FEDERATION INTERNATIONALE DE L'AUTOMOBILE

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

1. PREAMBLE

The FIA Formula E World Championship

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

At the end of each season, in accordance with the applicable Sporting Regulations, the Formula E World Championship Manufacturer title will be awarded to the Manufacturer which has scored the highest number of points in the Manufacturers' standings.

For the avoidance of doubt, all cars sharing a common Manufacturer supplier will be considered from the same Manufacturer regardless of the Additional Make under which the Competitor is competing.

The Manufacturer awarded with the Formula E World Championship Manufacturer title will be granted the right to designate itself as the FIA World Championship Manufacturer Champion of the relevant season.

Applications to register as Manufacturer

Each Manufacturer that fulfills the requirements set out in this document (the "Registration Document"), and is selected in accordance with the Selection Criteria and Procedure set out in Articles 2 and 3 below, will be granted the right and commit to propose a Car for the complete registration period between Seasons 13 (2026-2027) and Season 16 (2029-2030) of the Championship (the "Registration Period").

Applications for registration as a Manufacturer must be made by duly completing the registration form (the "Registration Form", attached to this Registration Document) and submitting it to the FIA by email at the following e-mail address: pmartino@fia.com).
A detailed description and any supporting documentation setting out all the relevant specifications of the Car proposed, together with evidence that it would be compliant with the requirements set out in the Sporting, Financial and Technical Regulations as well as with the Safety Requirements, must be appended to the Registration Form.

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

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

2. DEADLINES & SELECTION CRITERIA

Applications deadlines

2.1. Manufacturers interested in proposing their Car for seasons 13 (2026-2027) to 16 (2029-2030) of the Championship are invited to apply by sending a completed Registration Form by email to (pmartino@fia.com) by the deadlines set out below (Registration Forms sent by any other mode of transmission not expressly provided for in this article will be refused, and considered null and void):

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

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

If the Registration Period is extended to season 17 and beyond, new Manufacturers and Manufacturers already supplying Cars to the Championship will be invited to submit a new Registration Form by 31 January 2029.

2.2. Selection Criteria

2.2 Once the relevant application deadline has expired, i.e., as from 1 July 2024 and as from 1 February 2026, 2027, and 2028 (respectively), the FIA will evaluate all applications received and will proceed to the selection of the eligible applicants, on the following criteria:

a) The applicant represents and warrants that all information and documentation provided (including any supporting documentation) is credible and does not present any substantive inconsistency or irregularity (e.g. contradictory information, discrepancies between the application and official records, altered documents, lack of required supporting evidence, etc.);
b) The applicant must demonstrate sufficient technical expertise, sufficient technical independence and sufficient technical resources/capability. In each case, the applicant must demonstrate that it is capable of functioning successfully and consistently as a Manufacturer;
c) The Manufacturer must be able to demonstrate sufficient funding to meet its financial obligations and to allow participation in the Championship of its Competitors at a competitive level. For this purpose, the applicant must submit a detailed business plan, including financial projections for at least 4 years or for the remaining years, at least until 2030;
d) The applicant must demonstrate sufficient experience and capacities in the automobile and/or motorsport sector (including technical experience, racing experience, facilities, equipment, and engineering resources) and relevant staff headcount/experience;
e) The applicant commits and undertakes not to bring or risk bringing the FIA Formula E World Championship, the FIA or motorsport into disrepute by any act or omission;
f) The applicant must complete and submit, together with its Registration Form, the Due Diligence Questionnaire attached as Appendix VIII;

The FIA will conduct a due diligence on each applicant on the basis of the abovementioned criteria and will only accept applicants where there is no unacceptable risk to either: (i) the

Manufacturer's ability to meet and comply with its obligations under the applicable regulations; and ii) the long-term stability, success and sustainability of the Championship in accordance with the Governing Rules and any other applicable regulations.

