and email address of the team captain
- Technical information about the vehicle - Battery capacity
- Proof of payment for the team entry fees

The amount of the registration fee varies depending on the event and can be found in the event announcement.

#### 3.2.2 Requirements for the pilots

All participants who have a valid DMSB driver license, at least a national level C license (can be applied for at [www.mein.dmsb.de](http://www.mein.dmsb.de)) or a race card (can be applied for via the DMSB app on your smartphone) from the DMSB or a comparable license of another ASN (see: <https://www.fia.com/members/region>).

The participants must be according DMSB license provisions Art. 14 at least 18 years old and have a valid driver's license class B.

No bans imposed from previous meetings may exist against the participants. Any temporary bans must have expired.

### 3.2.3 Changes in the entry form

It is possible to make changes to the driver crew during the season.

It is also possible to change the vehicle. However, the team captain has to stay the same. In case the team captain is not starting, the team can start if it consists of min. 3 people, but then only as a new team without being able to add collected eco GP points to the original team.

## 3.3 Start of the event

### 3.3.1 Acceptance

The meeting begins with the administrative acceptance.

The following documents must be presented by the driver / applicant:

- ID, valid driver's license and driver's license of each participant named for the competition. Changes to the crew must be reported here at the latest.
- If necessary, foreign start permit from home motorsport association.
- Vehicle registration document of the competing vehicle.
- The participants must always present their helmet during acceptance, when driving in public traffic a helmet is following the traffic regulations not allowed.

Each participant may only start on one competition vehicle in the frame of one competition. Double starts are not allowed.

The same vehicle has to be used for the slalom qualification and the 24h race.

Before and during the event the scrutineers of the series must at any time be granted access to the vehicles on request so that they can verify the conformity of vehicles with the technical regulations.

### 3.3.2 Pilot briefing

During the pilot briefing, the timing and safety-relevant processes are discussed. Attendance is mandatory and must be confirmed in writing with a signature. Participants who did not attend the briefing can be blocked for the event. A briefing can also take place online, in which case the participants are registered by taking a screenshot and recording the data. In the case of an online briefing, the participants must ensure that they have access to a functioning web camera.

### 3.3.3 Preparation vehicles

Before the start of the competition are the vehicles with the appropriate starting numbers, the required cameras and, if necessary, equip the necessary devices to control the speed limit.

### 3.3.4 Stickers on the vehicles

Every team admitted to the start must allow a start number to be applied to their vehicle. Further stickers, such as references to sponsors, are generally permitted, provided they have been affixed to the areas approved for this purpose and do not exceed the permitted maximum size. Stickers can

remain on the vehicle after the event. The organizer assumes no liability for any damage that might result from removing the stickers.

### 3.4 Course of the competition

#### 3.4.1 Training

In the run-up to events on permanent racing courses, training of 45 - 90 minutes is planned. This is used to get to know the route and to make initial strategic calculations. It is to be dimensioned in such a way that all participants starting on the car are used. The training generally takes place without a performance check, but applicable speed limits are monitored by suitable measures. Violations of the speed limit during training will be punished, the penalties must be served after the first round of the competition. Each driver never driven an ecoGP has to complete at least 2 training laps. If proof of this is not provided, admission to the race can be refused.

#### 3.4.2 Qualification

The qualification is done via a Slalom race which in normal case is done at the finish line of the track. The fastest one gets the pole position of the 24h race.

#### 3.4.3 Starting position

About 60 minutes before the scheduled start of the competition the formation lap begins to ride in the starting grid.

Unless otherwise stated, the starting line-up for events on closed permanent race tracks is made in a staggered double-file line-up. Depending on the route and event, different layouts may be used. This must then be discussed both in the event announcement (see Appendix 4.3.) And in the driver briefing.

The starting line-up is based on the Slalom ranking. For teams who did not start at the Slalom the lottery will decide the starting place.

#### 3.4.4 Start procedure

When starting on closed circuits, the following procedure applies: A marshall announces the following times with the following instructions on a board and / or acoustic signal before the start

- 15 min: get the driver ready to board
- 5 min helpers out of the starting grid
- Prepare for 1 min to start the vehicle
- Start the vehicle for 30s. In the event of problems with the start, a driver has to signal this with horns and hazard lights so as not to present an obstacle for the following vehicles at the start. If necessary, the start is to be aborted with the red flag.

