INVITATION TO TENDER FOR SOLE SUPPLY CONTRACT

TENDER SUMMARY AND ADDITIONAL TENDER REQUIREMENTS

The FIA is launching an invitation to tender to select an exclusive supplier whose task it will be to ensure the production and delivery of the battery and powertrain to the competitors in the 2021, 2022, 2023 and 2024 seasons of the FIA World Rallycross Championship (hereinafter “the Championship”).

Interested parties are hereby invited to tender to become the exclusive supplier of the battery and powertrain for the Championship.

The selected tenderer will be invited to enter into a contract with the FIA that will establish the terms of the tenderer’s appointment as exclusive supplier. The exclusive supplier will supply the product directly to the teams (not to the FIA) under terms and conditions to be agreed.

Bids must be submitted in accordance with the FIA’s "Invitation to tender for sole supply contract - tendering instructions" available on the FIA’s website: www.fia.com, apart from article 1.1.8 and article 3 which will not apply to the present invitation to tender.

Bids must be sent to the FIA Administration by e-mail to the following addresses: tenderingprocedure@fia.com. Bids which do not comply with these sending conditions will not be taken into consideration.

The FIA reserves the right to make amendments to this invitation to tender at any time and to issue a new invitation to tender.

Publication of invitation to tender: 5 July 2019
Tender submission deadline: 31 August 2019
Notification of decision as to selection of tenderer: 4 October 2019
ADDITIONAL REQUIREMENTS

1. PRICE OF THE PRODUCT

The price of the product shall include the supply of the kits ready to install in the supercars and a comprehensive user manual.
Leasing shall be the preferred option, with a total cost target kit of three hundred thousand (300,000) euros and a cost for service of one hundred thousand (100,000) euros.
Development costs shall be included in the kit price.

2. MARKETING RIGHTS

Tenderers are invited to make a proposal with regard to the acquisition of commercial rights in connection with the Championship. To that end, a presentation of a standard package and possible additional options is available on request from the FIA Marketing Department.

The person to contact is:
James HOUGH
Fédération Internationale de l’Automobile
Chemin de Blandonnet
1215 Geneva 15 – Switzerland
E-mail: jhough@fia.com
Phone number: +41 78 698 76 89

The tenderer shall provide all details relating to the financial or in kind contribution it undertakes to make in exchange for commercial rights in its bid.

The result of the discussions on the acquisition of commercial rights will be taken into account by the FIA when selecting the exclusive kit supplier of the Championship.

In any event, the product shall not be branded.
DRAFT CONTRACT FOR THE SUPPLY OF BATTERY AND POWERTRAIN
IN THE 2021, 2022, 2023 AND 2024 FIA WORLD RALLYCROSS CHAMPIONSHIP

BETWEEN

THE FEDERATION INTERNATIONALE DE L'AUTOMOBILE (FIA)

Place de la Concorde 8
75008 Paris
France

hereinafter referred to as the "FIA"

ON THE ONE HAND,

AND

[*]

hereinafter referred to as the "PROVIDER"

ON THE OTHER HAND,

Hereinafter together referred to as “the PARTIES”. 
PART 1 - GENERAL CONDITIONS

RECITALS

(A) The FIA’s authority in relation to international motor sport has been recognised since 1904 when national automobile clubs came together to establish the FIA to provide, amongst other things, an international forum to regulate motor sport internationally.

(B) The FIA is the sole body governing international motor sport and is recognised by its members as the sole authority having the sporting power with the right to organise international FIA championships, including the CHAMPIONSHIP.

(C) The FIA has an absolute obligation conferred on it by its members to safeguard its authority over all safety, sporting, technical and disciplinary matters relating to the CHAMPIONSHIP, as well as traditional values.

(D) The FIA will publish the GOVERNING RULES annually.

(E) The FIA has determined that the interests of the CHAMPIONSHIP require that a single supplier of the PRODUCT should be appointed for a limited term.

(F) It is intended that the FIA and the PROVIDER will enter into this CONTRACT pursuant to which the PROVIDER will be appointed as the sole supplier of PRODUCT to the CHAMPIONSHIP for the term set out herein.

1. APPOINTMENT AND SUPPLY

1.1 The FIA hereby appoints the PROVIDER to be the exclusive supplier of the PRODUCT to the COMPETITORS for the CHAMPIONSHIP and the PROVIDER hereby accepts this appointment and agrees to supply the PRODUCT to the COMPETITORS for the CHAMPIONSHIP in accordance with the terms of this CONTRACT and the terms of the SUPPLY AGREEMENTS.

1.2 Following from its appointment, the PROVIDER shall enter into a SUPPLY AGREEMENT with each COMPETITOR setting out the terms upon which the PRODUCT shall be supplied.

1.3 The PRODUCT supplied by the PROVIDER to the COMPETITORS shall be compliant with the TECHNICAL REGULATIONS, the SPORTING REGULATIONS and the TECHNICAL SPECIFICATIONS.

2. RELATIONS BETWEEN THE PROVIDER AND THE COMPETITORS

2.1 The PROVIDER shall treat all COMPETITORS in accordance with the PRINCIPLES OF SPORTING EQUALITY.

2.2 The PROVIDER shall supply the PRODUCT to all COMPETITORS on equivalent terms. It shall enter into a standard SUPPLY AGREEMENT with each COMPETITOR.

2.3 All SUPPLY AGREEMENTS shall be fully compliant with the PRINCIPLES OF SPORTING EQUALITY, the CONTRACT, the SPORTING REGULATIONS, the TECHNICAL REGULATIONS and the TECHNICAL SPECIFICATIONS.

2.4 Separate from the SUPPLY AGREEMENT, the PROVIDER shall be free to enter into separate agreements with COMPETITORS, containing such commercial terms, including, for the avoidance of doubt, in relation to advertising, publicity and other promotional arrangements, as those parties may agree. However, any such arrangements must not compromise the PRINCIPLES OF SPORTING EQUALITY, or be contrary to the SUPPLY AGREEMENT entered into with all COMPETITORS. In particular, the conclusion of any supplemental
arrangement must in no way confer any sporting advantage upon one COMPETITOR over another.

2.5 Each SUPPLY AGREEMENT requiring a COMPETITOR to purchase/lease the PRODUCT for use at more than one COMPETITION shall include a clause permitting the COMPETITOR and/or PROVIDER to terminate the SUPPLY AGREEMENT without a penalty of any kind in the event of expiry or earlier termination of the CONTRACT.