3. PROCEDURE

3.1 All Manufacturers proposing a Car must make themselves available for meetings with the FIA, upon the FIA's request. The FIA intends for those meetings to be held according to the following (non-binding) schedule :

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

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

a) The FIA will inform the Manufacturer that its application was successful via an official confirmation document (the "Official Confirmation Document");
b) Registration will be effective for the duration of the Registration Period unless suspended or cancelled by the FIA;
c) For the avoidance of doubt, any other communication from the FIA or any of its directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns of the FIA (collectively the "Representatives") will not constitute proof of registration; and
d) The FIA will send confirmation of registration to the Manufacturer by:
   Season 13: From 15 May 2024 depending on date of application.
   Season 14: 15 April 2026
   Season 15: 15 April 2027
   Season 16: 15 April 2028
e) Once the applicant's registration as Manufacturer is confirmed, At the moment of registration, the Manufacturer will be required to pay to the FIA an "Initial Deposit" of €350,000. The deposit will be reimbursed to the Manufacturer when the complete sum of the first FIA Single Supplier instalment (€758,000) is paid in accordance with the payment timeline in Appendix VI.
f) A Manufacturer's registration is only complete and effective once the Car is homologated by the FIA and the applicable fees (detailed in Appendix VI) are fully paid.

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

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

Modifications to the Registration Procedure

The FIA reserves the right to:

i. allow manufacturers other than those identified within the framework of this Registration Document to supply Cars in the Championship, following a similar registration process;

ii. amend or supplement any aspect of this Registration Document at any time, to issue an amended/supplemental procedure, to cancel the procedure or to provide the Manufacturers with clarification in relation to the procedure. Any such amendment or clarification may be issued by the FIA in a timely manner, allowing applicants and Manufacturers sufficient time for compliance or adjustment in such form as the FIA considers appropriate, ensuring transparency and procedural fairness.

Any such amendment or clarification will be subject to the following:

- Major amendments/clarifications: are those with a fundamental impact on a Manufacturer's model (e.g. change of perimeter) and shall require the unanimous agreement of all Manufacturers and shall only enter into force at the beginning of the season following notification of the relevant amendment/clarification by the FIA.
- Extraordinary amendments/clarifications: are those arising from a justifiable and relevant change in the business model (e.g. geopolitical instability, events of force majeure or a substantial increase in raw material costs) and deemed necessary to preserve the stability of the Championship, which may be applied directly by the FIA. Unless immediate action is required, any extraordinary amendment or clarification shall enter into force at the beginning of the season following the occurrence of the relevant change in the business model.
- Minor amendments/clarifications: are those of minor impact (e.g. clerical errors) and may be applied directly by the FIA at any time.

Nothing in this Registration Document or in any communication from the FIA or its representatives or employees will constitute a contract between the FIA and any Manufacturer until the FIA has accepted the relevant application via the Official Confirmation Document. The FIA shall be under no obligation to accept any application submitted.

4. GENERAL CONDITIONS

4.1. Each applicant represents and warrants that it has read, understood, and agrees to comply with this Registration Document.

4.2. Each Manufacturer shall fully cooperate with the FIA in connection with their obligation to comply with this Registration Document and the applicable Governing Rules. For this purpose and upon request by the FIA, the Manufacturer shall: (i) provide the FIA with any information or documentation reasonably required within the deadline set by the FIA; and (ii) attend any meeting requested by the FIA to discuss matters relating to compliance with this Registration Document and the Governing Rules, provided that the FIA gives no less than three (3) days' notice of such meeting.

4.3. Each applicant and Manufacturer understands and agrees, by applying to be registered as Manufacturer, that the FIA accepts no responsibility in the event of false, incorrect or incomplete information being provided in the Registration Form or any supporting documents.

Governing Rules

4.4 The Governing Rules constitute the legal, administrative and technical framework of the Championship and comprise:

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

4.5 The Manufacturer agrees to respect and be bound by all the Governing Rules at all times and agrees to be subject to the jurisdiction of the competent internal judicial and disciplinary bodies of the FIA.

