

ECO GRAND PRIX SCHAUINSLAND – 24H CHALLENGE RULES AND REGULATIONS

// SCHEDULE //

21.10.2022

- 10:00 ecoGP core team briefing
- 15:00 Start of set-up for area supplier
- 16:00 Registration at Hotel Vauban start
- 19:00 eco Grand Prix Schauinsland Briefing

22.10.2022 at the Pit area

(Parking Rathaus im Stühlinger)

- 09:00 Ramp up for exhibitors
- 10:00 Technical inspection start group 1 (non slalom teams)
- 13:00 Late briefing (additional cost 25€ per person)
- 13:00 Technical inspection start group 2
- 15:00 Line up to qualification
- 16:00 Eco Grand Prix start

22.10.2022 at XXL Lutz parking

- 08:00 Meeting of all slalom teams
- 09:00 Slalom start
- 12:00 Slalom finish

23.10.2022 at the Pit area

(Parking Rathaus im Stühlinger)

- 16:00 Eco Grand Prix finish
- 17:00 Award Ceremony near the race office
- 18:00 Ramp down
- 21:00 Dinner with the eco Grand Prix crew (optional)

24.10.2022 at the Pit area

(Parking Rathaus im Stühlinger)

- Dismantling for area supplier

// HOW TO WIN //

This time the challenge is how to drive the maximum number of laps having only three triple chargers and 8 22kW Type2 chargers available, the actual situation of a good infrastructure in a city. To have a fair game the triple charger power will be reduced to 20kW.

Every car category will set its own record, so BMW i3 will compete vs BMW i3, eGolf vs eGolf and Kia Soul E vs Kia Soul E and so on.

Like always the easiest way to win is to check the participant list, to take a car no one other is taking and come to the start. If your car is the only one you will win in your category automatically but you should take care to make as many laps as possible. In case there is another car starting in your category you should take care that you can charge 22kW. If you don't have the appropriate adaptor with you, you should rent or buy one. And then the thrill begins ... perfect team strategy, flexible charge stop strategy adapting to weather conditions, heating, cooling, a lot of factors which can make some laps more.

Cars start with 100% of their battery capacity counting the sum of laps driven in 24h. Deviations from the road book or driving at higher speed than allowed are leading to stop times at the Penalty Point Park Zone (see following picture). Penalty points at the last hour are horrible, they lead to the penalty that laps are subtracted instead. Cars running out of battery will get 1 lap subtracted if they don't reach the finish line or make a shortcut not driving until the top and have to take care them-

selves how to come to the pit lane. Cars are only allowed to be toed in case they are officially declared as car out of battery. Towing without clearance from the eco Grand Prix race control will lead to the loss of 50% of the driven laps.

This competition enters into the international and national eco Grand Prix Ranking so you will collect eco GP points which will be added to the total amount of collected points.

Due to the new systems we are using – a development of our partner TRON IT Consulting, which is renting this system also to other events – we will be able to track the speed live and to count laps more precise the way that we can count uphill as one lap and downhill as a second lap. This way we assure that teams have to pass the line uphill because the system will work the way that if you cross the line uphill it won't count another lap till you cross the downhill line and then no downhill line till you cross the uphill one.

Eco Grand Prix competitions shall convince people to buy electric cars showcasing the huge real range they can drive even in mountain conditions driven by amateurs. We expect all teams and drivers to respect this higher goal helping each other to make the event an awesome one for everyone.

// PARKING //

You will find the parking and pit area following the signs “ **P** Rathaus im Stühlinger”. Outside the pit area there is a Parking where all guests are allowed to park. In case you are coming before the start with an 100% EV you may have luck to get one of the parking slots inside of the pit area, but be aware that you won't be allowed to move your car between 12:00 and 14:30 due to the preparations which are done during this time. The instructor in front of the gate will indicate where to park and won't let gas or hybrid cars enter in any case. There will be one 22kW Type 2 emergency charge station available for guests which are having to charge because of having a totally empty battery. We recommend all Teslas to charge their cars to 80% before

coming at the Superchargers nearby Freiburg. The only exception cars being allowed to enter and stay are Caravans and Motorhomes of teams. They will get an area where they can park, you have to announce your coming with such a car so that we can reserve the appropriate space. Any gas car needed for mounting, except the area supplier, have to leave the area Friday before 12:00 to park outside and may not enter the pit area before Sunday 18:00. These rules are made for security purposes. Please follow these rules to respect the safety of guests, children and participants who will walk in the closed area during the event.