2.6 If requested by the FIA, the PROVIDER shall supply a copy of each SUPPLY AGREEMENT in order to demonstrate that the PRINCIPLES OF SPORTING EQUALITY are maintained.

2.7 With respect to the FIA, the PROVIDER hereby waives and confirms that it shall not assert or seek to rely on any confidentiality provision in any SUPPLY AGREEMENT or other agreement relevant to the supply of the PRODUCT to prevent the FIA from reviewing relevant agreements or carrying out its regulatory functions (including ensuring that the PRINCIPLES OF SPORTING EQUALITY are maintained).

2.8 The FIA may request amendments to a SUPPLY AGREEMENT if it considers that the SUPPLY AGREEMENT is not consistent or compatible with, or is otherwise contrary to, the PRINCIPLES OF SPORTING EQUALITY. For the avoidance of doubt, the PROVIDER's obligation to abide by the PRINCIPLES OF SPORTING EQUALITY shall not be limited or otherwise affected by the FIA's review of a SUPPLY AGREEMENT and/or a request for an amendment to be made.

2.9 In the event of uncertainty regarding whether any action taken or proposed to be taken by the PROVIDER may breach the PRINCIPLES OF SPORTING EQUALITY, the PROVIDER shall request guidance from the FIA, which shall make a determination in this regard. Where such a determination is made by the FIA, the PROVIDER's actions in complying with that determination shall be deemed to be in compliance with the PRINCIPLES OF SPORTING EQUALITY.

3. LIABILITY

3.1 Without prejudice to the FIA's other rights, the PROVIDER shall indemnify and hold harmless the FIA from and against all reasonably foreseeable losses incurred by the FIA as a direct result of the PROVIDER's:

(a) failure to supply the PRODUCT of the requisite quantity;
(b) failure to supply the PRODUCT of the requisite quality; and
(c) negligence in the supply of the PRODUCT.

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

3.3 Notwithstanding general conditions 3.1 and 3.2 above, the PROVIDER which enters into the CONTRACT will produce an attestation certifying that an insurance policy has been contracted in its name with a top-ranking international insurance company for covering its liability as PROVIDER for any and all action which might be taken to obtain compensation for prejudice caused by a manufacturing defect affecting the PRODUCT used pursuant to the CONTRACT.

4. WARRANTIES

4.1 The PROVIDER represents and warrants that it has full power and authority to enter into and fully perform its obligations under the CONTRACT and the provisions of the CONTRACT, when executed, will constitute
valid and binding obligations on the PROVIDER in accordance with its terms. The PROVIDER also represents and warrants that it has full power and authority to enter into and fully perform its obligations under the SUPPLY AGREEMENTS when executed.

4.2 The FIA represents and warrants that it has full power and authority to enter into and fully perform its obligations under the CONTRACT and the provisions of the CONTRACT, when executed, will constitute valid and binding obligations on the FIA in accordance with its terms.

5. TERMINATION

5.1 Notwithstanding any other provision hereof, either party may terminate the CONTRACT with immediate effect by written notice to the other if any of the following events occur:

(a) the other party has committed a material breach of the CONTRACT which is not capable of remedy or, if remediable, has not remedied it within 30 days of the non-breaching party’s written notice requiring the default to be remedied (for the avoidance of doubt, a breach by the PROVIDER of any of GENERAL CONDITIONS 1.2, 1.3, 2, 3 and 4.1 and any of the SPECIAL CONDITIONS is acknowledged by the PARTIES to be a material breach);

(b) steps (including any steps analogous to those following) have been taken to wind up the other party or to place the other party into administration or to have a receiver appointed over any of its assets, other than as part of a scheme of solvent reconstruction or amalgamation; or

(c) the other party shall cease or threaten to cease carrying on business or the other party shall make any composition or arrangement with its creditors or become subject to any other insolvency process or proceeding (other than as part of a scheme of solvent reconstruction or amalgamation) or have all or any of its assets or undertakings seized by a government or governmental agency or authority (including any acts analogous to the above).

6. GOVERNING RULES

6.1 The GOVERNING RULES constitute the legal, administrative and technical framework of the CHAMPIONSHIP and the conditions set forth therein shall have binding force and prevail among the PARTIES.

6.2 The CONTRACT shall in principle be interpreted in a manner that gives effect to the provisions of the GOVERNING RULES, the intention of the PARTIES being to construe the provisions of the CONTRACT in the context of the more general framework of the GOVERNING RULES.

6.3 The PROVIDER acknowledges that the TECHNICAL SPECIFICATIONS and GOVERNING RULES are subject to amendment from time to time. The PROVIDER will be responsible (at its own cost) for all research and development associated with the manufacture of the PRODUCT, including the making of any changes to the PRODUCT to be supplied pursuant to the CONTRACT that may be necessitated by any amendment to the TECHNICAL SPECIFICATIONS or the GOVERNING RULES.

6.4 The PROVIDER acknowledges that the FIA may take decisions regarding the supply of the PRODUCT, this CONTRACT and any obligations accruing from the GOVERNING RULES through whatever structure it deems appropriate, including through its disciplinary structures. The PROVIDER shall not challenge the competence of an FIA disciplinary body acting in accordance with the GOVERNING RULES.
7. **GOVERNING LAW AND LANGUAGE**

7.1 The language that shall prevail for the interpretation of the CONTRACT shall be English and the CONTRACT and all documents connected with the CONTRACT shall be written in English. In the event of any conflict between the language of the CONTRACT and any translation thereof, the language of the CONTRACT shall prevail. In the event of any conflict between the language of any document connected with the CONTRACT and any translation thereof, the language of the document connected with the CONTRACT shall prevail.

7.2 The governing law of the CONTRACT shall be French law.

7.3 The Tribunal de Grande Instance de Paris, France, shall have sole jurisdiction to settle any dispute that may arise between the FIA and the PROVIDER in connection with the CONTRACT.

7.4 Without any prejudice to Article 7.3 above, the PROVIDER undertakes to strictly respect the Statutes and Code of Ethics of the FIA as well as the GOVERNING RULES. The PROVIDER hereby agrees to be subject to the internal judicial and disciplinary bodies of the FIA.

8. **GENERAL**

8.1 Nothing in the CONTRACT guarantees or shall be construed as guaranteeing, the solvency of a COMPETITOR. The FIA is not responsible for ensuring that the COMPETITORS satisfy the terms of the SUPPLY AGREEMENTS and the FIA shall not be liable for a failure by any COMPETITOR to satisfy the terms of a SUPPLY AGREEMENT.