10s before the start, the start process for the competition is initiated with the start light and / or a flag. The start takes place when switching to green or lowering / waving the flag. Early starts are punished with a penalty.

The races on racetracks are started as follows: standing start with a staggered starting grid (GP start).

#### 3.4.5 Execution of the competition

The races generally run over a distance of 24 hours. The organizer reserves the right to choose different distances.

During the competition, the participants have to fully observe the flag / light signals of the marshals. The FIA flag standard applies. Repeated disregard the flag signals will be penalized.

Faster participants who want to overtake and indicate this with a flashing signal must be given the opportunity to overtake at a suitable point. The following requirements apply:

- The overtaking vehicle sets the indicator on the side where it wants to overtake
- The vehicle to be overtaken remains on the ideal line
- If the driver to be overtaken wants to leave the ideal line in order to shorten the overtaking maneuver for the other vehicle, then he in turn indicates this by flashing on the side where he is leaving the ideal line.
- If an obviously slower vehicle to be lapped prevents an overtaking maneuver and ignores continuously displayed blue flags for more than one lap, the race director can subsequently impose a penalty.

### 3.4.6 Change of driver

Only accredited pilots who are registered on the corresponding vehicle are allowed to take part in the event.

The total driving time of a pilot in the car must not exceed 8 hours.

For a 24-hour competition, the recommended minimum number of pilots on the car is 3 people in order to avoid additional idle times. There is no maximum number. Likewise, the number of driver changes or Pit stops are optional.

A pilot's stint may last a maximum of 4 hours. After getting off the pilot must at least take a rest in the duration of his last stint, before being allowed back on the wheel.

The driving times are controlled by an automatic RFID system. In contentious issues decide the stewards. Should the system not be available, the driver changes are documented photographically by the stewards by taking pictures of the issued driver ID with the time displayed. The team must ensure that every time a pilot gets on and off, a documentation has been made by a steward or the system has registered the change. If such documentation is missing, the driver change is deemed not to have taken place. Exceeding the travel time is sanctioned with a penalty.

### 3.4.7 Pit lane

In the pits, respectively in the area defined as a pit lane for street courses, a strict speed limit applies of 10 and 20 km/h. Exceeding this is strictly punished. In the entire area of the pit lane, overtaking is also prohibited.

### 3.4.8 Defective vehicle & safety car

If a vehicle breaks down on the route with a defect or batteries that run flat, the safety car comes out onto the route. If the safety car is on the way with the warning lights switched on, it must not be overtaken by any of the participants. The safety car drives to the broken-down participant and stops there. Only after the warning lights are off, the safety car is allowed to be overtaken.

The driver of the safety car then decides how to proceed - for example, whether the vehicle is to be repaired or towed away as part of a break in the race.

If the vehicle has to be towed, at least one lap will be deducted from the current result of this team. The exact number depends on the racetrack and is published in the respective event announcement (see Appendix 4.3.).

### 3.4.9 Interruption of the race

The race management can order an interruption of the challenge with the red flag. If the red flag is shown at the marshals and the drive past to the start / finish, then all participants have to go to the box immediately at the next opportunity. If a participant violates this rule, then not only the additional lap completed under red, but also at least all further laps will be deducted.

It is not allowed to charge the car under the red flag. Vehicles that are already in the box for charging must then be immediately disconnected from the chargers. If this is not followed within a period of 30 seconds, the stewards or race stewards are authorized to disconnect the charger and to report the team to the race management in order to impose a penalty.

### 3.5 End of the competition

The competition ends when the specified time has elapsed. Although the checkered flag will still be presented to the teams, only the laps completed at the exact point in time of the end of the duration count for the race result.

The finish line applies both on the track and in the pit lane.

The time gap between the participants is not included in the ranking of the results. If 2 participants have completed the same number of laps, then the better rank on the slalom will decide the better place. The procedure for awarding the points is the same

In time after the event an official is s result announced.

New record distance holders in their classes will also be announced and honoured accordingly.

### 3.6 Championship ranking

The winner of a race is the participant who has completed the most laps with his vehicle in the given time, taking into account all penalties.

All participants who started will be counted.

Any reduction of the distance or abort one 's race, as far as this is not resumed, the participants will receive the following:

min. 75% of the original distance = full point number  
min. 50% of the designed distance = 50% of the points  
min. 25 % of the designed distance = 25% of the points

A rating will only take place if at least 10 participants have started the race.