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

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

Non-Compliance and Sanctions

4.8 If a Manufacturer does not comply, or is unable to demonstrate compliance, with any of the obligations set out in this Registration Document, the FIA will contact the Manufacturer in writing, informing the latter of the alleged non-compliance and granting it a deadline of at least ten (10) days to respond. Should the Manufacturer fail to respond, or should its response not satisfy the FIA, the FIA reserves the right to impose any of the following sanctions on the Manufacturer:

(i) Suspend the Manufacturer's right to supply Cars;
(ii) Deduct points from the Manufacturer's Title standings;
(iii) Reduce the number of private test up to four (4) days per year (Article 9.10);
(iv) Impose a fine;
(v) Impose enhanced monitoring procedures.

4.9 If the Manufacturer provides the FIA, within the ten (10) day deadline referred to in Article 4.8 above (or within any extended deadline, where granted by the FIA), with a justified

explanation for its failure to comply, or inability to demonstrate compliance, with this Registration Document, the FIA may, refrain from imposing any sanction.

4.10 Once the ten (10) day deadline referred to under Article 4.8 above (or any extended deadline, where granted by the FIA) has elapsed, the FIA, within a reasonable time, will notify the Manufacturer in writing of its decision to impose or not to impose any sanction. Such decision will be reasoned, final and binding (i.e., it will not be subject to appeal).

4.11 The FIA may, considering the circumstances of the case and whether the Manufacturer is a repeat offender or not, decide to suspend, in whole or in part, the imposition of any of the above penalties. Any sanction imposed on a Manufacturer shall be lifted once the relevant breach has been remedied, provided that the Manufacturer provides the FIA with satisfactory evidence demonstrating that the breach has ceased.

4.12 In any case, in the event of non-compliance with this Registration Document, the Manufacturer shall be solely responsible vis-à-vis the Competitor(s) it supplies and any other third parties.

5. FIA SINGLE SUPPLIERS

5.1. The Manufacturer is aware that the FIA has selected single suppliers ("FIA Single Suppliers") for the batteries, the Front Powertrain Kit (FPK), the chassis, the battery charger and the tyres in the Championship, as well as the Championship Promoter for the supply of the Pit Boost units. In that respect, the Manufacturer will enter into separate contracts with all the selected FIA Single Suppliers and the Championship Promoter. The FIA disclaims any and all liability towards the Manufacturer arising under or in connection with the above-mentioned contracts to be entered into between the Manufacturer and the FIA Single Suppliers and Championship Promoter.

5.2. The Manufacturer acknowledges and agrees to pay non-recurring engineering (NRE) shared costs associated to the FIA Single Suppliers in accordance with Appendix VI to this Registration Document. In that respect, the Manufacturer will enter into a separate contract with the FIA Single Suppliers. For the avoidance of doubt, any non-compliance with the payments of such costs may result in the suspension of the Manufacturer's rights to supply Cars in accordance with Article 4.8 above.

5.3. Until the end of June 2024, all Manufacturers will have limited access to the FIA Technical Working Group data and the FIA Single Suppliers data until their registration is completed, including the payment of the Initial Deposit. Manufacturers registered before 30 April 2024 will receive full access to the first technical data during the first Technical Working Group of 2024. Manufacturers completing their registration after the first Technical Working Group will receive the technical data once their registration is completed.

5.4. In case of a late registration for Season 13 (i.e., after 1 July 2024) the Manufacturer may not be delivered with the development Car before CW01 2026 and therefore the participation in the FIA Combined Test may not be authorised.

6. SUPPLY CONDITIONS

6.1 The Manufacturer commits to supply Cars to Competitors for the whole duration of the Registration Period (seasons 13 to 16). Manufacturers are required to designate its

Primary Competitor from the moment of Registration. In case the Manufacturer doesn't designate a Primary Competitor, all obligations related to the Primary Competitor will be covered by the Manufacturer until the Primary Competitor is designated.