8.2 No delay or omission or failure to exercise any right or remedy provided herein shall be deemed to be a waiver thereof.

8.3 The CONTRACT shall be binding on and enure to the benefit of the PARTIES and their respective successors and permitted assigns. The PROVIDER shall not be entitled to assign or sub-contract its rights or obligations under the CONTRACT in whole or in part without the prior written consent of the FIA.

8.4 Any notice to be given under the CONTRACT shall be given in writing delivered to the other party by any one or more of the following methods:

(a) personal delivery to one of its corporate officers, in which case notice shall be treated as having been given at the time of such personal delivery;

(b) first class registered post or courier delivery service (such as DHL or UPS) to the address mentioned above (or such other address as may be notified to the other party in writing from time to time), in which case notice shall be treated as having been given on the date of actual receipt at that address (or on the next local business day if delivered on a local non-business day or after 4.00 p.m. local time on a local business day), which shall rebutably be presumed to be the second local business day after posting; or

8.5 Any variations of the CONTRACT shall be ineffective unless agreed in writing and signed by the PARTIES.

8.6 If any term, provision or condition of the CONTRACT is held by a court of competent jurisdiction to be invalid, void or unenforceable such invalidity, voidness or unenforceability shall not invalidate the remainder of the CONTRACT, all of which shall remain in full force and effect.

8.7 The CONTRACT may be executed in any number of counterparts (whether original or facsimile counterparts) and upon due execution of all such counterparts by all parties, each counterpart shall be deemed to be an original hereof.
8.8 GENERAL CONDITIONS 3, 7 and 8 shall survive expiry or termination of the CONTRACT for any reason (but shall terminate at the time expressly provided in the relevant GENERAL CONDITION, if any).
PART 2 - SPECIAL CONDITIONS

1. SUPPLY OF THE PRODUCT

1.1 The PROVIDER shall supply such quantity of the PRODUCT as is required for each COMPETITOR at each COMPETITION and each PRIVATE and/or OFFICIAL TESTING.

1.2 The PRODUCT supplied by the PROVIDER shall be of a strictly uniform quality throughout the duration of the CHAMPIONSHIP.

1.3 The FIA does not guarantee the PROVIDER a minimum quantity of the PRODUCT to be supplied.

1.4 The PROVIDER undertakes to supply to the COMPETITORS from 8 to 16 kits of the PRODUCT over the 2021 season of the CHAMPIONSHIP, and from 15 to 20 kits of the PRODUCT per season during the 2022 to 2024 seasons of the CHAMPIONSHIP. All PRODUCTS supplied shall be suitable to be used at all times on the circuit of the COMPETITION.

1.5 The SUPPLY AGREEMENT may provide that each COMPETITOR shall be responsible for the care and maintenance of the PRODUCT and for transportation of them to each COMPETITION.

1.6 The PROVIDER must deliver on track support at all COMPETITIONS and on specific demand by FIA for other events. However, the PROVIDER will be responsible for providing spare parts on the track in order to repair the PRODUCTS and cover reliability problems.

2. PRODUCTION DATES AND DELIVERY OF THE PRODUCT

2.1 The PROVIDER shall make first prototype running sessions complying with all FIA safety requirements by March 2020 at the latest.

2.2 The PROVIDER shall make available one full PRODUCT package (1 kit) to each COMPETITOR by October 2020 at the latest.

2.3 The PROVIDER shall make available full PRODUCT package to all COMPETITORS for official collective tests by February 2021 at the latest.

2.4 The PROVIDER shall make available to each COMPETITOR all necessary technical support, personnel and equipment to assist with usage of the PRODUCT during the first deliveries of the PRODUCT to the COMPETITORS (see TECHNICAL SPECIFICATIONS).

2.5 The PROVIDER shall ensure all necessary technical support on the COMPETITIONS as described in the TECHNICAL SPECIFICATIONS.

2.6 To facilitate OFFICIAL TESTING by COMPETITORS, if requested by the FIA, the PROVIDER will be present at its own expense at OFFICIAL TESTING with all necessary spare parts, personnel and equipment to fit and service the PRODUCT.

3. TECHNICAL CONDITIONS

3.1 The PROVIDER shall ensure that the PRODUCT to be supplied is in conformity with the TECHNICAL SPECIFICATIONS, the SPORTING and the TECHNICAL REGULATIONS.

3.2 The PRODUCT must be adaptable to different types of Supercars. The cost of all necessary adjustments will be at the cost of the Competitors.
4. **PROJECT SUPERVISION**

4.1 The PROVIDER shall make such modifications to the PRODUCT to be supplied pursuant to the CONTRACT as the FIA ENGINEER may require.

4.2 The PROVIDER shall bear all reasonable costs of development of the PRODUCT incurred by the FIA ENGINEER and his support staff.

5. **PRICING OF THE PRODUCT**

5.1 The price of the PRODUCT (in euros) supplied pursuant to the CONTRACT shall be as detailed on the PRICING FORM, inclusive of all taxes and charges and shall not be increased for any reason.

5.2 VAT (value added tax) shall not be charged to those COMPETITORS that are exempt from VAT and that have supplied proof of such exemption to the PROVIDER.

6. **MANUFACTURING CONDITIONS OF THE PRODUCT**

6.1 Before starting the manufacturing of the PRODUCT to be supplied pursuant to the CONTRACT, the PROVIDER shall provide to the FIA a detailed technical study for the approval of the FIA ENGINEER. In the event that an amendment is made to the TECHNICAL SPECIFICATIONS or the TECHNICAL REGULATIONS that requires an amendment to the PRODUCT supplied pursuant to the CONTRACT, the PROVIDER shall provide to the FIA a detailed technical study of the amended PRODUCT to be supplied pursuant to the CONTRACT to take account of such amendment.

6.2 The PROVIDER shall make such modifications to the PRODUCT to be supplied pursuant to the CONTRACT as the FIA ENGINEER may require.

6.3 The PROVIDER shall not make any change to the PRODUCT during the CONTRACT without the express prior written agreement from the FIA.

7. **MARKETING RIGHTS**

[Content of the clause depending on the proposal made by the PROVIDER in its bid].

8. **INTELLECTUAL PROPERTY**

The FIA remains at all times the owner of the intellectual property rights contained in the technical specifications provided by the FIA to the selected provider.

The PROVIDER remains at all times owner of the intellectual property rights contained in this CONTRACT but the FIA shall own an exclusive exploitation licence for international competition level.