// ACCESS //



The eco Grand Prix race office will be beside of the pit lane. You will not be able enter the pit area with your car without being registered as team. Anyone will be able to access the visitor zone by foot any time, the instructor at the gate will show you how to access it without crossing the pit lane. The entry for exhibitors, visitors, fans or team members is for free.

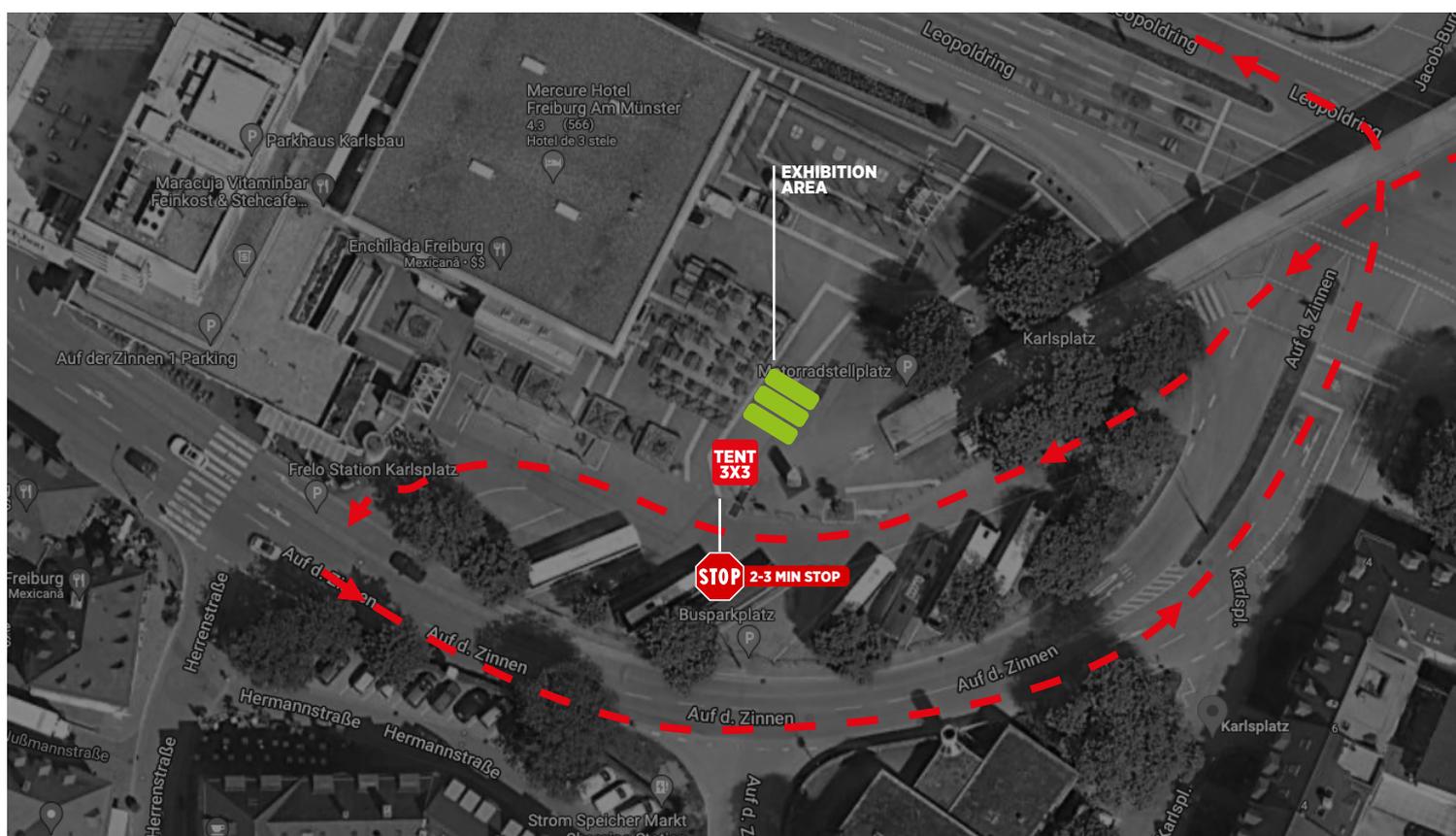
Only registered drivers with special bracelets will be allowed to drive with the participant cars, only registered guests with special bracelets will be allowed to test drive cars.