6.2 The Manufacturer must be capable of supplying two complete Cars in compliance with the Sporting and Technical Regulations, and one additional full Manufacturer's Perimeter as listed in Article 6.9, to a minimum of two Competitors. Furthermore, the Manufacturer undertakes to supply and make available all the necessary spare parts related to the Manufacturers' Perimeter for the Competitors it is supplying to guarantee their participation in each Competition. However, with the agreement of the Manufacturer and the relevant FIA Single Suppliers, a Competitor may directly source common parts from the FIA Single Suppliers, subject to applicable tax laws.

6.3 The Manufacturer agrees to supply cars and provide equal level of services (the "Mandatory Services") to all its Competitors in a fair and equitable manner. In addition, the Manufacturer shall respect the independence of its Competitors. To that end, in respect of Appendix M to the International Sporting Code, it is strictly forbidden for the Manufacturer to influence negatively the competitiveness of any of its supplied Competitors whether through the provision or withholding of services, supply of goods, technical or sporting conditions, or by any other means intended to distort or alter the result of any Competition.

6.4 Without prejudice to Article 6.5 below, the Manufacturer commits to supply Cars to any Competitor who that requests it and who accepts the supply conditions by 1 December of the previous year (e.g. 1 December 2025 for season 13). Manufacturers have the obligation to provide the Manufacturer's supply conditions to any Competitor that requests it.

a) After 1 December of the previous year, such supply agreement may still be concluded. In that case, the Manufacturer will be allowed to apply a fee ("Late Agreement fee") surcharge to a Competitor who accepts the supply conditions after 1 December of the previous year up to the maximum amounts below:

- Until end of December: €150,000
- Until end of January: €400,000
- Until end of February: €800,000
- Until end of March: €1,200,000

b) If the Manufacturer is already committed to supply two Competitors, such supply agreement may still be concluded, and the Manufacturer will be allowed to apply a surcharge of up to €500,000 to the third (fourth, fifth, etc...) Competitor supplied to cover the additional cost the Manufacturer may incur in the supply of the additional Competitor.

Notwithstanding the aforementioned, the Manufacturer has the right to reject a Competitor's request for supply (Third Competitor or late request). In addition, the Manufacturer has the right to reject a supply agreement with a Competitor if such Competitor is already partnering a car company which is in potential conflict with the Manufacturer's brand.

6.5 The Manufacturer will inform the FIA in writing as soon as it is committed to supply two

Competitors. The Manufacturer is not allowed to supply any further Competitors without the prior and express written approval of the FIA, which may be given or withheld taking into account the interests of the Championship.

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

6.7 The price of the Car, ready to race, including all the components that are part of the Manufacturers' Perimeter (Article 6.9), the Initial Delivery provided to the Competitors, shall not exceed the following breakdown of prices plus the applicable increments in accordance with Article 6.12. For the avoidance of doubt: (i) the Manufacturer should not invoice any amount in addition to the maximum prices specified in the table below, in Article 6.12 (spare parts) and in Article 6.10 (Mandatory Services), except for the Additional Services in Article 6.10; (ii) new sub-components homologated under Token's homologation (Article 9.10) shall not exceed the Initial Delivery maximum costs plus the applicable indexation of the season of implementation.

Season 13 Car and services	**Base Price (exc. VAT)**
Battery lease	€265,000.00
Additional RESS equipment – Charging cable & Cooling pump (One-off cost in S13 for all cycle)	€8,900.00
Battery refurbishment (from Season 14)	€245,000.00
Chassis (extended perimeter included)	€423,300.00
Front powertrain kit (FPK)	€130,000.00
Manufacturers' Perimeter (Art. 6.9)	€575,000.00

6.8 The decision to lease the Car is at the discretion of the Manufacturer. Should the Manufacturer decide to lease the Car, it should lease it at no more than the proposed price (Article 6.7 and as specified on the pricing form).