The PROVIDER shall grant a perpetual and unlimited licence to the COMPETITORS and to the FIA for the use of the models, drawings, documentation and other information referred to in this CONTRACT, including for the purpose of the applicable regulations. For the avoidance of doubt, proprietary processes and other manufacturing process information are not included in this disclosure.
PART 3 - DEFINITIONS

The following terms shall be understood to have the following meanings for the purposes of the CONTRACT.

1.1 **CHAMPIONSHIP** means the 2021, 2022, 2023 and 2024 seasons of the FIA World Rallycross Championship.

1.2 **COMPETITION** means any race forming part of the CHAMPIONSHIP and entered on the International Sporting Calendar of the FIA. A COMPETITION is deemed to commence at the scheduled time for scrutineering and administrative checks and includes all practice, qualifying and the race itself and ends at the expiry of the deadline for the lodging of a protest.

1.3 **COMPETITORS** means the racing teams that have been accepted to take part in the CHAMPIONSHIP.

1.4 **CONTRACT** means the GENERAL CONDITIONS, the SPECIAL CONDITIONS and the DEFINITIONS.

1.5 **DEFINITIONS** means the definitions set out in this Part 3 of the CONTRACT.

1.6 **FIA** means the Fédération Internationale de l'Automobile (FIA).

1.7 **FIA ENGINEER** shall mean the technician appointed by the FIA to carry out all technical checks and controls and to grant any necessary approval in relation to the development and production of the PRODUCT.

1.8 **GENERAL CONDITIONS** means the provisions contained in Part 1 of the CONTRACT.

1.9 **GOVERNING RULES** means:

   (a) the International Sporting Code and the Appendices thereto;

   (b) the General Prescriptions applicable to all FIA Championships, Challenges, Trophies and Cups;

   (c) the SPORTING REGULATIONS (including the “General Prescriptions applicable to International Rallycross Competitions and to the FIA Rallycross Championships”).

   (d) the TECHNICAL REGULATIONS;

   (e) the Code of Ethics;

   (f) The Judicial and Disciplinary Rules;

   (g) any other regulations applicable to the CHAMPIONSHIP.

1.10 **OFFICIAL TESTING** means official testing, if any, for the CHAMPIONSHIP.

1.11 **PRICING FORM** means the pricing form stating the prices at which the PRODUCT will be supplied.

1.12 **PRINCIPLES OF SPORTING EQUALITY** means the equal treatment by the PROVIDER of all COMPETITORS with respect to:

   • anything which may affect the performance of the PRODUCT;

   • the terms on which the PRODUCT is supplied;
• the support, access and information made available to COMPETITORS in relation to the PRODUCT; and
• any other matter which affects or may have an effect, however minor, on sporting performance.

1.13 **PRIVATE TESTING** means private testing, if any, for the CHAMPIONSHIP.

1.14 **PRODUCT** means the battery and powertrain as such term is described in the SPORTING REGULATIONS, the TECHNICAL REGULATIONS, the TECHNICAL SPECIFICATIONS and any other regulations applicable to the CHAMPIONSHIP.

1.15 **PROVIDER** means the battery and powertrain supplier which tenders and, after selection by the FIA, enters into the CONTRACT.

1.16 **PRODUCTION SITE** means the factory that will produce the PRODUCT supplied pursuant to the CONTRACT.

1.17 **SPECIAL CONDITIONS** means the provisions contained in Part 2 of the CONTRACT.

1.18 **SPORTING REGULATIONS** means the Sporting Regulations applicable to the CHAMPIONSHIP as published and amended by the FIA from time to time. The Sporting Regulations are available on the FIA website: www.fia.com.

1.19 **SUPPLY AGREEMENT** means any agreement, and all amendments thereto, between the PROVIDER and a COMPETITOR pursuant to which the PROVIDER shall supply the PRODUCT to the COMPETITOR.

1.20 **TECHNICAL REGULATIONS** means the Technical Regulations applicable to the CHAMPIONSHIP as published and amended by the FIA from time to time.

1.21 **TECHNICAL SPECIFICATIONS** means the technical requirements applicable to the PRODUCT (see Appendix I).
Signed:

On behalf of the FIA: On behalf of the PROVIDER:

In his/her capacity as: In his/her capacity as:

In: In:

On: On:
APPENDICES

I – TECHNICAL SPECIFICATIONS

II – SPORTING AND COMMERCIAL SPECIFICATIONS
APPENDIX I

TECHNICAL SPECIFICATIONS
1. INTRODUCTION

– The FIA is starting a tender process in order to find a single battery and e-powertrain provider for the FIA World Rallycross Championship. The tender covers seasons 2021 to season 2024 (4 years) for the delivery of a common battery and e-powertrain package to the teams involved in the Championship.

– The basic idea is to transform a current WRX Supercar into an e-WRX Supercar. With other words, the IC engine and transmission as well as the fuel tank should be replaced by maximum two E-motors, transmissions and the battery system. The kit must be fully adaptable in the current Supercars (following Article 279 of Appendix J).

– The selected provider will have to sell or lease to the involved teams all the parts included in the perimeter of this tender inside a cost cap envelope.

– The project proposed by the tenderer will have to comply with the technical specifications included in this dossier. Nevertheless, some flexibility will be possible in order to achieve the weight and performance targets. However, none of the safety requirements or regulations can be part of the discussion; they are to be applied in their entirety.

– The technical regulations of the current WRX Supercar, Article 279 and all corresponding Articles, are available on the FIA website.
Transformation procedure

2. **Current ICE Supercars – Technical**

- **Car weight with driver:** 1300 kg
- **Max length:** 4000 mm to 4400 mm
- **Max width:** 1880 mm to 1980 mm
- **Season mileage:** 750 km
- **Reinforced STD body with certified safety cage**
- **Suspension type:** McPherson and double wishbone
- **Engine configuration:** Transverse and inline
- **Estimated power:** 470 kW
3. Main E-RX 2021 car characteristics and conditions of usage

3.1 Car characteristics

- Car weight with driver: 1300 kg
- Car length: Identical to item 2.
- Car width: Identical to item 2.
- E-motor: Max. 2 E-motor
  Max. combined power 500kW

3.2 Track conditions

Battery systems should deliver specified performance for the duration of the race under the following condition range:

- Ambient temperature: -5 to 35°C
- Humidity: up to 98 per cent
- Ambient pressure: from 800mb to 1050mb

3.3 Championship and testing information

- Pre-season test days: 3 days
- Number of races per season: Up to 12. See typical timetable in Appendix.
4. **Technical Specifications of the battery system (RESS)**

Below are all the targets concerning the definition of the battery system that are included in this tender. To achieve performance targets, some parts of the technical specifications can be adjusted. Any proposal that is in contradiction with any of the safety requirements will not be taken into account. The main target is to deliver a high power level in order to achieve the same performance as a current WRX ICE Supercar. At the same time, the product must show a high level of reliability in racing conditions, in particular with the vibration and shock specificities of championships that take place on track mixing gravel and tarmac.