Media should come to the race office to be registered and will get the link to the press material they can download for free.

It is strictly forbidden for anyone but the marshals to enter the pit lane or charging area beside of the participating cars even in the pauses or after the competition. During the competition no guest is having the right to cross the indicated barriers. During the competition the maximum amount of people sitting in a competing car is four. Everyone has to be registered wearing an official ecoGP bracelet.

// CONTROL-STOP AT KARLSPLATZ //

The stamp station is used for passage registration for route control with a small presentation and exhibition area. Situated in an area very close to the city centre, it is also intended to reach a higher number of visitors and enable a wider publicity of the ecoGP series.



// CHARGING //

Participant cars will get access to 3 (three) DC chargers where they can choose ChaDeMo or CCS plugs for charging their car. AC charging will be possible at 8 (eight) Type2 sockets. You should bring your Type2 cable.

Charging at DC will be restricted to 30 minutes maximum so that everyone will be able to charge. The amount of minutes can be changed short before the competition taking the amount of participating cars into account. In case a queue is built the places will be distributed following "first come first serve rule" having one single queue for all three chargers. You can not reserve a queue place, only a waiting car in the queue is allowed to wait for himself to charge.

Technical specialists will possibly try to charge at an AC charger with the famous "Bettermann-Adapter" and a DC converter. If you try this it is full risk to your team. In case the fuse is going off trying a DC charger you have to ask the race control before using another socket. In case you destroy a charger this way you will have to pay for the damage or service technician having to come to switch it on again.

No external heating or cooling system is allowed to be placed in the car during the whole competition. The rule is to be understood that no additional system even battery powered is allowed to be in the car. The only exception are power banks attached to video cameras or filming smartphones.

// DRIVING //

The minimum three drivers of one team have to respect the resting rules.

One driver is allowed to drive maximum 4 hours and has to rest the amount of driven hours minimum before getting the clearance to restart again. Every driver is allowed to drive 8 hours in total maximum. The hours include the waiting time from registration till start. Before starting you have to check in with your RFID and from this moment the time is counting on the side of the driver automatically by the system until he is checking out. Drivers can be changed any time as often as wanted.

Non respecting rest times will be penalized with waiting time, subtraction of laps or disqualifica-

tion of the team in extreme cases. You have to respect the traffic rules, speeding leads to penalties. The maximum speed allowed in the parking and pit area zone is 10km/h.

The integrated system will check the speed every two seconds and calculate automatically the penalty time. Not following penalties leads to harder penalties till disqualification. Speeding 10 seconds at same speed would mean five times the penalty points, speeding just 1 km means 1 min of waiting time so you have to think deeply about when to overtake and if overtaking is worth to do it.

The active safety car (blinking yellow light) is not allowed to be overtaken in any case.

// TECHNICAL INSPECTION //

100% not modified standard electric cars are allowed to start in the standard class, modified class drive in their own class. The stewards define what in the meaning of ecoGP means modified. There is no way to protest against this decision. The inspection will be done by the “eco Grand Prix Pit Bulls” the members of the organization team paying attention to compliance with the rules. If required the owner of the car has to give access to a Pit Bull to mount lights, cameras or any other technical equipment needed to perform the competition to the car and test the charging. The

cars have to be at the paddock following the described schedule. Cars failing to be there in time risk to be disqualified. Car owners have to allow the Pit Bulls to stick the car of the participant with stickers from sponsors. After the event the owners can keep them or take them off themselves. Owners not allowing access to the Pit Bulls to check or mount needed equipment won't get the clearance to start.

// GENERAL //

In the briefing session the participants will be trained by the eco GP initiator Rafael de Mestre, will be able to ask questions and will get a presentation where the rules will be presented again in detail. Some rules may change depending on the weather and other conditions so the final rules written and hand over the day at the briefing will be the agreed ones for all participants. With the participation of your team all team members agree to all cleared cars by the eco Grand Prix organisation to be valid competitors of the challenge.