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

Token number	Sub perimeter	Details
Token 1	MGU Kit	MGU HV Loom or Bus bar Sensors Cooling system
Token 2	MCU Kit	MCU HV Loom or Bus bar Sensors Cooling system
Token 3	Gbox kit	Gbox including Differential

		Active diff actuator Drive shaft Lub and cooling system Sensors
Token 4	Casing & suspension Kit	Structural casing Suspension member including Rocker and tether ARB system Ancillaries
Token 5	Electronic and Electrical Kit	Electronic boxes including 12V battery Sensors
Token 6	Hydraulic Kit	Hydraulic system (pump and valve) including accumulator Brake and diff Actuators Hydraulic line Sensors

6.10 The total price for the Manufacturer's services related to the supply of Cars to a Competitor will not exceed €726,000 (excl. VAT) per season of the Championship, plus applicable indexation in accordance with Article 6.13. This maximum amount shall cover all "Mandatory Services" costs related to:

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

A detailed breakdown of the Mandatory Services is included in Appendix X to this Registration Document. Additional personnel or services ("Additional Services") requested by the Competitor are excluded from the maximum price limitation.

6.11 In addition to the amounts listed in Articles 6.7 and 6.10, the Manufacturer will be allowed to invoice the relevant Competitor's non-recurring engineering (NRE) shared costs associated to the FIA Single Suppliers, and in accordance with Appendix VI to this Registration Document, to its Primary Competitor from the moment the competitor's registration process for season 13 (2026-2027) is completed (October 2026). Similar process will be applicable for Manufacturers registered to supply cars from season 14 or seasons 15 and 16.

6.12 The Manufacturer will provide the FIA with the price list of the Initial Delivery plus the price list of the spare parts (in Excel file). The total of the spare parts price list must not be more than 135% of the selling price of the Manufacturer's perimeter parts defined in Article 6.9. These catalogues must be updated every season with the indexation values and the sub-components homologated under the Token Homologation process.

6.13 Concerning season 14 (2027-2028) and onwards, the maximum prices charged to a customer Competitor shall be the amounts shown in the pricing form (Articles 6.7, 6.10, 6.12 and 6.14), adjusted annually in accordance with the annual inflation rate (percent change in the average Consumer Price Index) for the G7 countries published by the International Monetary Fund (IMF) in October of the preceding year.

For the avoidance of doubt:

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

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

c) The same mechanism applies for the following seasons.

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

6.14 The total price per day for private testing allocated to the Competitor as a "Competitor Test Day" (Mandatory Team Test Day) according to Article 9.10 will not exceed €60,000/day (excl. VAT), all included. The total price for an "Additional Test Day" (Non-Mandatory Team Test Day) allocated to a Competitor under Competitor's request will not exceed €90,000/day (excl. VAT) all included.

7. LIABILITY

7.1 The Manufacturer understands and agrees that:

a) the Governing Rules, the Technical Specifications and the Technical Roadmap do not contain any advice or guidance in relation to Applicable Laws, and the FIA (including its Representatives) does not make any representation or warranty that the information within the Governing Rules, the Technical Specifications and the Technical Roadmap complies with the Applicable Laws;

b) it is the Manufacturer's full responsibility to comply with any obligations or duties in relation to health and safety, product design, construction/manufacturing or consumer law which are placed on it under Applicable Laws. The FIA (including its Representatives) does not assume any responsibility in relation to such compliance, including specifically in relation to the quality, safety, suitability or fitness for purpose of the Car, which will be the Manufacturer's sole responsibility;

c) if there is any conflict between any obligations or duties placed on the Manufacturer under Applicable Laws on the one hand, and the information contained within

Governing Rules, the Technical Specifications and the Technical Roadmap or the FIA's instructions on the other hand, the Manufacturer's obligations or duties under Applicable Laws will always take precedence.

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

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

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

7.4 The liability towards the FIA defined in Article 7.1 does not exempt the Manufacturer from its liabilities and warranties towards the Competitors it is supplying.