### 4.1 Main information

- **Maximum voltage at anytime:** 1000 V
- **Minimum voltage at anytime:** 450 V or 500 V
- **Maximum cell weight:** 220 kg
- **Maximum battery pack weight:** 290 kg
- **Maximum battery pack volume:** 260 litres
- **Season mileage:** 750 km
- **Minimum Battery life:** 2 seasons
- **Minimum Cycles:** (see Appendix, item 4.4) 120

### 4.2 Performance targets

All performance targets must be guaranteed until the end of life of the battery system. Reference laps on a difficult circuit including speed and power profile are available in the archive file below. For the attachment, contact the FIA Technical Department (bcaron@fia.com; khgoldstein@fia.com).

![Speed and Power Profile WRX Canada](attachment:profile.png)

In order to define the overhead battery capacity required to obtain the performance given below, the candidate must provide the following information:

- Calendar ageing
- Power cycling ageing expressed as battery capacity reduction during the season cycle
- Battery round trip efficiency (Discharge energy / charge energy (Wh)) as function of State-of-Charge (SOC) at different discharge rates (1C, 5C, 10C), temperatures and State-of-Health (SOH).
- Equivalent DC resistance as function of SOC, discharge rate, temperature and SOH

Useable energy (energy released by the battery measured on the DC bus at the output of the battery pack by FIA sensors without energy get by the regen) - Max. estimated 46 kWh
Maximum power release Race: 500 kW
Maximum power Regen: 50 kW
DCDC needs for ancillaries 12V (on top of useable energy) deliver by HV battery 3 kW

4.3 Duty cycle
Based on reference laps (see above), the battery system must be able to achieve without any reduction in performance:

- **FP**: Race laps pace (3 x 4 laps)
- **Q1-2**: Race laps pace (2 x 4 laps)
- **Warmup**: Race laps pace (2 laps)
- **Q3-4**: Race laps pace (2 x 4 laps)
- **Semi Final / Final**: 6 Laps for Semi-final / 6 Laps for Final + 2 for RED flag.

4.4 Events Duty cycle
Based on Barcelona track. (1.3 km)

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<td>Charging time</td>
<td>Q1 to Q2 = 2 h max. After Q2 no time limited</td>
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<td>Charging time</td>
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<td>Charging time</td>
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<td><strong>Semi Final / Final</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Battery charging power:** up to 60 kW (to be agreed with the charging infrastructure Provider)

**Temperature management during charging:** The Provider must supply equipment to control and condition the battery temperature during charging session.

4.5 Mechanical specifications (ref to article 253)
Vibration environment: Vibration profile:
*Vibration_profile_Battery_EWRX_V1.xlsx*

Battery pack enclosure: It must ensure the following features:
- Mechanical protection
- Waterproof protection, by using IP65 protection as a minimum (dust protected and proof against high velocity water), in accordance with ISO 20653.
- Electric protection (including equibonding)
- Fire retardant (UL94 V0 certification)

Battery pack design: The pack design must be easily adaptable to the current chassis and it must take into account the time to change a battery pack on the track, which should not exceed 45 minutes.

Cooling system: The cooling system components outside the battery pack will be designed by the chassis provider based on the technical requirements. The tenderer needs to deliver all necessary data before January 2020. The cooling pump does not have to be an integrated part of the battery pack. Any kind of cooling system can be proposed as long as it allow full performance of the pack for each session.

Main HV DC connector: Must be a snatch-free connector with HVIL wire included. It must accept at least 500 disconnections /connections. Must be minimum IP55 connected and IP2X disconnected. This connector will also be used to connect to the charging unit. At no time must the battery be connected to both the car and the charging unit.

The battery pack must include 1 HV connector per e-motor (up to 2). In addition, the provider must add to the pack a HV connection for a DCDC converter.

Flooding battery system: In order to flood the battery from outside the car in case of internal fire, some dry coupling must be integrated (STAUBLI N00916298 Male Dash 12). The internal walls must be able to withstand that cells could be totally covered by water injected through the coupling. Water should be able to circulate through the battery; Wastewater needs to exit battery enclosure through the bottom of the battery. Tenderer can propose different ways to achieve this functionality.

Extinguisher lines: Some sort of extinguisher nozzle must be integrated inside the housing of the battery, in
order to spray ABC extinguisher product internally if needed. Provider shall specify type of extinguisher needed.

Over pressure control: In the event that cells generate excessive pressure inside the enclosure, the battery pack must have a system to release this pressure outside the battery pack. This release must be at the bottom of the battery. To be mechanically well protected.

FIA HV sensor: The provider must include in the battery pack 2 mandatory FIA sensors, one per E-motor. It must take into account the capacity to change it on the track in case of failure. This sensor will be linked to the FIA logger through a CAN line.

4.6 Battery Management System (BMS)

Concept: The Battery Management System is controlling all safety and performance of the pack, during car usage and charging session. It must also manage the cell balancing of the pack when the car is stationary. Balancing time should no more than 24h / 5%. In order to have the best estimation of State-of-Health, BMS must do measurement at cell level of temperature, voltage, current at a sampling rate below 1 s for the full pack.

Thermal model: In order to guarantee fairness between competitors, the BMS must include a thermal model that make all battery packs behave the same way to the same stimuli.

Communication lines: At least 2 CAN line 1Mb/s to share data with Teams ECU and FIA logger.

Data delivered: BMS must deliver on the CAN line at least all Vcells, Tcells and details diagnostics.

Upload FIA tools: Software to check conformity of BMS software and calibration must be delivered to FIA. Or a locking process for these parts.

Logging capacity: An internal logger must be able to store data for at least 3 events. Poll data at cell level below 1s. All data’s must be encrypted. A downloading tools should be available to the teams, but without having access to it, in order to be able to send data by to the PROVIDER from any track, for diagnosis purpose.
Insulation control: A system to control impedance between HV poles and chassis (after main relay) must be fitted inside the battery pack. (eg Bender A-Isometer iso-F1). A second one before relay and connected to the battery casing is also required.