The following points are awarded for the races:

1. Place: 25 points
2. Place: 20 points
3. Place: 15 points
4. Place: 10 points
5. Place: 7 points
6. Place: 5 points
7. Place: 4 points
8. Place: 3 points

9. Place: 2 points
10. Place: 1 point

For the year-end ranking, all results of the individual races are taken into account. There is no deletion result.

In cases in which, due to an obvious mistake or error, after the championship or series classification has been published by the series organizer, a subsequent correction is necessary, this can be carried out by the series organizer. Complaints about the series evaluation are to be directed to the series organizer. No legal remedy is possible against the decision of the series organizer.

Both an overall and a class rating are awarded within the framework of a season. In the overall ranking is then both a driver - advertised as a Manufacturers' Championship.

All drivers, who have set out on a vehicle, will get the number of points awarded in the same way.

The rating points are awarded in accordance with the tables shown in Appendix 4.3. In addition to the ranking, there is also a factor that takes into account whether the team in question has played a home or away event. As a result, away events are rated with a higher number of points.

At the end of the season, the first 3 pilots (crews) in the drivers' standings as well as the winners of the manufacturers' standings and the respective class winners will be honoured.

### 3.7 Penalties

Offenses are punished by the race management according to an event-specific point system, which is communicated during the driver briefing.

### 3.8 Administration

#### 3.8.1 Competition director:

Is responsible for the administrative organization of the competition before, during and after the competition. He carries out the driver briefing and organizes the evaluation of the competition after it has ended. He can delegate subtasks to the technical stewards.

#### 3.8.2 Competition manager

Pay attention to the correct course of the competition. He starts the challenge, monitors its progress and monitors the end and the competition control with regard to the energy limit. He can delegate partial tasks to the technical commissioners.

#### 3.8.3 Technical Commissioners & Stewards

Are responsible for the technical acceptance at the beginning, the competition control and the monitoring of driver changes.

#### 3.8.4 Marshals

Monitor the course of the competition on the track

#### 3.8.5 Paramedics

Single point of contact at each A rt of injuries or health problems by our drivers or members of the organization

#### 3.8.6 IT support

Monitor the functionality of the systems, calculate forecasts as well as the final results with direct communication with the presenter in the studio.

### 3.8.7 Media Manager

Monitoring of the live streaming and the functionality of the cameras - direct communication with the management as well as with the moderator or

### 3.8.8 Moderator

Moderation and reporting - direct communication with all parties. Central communication hub

### 3.8.9 Social Media Manager

Monitor and respond to the posts in the Social - Media - channels and forwarding questions to the moderator

## 4 Annexes to the regulations

### 4.1 Extract from the list of rating classes

class	manufacturer	model
TMS	Tesla	Model S
TM3	Tesla	Model 3
TRC	Tesla	Roadster Classic
TMX	Tesla	Model X
VGOL	VW	eGolf
VEUP	VW	e-Up
VID3	VW	ID3
RZOE	Renault	Zoe
RFLU	Renault	Fluence
HION	Hyundai	Ioni q
HKON	Hyundai	e- Kona
KNIR E1	Kia	e-Niro
KSOU	Kia	e-Soul
NLEA	Nissan	Leaf
NNV2	Nissan	e-NV200
B-I3	BMW	i3
PION	Peugeot	ion
JIPA	jaguar	iPace
PTAY	Porsche	Taycan
S-42	Smart	Fortwo EV
M IM I	Mitsubishi	iMiev
OAM P	Opel	Ampera e
OCO R	Opel	e-Corsa

### 4.2 List of specifications to be specified before a competition (event announcement)

See separate document: DMSB organizer tender for endurance competitions, electric 2021.

#### 4.3 Table of evaluation points depending on the origin of the starter

#### 4.4 Current season

##### ecoGP season 2021

date	type	country	series	competition
8./9.5.21	Parcours	RO	International	Bucharest Super Slalom Romania
18./19.9.21	Hill climb	DE	International	Schauinsland 24h Challenge
7./8.11.21	Racetrack	DE	International	Nürburgring, the 24h of Germany

#### Target 2022: 10 competitions \*

5 Race Germany Cup (DE, CZ, BE)

5 races Copa de España (ES, FR, PT)

(\*) Due to the Corona situation in the individual countries, dates can change, but ecoGP tries to keep all planned dates.