Main relay: Should cut both pole of the HV battery. Must be able to open at least 1 time under a full load case.

Fuses: Fuse must protect personnel in case of short circuit.

RESS light control: The BMS must control the RESS status light (GREEN light and RED light). These lights must be controlled up to 15 min after the car has been switched off (12V supply). Lights kits to be delivered by the Provider.

BMS sensors: Any sensor used by the BMS must be fitted inside the battery pack. Sensors to be homologated by FIA

4.7 Transportation

Concept: The tenderer must take care that the product is able to be transported by road, sea, or air with all the regulations of the different administrations. It is the responsibility of the tenderer to stay informed regarding any changes to the transportation regulations and to adapt its product if needed. The tenderer can propose a system that reduces the maximum potential voltage during transportation (module).

Certification: At the very least, the system needs to go through UN certification. A casing must be proposed, following UN certification.

5. DCDC converter

The provider needs to supply a DCDC converter to supply 12V to all ancillaries of the car including but not only:
- Electric power steering
- Wipers
- Windscreen blower
- Heated windshield
- Battery cooling pumps
- E-motor cooling pump
- ECU
- Rear lights
- Radio (for spotter)

DCDC converter specifications:
- High voltage range: 900 – 500 V
- Low Voltage range: 12V
- Max power: 3 kW peak / 2.5kW nominal
- CAN bus with measurement of Voltage, current, internal Temperature
- Fully configurable in term safety thresholds (Voltage, current, temperature)
- High speed voltage controller to manage current peaks (2ms)
- HV connector must be IP2X unmated and include HVIL pin.

This DCDC can be either included in the battery pack or outside the battery pack, in any case, it must be possible to change it easily.

6. Battery safety test requirements

6.1 Concept

Deceleration test based on acceleration profile from a real car crash test, with angle chosen by the FIA technical delegate.

Detailed information can be found in the attached file Draft e-Rallycross load case definitions v1.1.
7. Technical Specifications of the e-powertrain

Below are all the targets concerning the definition of the e-powertrain system that are included in this tender. To achieve performance targets, some parts of the technical specifications can be adjusted. Any proposal that is in contradiction with any of the safety requirements will not be taken into account. The main target is to deliver a high power level in order to achieve the same performance as a current WRX ICE Supercar. At the same time, the product must show a high level of reliability in racing conditions, in particular with the vibration and shock specificities of championships that take place on track mixing gravel and tarmac.

7.1 Main information

| E-motor (MGU) | Maximum 2 independent MGU’s |
| E-Motor volume | Max. 280 mm x 200 mm x 200 mm |
| Combined power output: | Up to 500 kW |
| Inverter | Only 1 type inverter may be allowed. It may be 1 for both axles or 1 per axle. |
| Inverter volume | Max. 160 mm x 320 mm x 320 mm |

Transmission

| Gearbox | Max. 2 forward and 1 rearward gear |
| Differential, LSD type | A mechanical limited-slip differential is any system that works exclusively mechanically, that is, without the assistance of a hydraulic or electric system. A viscous clutch is not considered as a mechanical system. Any differential with electronic management is prohibited. The number and type of discs are free. 1 ramp pair with 2 ramp angle combinations will be permitted. |
| Differential Mechanism | The differentials will be bevel gear type mechanical differentials. The loading of the clutch plates may only derive from the drive torque (via ramps and/or gear thrust), and the preload mechanism. It may not include a speed or slip rate dependent component (e.g. hydraulic, viscous, centrifugal, etc.). External preload adjustment is permitted. |
| Power circuit wiring | The power circuit comprises the RESS, the converter (chopper) for the drive |
motor(s), the contactor(s) of the general circuit breaker, fuses, the generator(s) and the drive motor(s).
All cable and wire specifications are laid down in Appendix J – Article 253-18.13.

<table>
<thead>
<tr>
<th>Drive shafts</th>
<th>Not within the kit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Season mileage:</td>
<td>750 km</td>
</tr>
<tr>
<td>Transmission rebuild:</td>
<td>Max 2 times per seasons</td>
</tr>
</tbody>
</table>

8. **Technical perimeters**

The Provider must supply:
* A battery pack with connectors (including the snatch-free connectors) including the battery housing and base plate (depending on the battery design).
* DC/DC converter HV to 12V 3kW
* Temperature conditioner
* E-powertrain (e-Motor and Transmission)
* Battery transportation casing

9. **Spare parts**

The provider must have spare parts available at the track in order to be able to repair basic failures (cell change, leaks, BMS change, powertrain parts etc.).

The provider must have a minimum of five spare part kits ready to be shipped from its factory at all times.

The provider is responsible for setting a timeline for delivering a battery pack and/or powertrain kit compatible with the championship calendar, meaning that key components need to be stocked in order to be able to fill requests from a team. The tenderer can propose ways to manage parts.

10. **Price list**

The tenderer must provide an estimated price for main parts, and complete the price form at the end of this file.

11. **Support**

11.1 **General**

The provider must propose in its answer to this tender a support plan.
The Teams must be given support in order to adapt the powertrain system and the battery pack, and also during the development phase on test cars.
11.2 On track support

The provider must support all collective tests and all races. In the development phase, before the start of the first season.

The Provider will propose the size of its on-track support team, based on the number of running kits.

On top of provider’s support, Teams can ask for extra support during private testing at their own expenses.

11.3 Documentation / reporting

Information to deliver to the Teams for any equipment parts of the tender perimeter:
* User manual, including CAD drawings and technical/weight etc. specification of the Battery and powertrain.
* Safety manual
* Failure reports
* Event reports

11.4 Project management

The provider must designate one project leader that will be the FIA entry point for any topic related to the products that are part of this tender.

We recommend that a dedicated email address be created for any support requests from the Teams.

12. Timeline

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publishing of the FIA tender:</td>
<td>28th June 2019</td>
</tr>
<tr>
<td>Tenderer dossier deliver to FIA:</td>
<td>31st August 2019</td>
</tr>
<tr>
<td>FIA analysis of tenders:</td>
<td>September 2019</td>
</tr>
<tr>
<td>Validation of supplier (WMSC)</td>
<td>4th October 2019</td>
</tr>
<tr>
<td>Development phase</td>
<td>October 2019 to August 2020</td>
</tr>
<tr>
<td>Prototypes running</td>
<td>March 2020</td>
</tr>
<tr>
<td>First e-WRX Supercar kit delivery</td>
<td>October 2020</td>
</tr>
<tr>
<td>Further e-WRX Supercar kit deliveries</td>
<td>November 2020</td>
</tr>
<tr>
<td>e-WRX Supercars collective tests</td>
<td>2nd half of February 2021</td>
</tr>
<tr>
<td>e-WRX Supercars first race</td>
<td>2nd half of March 2021</td>
</tr>
</tbody>
</table>

The tenderer must propose a timeline including project milestones where valuable data will be delivered to the FIA and to the Teams. Milestones indicated in the timeline above are examples; the tenderer can propose other ones.
13. Tender letter

The following information must be included in the tender, at the very least:

General information on the provider
* The organizational ability and resources of the provider
* The experience in managing the construction of automotive battery pack and transmission system.
  - Project management expertise
  - Engineering expertise
  - Technical expertise
* Manufacturing capability / supply chain management
  - Definition of the supply chain (suppliers / partners)
  - Manufacturing / Machining capabilities
* Testing facilities
  - Electric tests
  - Vibration tests
  - Dyno / bench
* Evidence of ability of the tenderer to raise and maintain funding to supply the battery and transmission system.
* The tenderer’s human resources
  - Of the company
  - Allocated to the project
* Description of the proposed project linked to this tender
  - Concept review on the battery pack (cell selected, cooling system, mechanical protection, electric safety, type of battery housing, battery installation plan, etc.)
  - Concept review on the e-powertrain system (e-motor selected, transmission selected, cooling system, dimensions, etc.)
  - Global performance targets and technical choices to achieve them (weight, power, capacity, etc.)
  - Description of the validation process and programme it intends to put in place during the duration of the project
  - TRL matrix positioning (see below)

In case the tenderer is already engaged directly or indirectly in the World Rallycross Championship, it must declare it, and include in its answer to this tender all information concerning ways to secure confidentiality between projects.

14. TRL form

The tenderer needs to fulfil the following TRL matrix in order to show maturity on the project.

APPENDIX – Technology Readiness Level in battery R&D

<table>
<thead>
<tr>
<th>Technology Readiness Level</th>
<th>Description (ISO 16290)</th>
<th>Battery R&amp;D state</th>
<th>Step done by the tenderer(Y/N) if Y, proof should be included in the dossier, if N planned time to get it done</th>
</tr>
</thead>
</table>
| TRL 1                      | Basic principles observed and reported | • Study of technology requirements  
• Comparison of key metrics | |
| TRL 2 | Technology concept and/or application formulated | - Initial concept design  
- Half-coin cell  
- Evaluation of basic materials e.g. cathode/anode powder |
| TRL 3 | Analytical and experimental critical function and/or characteristic proof-of-concept | - Initial key metrics tested  
- Full coin cell or single layer pouch cell  
- Verification of initial assumptions |
| TRL 4 | Component and/or breadboard functional verification in laboratory environment | - Component level validation of materials e.g. capacity, rate capability  
- Small pouch cell  
- Full scale cell characteristics forecasted  
- Initial manufacturing assessment  
- First order cost analysis of cell |
| TRL 5 | Component and/or breadboard critical function verification in relevant environment | - Key verification testing conducted e.g. cycle life, abuse tolerance  
- Full scale prototype cell  
- Supply chain analysis of materials / components |
| TRL 6 | Model demonstrating the critical functions of the element in a relevant environment | - Subsystem key functions verified e.g. bus bars, cooling  
- Battery module or small-scale battery  
- Manufacturing volume production feasibility study and risk analysis  
- Identify tolerance sensitivity  
- Breakdown of actual production cost of cell |
| TRL 7 | Model demonstrating the element performance for the operational environment | - Critical functions of system verified e.g. BMS, mechanical robustness  
- Prototype battery pack  
- Bench or ‘flight’ testing of key performance e.g. power, cycle life  
- Manufacturing process control defined |
| TRL 8 | Actual system completed and accepted for flight (‘flight qualified’) | - ‘Fleet testing’ completed  
- (Pre-)Production battery pack  
- Manufacturing process control verified  
- UN DOT qualification |
| TRL 9 | Actual system ‘flight proven’ through successful mission operations | - Successful operation of mission with acceptable performance and reliability  
- Production battery pack |
15. Price form

The tenderer must fulfil those sheets without any change. If the tenderer wants to propose another financial proposal, it must do it as an optional solution.

18.1 Price list in euros without VAT / ex Works / ready to be installed in the car

<table>
<thead>
<tr>
<th>Battery pack complete</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DCDC converter</td>
<td></td>
</tr>
<tr>
<td>Conditioner unit (cooling system)</td>
<td></td>
</tr>
<tr>
<td>Repair cost for cell change</td>
<td></td>
</tr>
<tr>
<td>Repair cost for BMS change</td>
<td></td>
</tr>
<tr>
<td>E-motor front</td>
<td></td>
</tr>
<tr>
<td>E-motor rear (if 2 e-Motors)</td>
<td></td>
</tr>
<tr>
<td>Inverter front</td>
<td></td>
</tr>
<tr>
<td>Inverter rear (if 2 e-Motors)</td>
<td></td>
</tr>
<tr>
<td>Transmission front</td>
<td></td>
</tr>
<tr>
<td>Transmission rear</td>
<td></td>
</tr>
<tr>
<td>Power circuit wiring</td>
<td></td>
</tr>
<tr>
<td>Repair cost for E-motor</td>
<td></td>
</tr>
<tr>
<td>Repair cost for transmission</td>
<td></td>
</tr>
<tr>
<td>On-track support plan</td>
<td></td>
</tr>
<tr>
<td>Extra days support</td>
<td></td>
</tr>
</tbody>
</table>

16. Typical Timetable

FIA World Rallycross Championship 2019 calendar:

1. Abu Dhabi – Yas Marina – 5/6 April
2. Spain – Catalunya Barcelona – 27/28 April
3. Belgium – Spa-Francorchamps – 11/12 May
4. Great Britain – Silverstone – 25/26 May
5. Norway – Hell – 15/16 June
6. Sweden – Höljes – 6/7 July
7. Canada – Trois-Rivières – 3/4 August
8. France – Lohéac – 31 August/1 September
9. Latvia – Riga – 14/15 September
10. South Africa – Cape Town – 9/10 November
APPENDIX II

SPORTING AND COMMERCIAL SPECIFICATIONS
RALLYCROSS ELECTRIFICATION TENDERS

• 3 blocks
• Answer to each block can be made independently

1. Supercar retrofit electric kit
2. eRX Junior car + Organisation
3. Energy supply and charging for both categories
1 Supercar retrofit electric kit
WORLD RALLYCROSS SUPERCAR RETRO FIT KIT : AIM

- Fully adaptable in the current Supercars (following Article 279 of Appendix J)
- Performances as close as possible to current ICE Supercars
- Ideally charged once a day during the event (Additional periods available)
- Supplied for a 4 year cycle.
WORLD RALLYCROSS SUPERCAR RETRO FIT KIT : COMMERCIAL AND IP

- Supply contract with each team
  - Battery leasing option preferred
  - Includes technical support @ racetracks

- Price includes:
  - Supply of the kit ready to install in a Supercar
  - Comprehensive user manual

- Service costs include any necessary service

- White labelled product

- Commercial/advertising deal with the promoter possible

- Volume forecast : 20 kits

- Possible projection:
  - 2021 from 8 to 16 kits
  - 2022 to 2024: from 15 to 20 kits (total)

- Additional opportunities: approx 10 kits from 2022, TBC

- Intellectual property retained by supplier but exclusive exploitation license owned by FIA for International Competition level.
SPARE PARTS & SERVICE

• On-track service
  – Operational staff dimension based on number of running kits

• Spare Part service:
  – To be organised by the provider at the race track.
  – Maximum replacement part catalogue price multiplier: 1.3

• Paddock space needed

COMMERCIAL PROPOSAL

• In case of Leasing:
  – Precise the fee milestones over 4 year

• In case of Sale:
  – Precise the Instalment from order to delivery + service fees over 4 years

• In both cases:
  – Ordering deadline for the 4 years to be precised
2 eRX Junior car + Organisation
JUNIOR eRX : CHAMPIONSHIP

- Arrive and drive concept
- All cars operated and serviced by the provider (possibility to open to private teams after initial 2 years)
- Contractual relationship with IMG necessary
- Commercial offers include:
  - Car operation and service
  - Logistics and structure
  - Insurance (excess to be agreed)
- Commercial offers excludes:
  - Entry fees
  - Licence
  - Driver wear
  - Driver travel and accommodations

- 2 types of offers
  - Race by race
  - Full season
- The Championship:
  - Max. 6 rounds within World RX (or stand alone Euro RX) events
  - All in Europe
- Tender scope : Seasons 2021 to 2024
- Minimum 10 cars
- Maximum 20 cars
- Intellectual property retained by supplier but exclusive exploitation license owned by FIA for International Competition level.
- Sporting format : identical as current European Rallycross Championship
JUNIOR eRX: TENDER DELIVERABLES

- Description and paddock surface needed at the track for:
  - Tents and garages
  - Hospitality structure (if any)
  - Promotional structure (if any)

- Service
  - Precise description of the service team and championship management team

- Spare parts
  - Available at the race track
  - Price list to be agreed with the FIA

- Commercial deal:
  - Payment terms for the season
  - Registration deadline

- Transportation and Logistics plan (European round exclusively)

- Spare car plan description
3 Energy supply and charging infrastructure
CHARGING

• 4 year contract
• Supplier scope
  – Logistics
  – Charging energy
  – Charging infrastructure (including cabling)
  – Chargers
• Energy source: significant percentage of renewable energy
• Commercial package to be discussed with the Championship Promoter (IMG):
  – Special conditions on energy supply to teams
  – Coverage of eSafety costs
  – Track branding
  – Official supplier communication

• World RX Calendar:
  – From 10 to 12 rounds
  – Maximum 8 in Europe
  – 3 to 4 overseas

• Junior eRX Calendar
  – Max. 6 rounds
  – All in Europe

• Technical compliance with the hardware of both championship is necessary
CHARGING PATTERN (for both categories*)

Friday
Cars fully charged

Saturday
Free practice
2 X 6 laps

Charging time:
Max 1,5 h

Q1
4 laps

Q2
4 laps

Charging time:
All Saturday night

Sunday
Warm-up
2 laps

Charging time:
Max 0,5 h

Q3
4 laps

Q4
4 laps

Charging time:
Max 2 h

Semi Final 6 laps

Final 6 laps

Charge for transportation

* Intermediate charging time (in orange) could be dropped for Junior eRX
### MAXIMUM TARGETED PRICES

<table>
<thead>
<tr>
<th>Block</th>
<th>Description</th>
<th>Maximum Targeted Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block 1</td>
<td>Supercar electric retrofit kit 4 year cycle</td>
<td>300 k€*</td>
</tr>
<tr>
<td></td>
<td>4 year service</td>
<td>100 k€</td>
</tr>
<tr>
<td>Block 2</td>
<td>Junior eRX Season</td>
<td>150 k€</td>
</tr>
<tr>
<td></td>
<td>Junior eRX Race</td>
<td>25 k€</td>
</tr>
<tr>
<td>Block 3</td>
<td>World RX Charging price per car per season</td>
<td>Linked to commercial deal</td>
</tr>
<tr>
<td></td>
<td>Junior eRX Charging price per car per season</td>
<td></td>
</tr>
</tbody>
</table>

*This is considered a service fee, meaning that any change of battery and/or powertrain kit, linked to a provider error (design default or defect in materials or workmanship) is covered by this fee (including logistic costs).*
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publishing of the FIA tender</td>
<td>1st July 2019</td>
</tr>
<tr>
<td>Tender dossier delivered to the FIA</td>
<td>31st August 2019</td>
</tr>
<tr>
<td>FIA analysis of the tenders and interviews</td>
<td>September 2019</td>
</tr>
<tr>
<td>Validation of the FIA World Motorsport Council (WMSC)</td>
<td>4th October 2019</td>
</tr>
<tr>
<td>Development phase</td>
<td>October 2019 to August 2020</td>
</tr>
<tr>
<td>Prototypes running (eSC and eRX Jr)</td>
<td>March 2020</td>
</tr>
<tr>
<td>eSC 1st kit delivery</td>
<td>October 2020</td>
</tr>
<tr>
<td>eSC other kit deliveries</td>
<td>November 2020</td>
</tr>
<tr>
<td>Charging infrastructure review</td>
<td>November 2020</td>
</tr>
<tr>
<td>eSC &amp; Junior eRX cars collective tests</td>
<td>2nd half of February 2021</td>
</tr>
<tr>
<td>World RX first race</td>
<td>2nd half of March 2021</td>
</tr>
<tr>
<td>eRX Jr first race</td>
<td>April 2021</td>
</tr>
</tbody>
</table>
CONTACTS

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• David Gillett, Strategic Partnerships Director, david.gillett@img.com