8. ADMINISTRATIVE FEE

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

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

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

*From season 14, prices will be adjusted in accordance with the annual inflation rates set in Article 6.13

8.3 A Manufacturer may apply to register Additional Make/s of its group under the same Car Homologation, subject at all times to FIA's prior express written approval (. The payment of an additional non-refundable yearly fee of €300,000 in respect of the approved Additional Make will be required to cover the FIA's administrative costs as well as completion of Appendix III of this Registration Document. From season 14, the Additional Make yearly-fee will be adjusted in accordance with the annual inflation rates set in Article 6.13.

8.4 Each Manufacturer will pay to the FIA a non-refundable yearly audit fee of €41,000 to cover the administrative and audit shared costs related to compliance with the Financial Regulations for each season for which the Financial Regulations apply to the Manufacturer (including the two reporting periods preceding the first edition of the Championship in which a Car that it supplies is used). The audit fee will be adjusted in accordance with the annual inflation rates set in Article 6.13.

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

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

a) If the withdrawal occurs on or before 30 June 2024, the Manufacturer sole liability to the FIA and the FIA's exclusive remedy for such withdrawal will be the payment of the Initial Deposit which will be retained by the FIA.
b) If the withdrawal occurs on or after 1 July 2024 but before 1 of January 2025, the Manufacturer sole liability to the FIA and the FIA's exclusive remedy for such withdrawal will be the payment of the season 13 (2026-2027) registration fee (Article 8.2), the first instalment of the non-recurring engineering (NRE) shared costs and the FIA Supplier purchase orders to be paid within 60 days from the effective date of withdrawal.

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

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

9. TECHNICAL CONDITIONS

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

9.2 The Manufacturer will not outsource the major part of the design, development and/or manufacturing of the powertrain and/or structural casing(s) as defined in Article 6.9 to another Manufacturer or any entity within the legal group of another Manufacturer, or to a third party that directly or indirectly designs, develops and/or manufactures these elements for any other Manufacturer or any entity within the legal group of another Manufacturer.

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

9.4 The Manufacturer acknowledges that the Technical Specifications and Governing Rules are subject to amendment by the FIA from time to time. The Manufacturer will be

responsible (at its own cost) for all research and development associated with the Manufacturer's Perimeter (Article 6.9), including any changes that may be necessitated by any amendment to the Technical Specifications or the Governing Rules, in particular all necessary adaptations according to the Technical Roadmap as required by the FIA to support the continuous evolution of technology.

9.5 The Manufacturer undertakes that all Cars it supplies to Competitors are of equal quality and performance capacity. Throughout a Championship season, Cars supplied to Competitors will always be in compliance with all homologated technical aspects.

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

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

9.8 Homologations are valid from seasons 13 to 16 of the Championship. Manufacturers can homologate only one Car for the entire duration of the Cycle. From season 14, and until the end of the Cycle, manufacturers can homologate specific sub-perimeter upgrades (Token) as follows:

- 1 MGU kit / 1 MCU kit / 1 GBX kit / 2 Casing & Suspension Kit / 2 Electronic & electrical kit / 2 Hydraulic Kit

As per the Manufacturer Perimeter included in Article 6.9.

9.9 Procedures and deadlines for the homologation

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

(2024 for S13)

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

(2025 for S13)

b) **CW23:** Purchase orders for race batteries, FPK and chassis to the selected FIA single suppliers for the Primary Competitor

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

(2026 for S13)

d) **CW2:** Official request to the FIA with H1 Form (see Appendix II)

e) **CW9:** 1st review of the Manufacturer Car project

f) **CW13:** 2nd review of the Manufacturer Car project (including powertrain characteristics)

g) **CW26:** Filled-in preliminary questionnaire on safety test procedure

h) **CW27:** Presentation of draft Homologation Form

i) **CW31:** Safety tests

j) **CW37:** Presentation of final draft Homologation Form and Manufacturer's draft Car

Catalogue

k) **CW40/CW41:** Homologation inspections
l) **CW43:** Approval of the Homologation Form and submission of Manufacturer's Final Car Catalogue

9.9.2 Procedures and deadlines for the Token Homologation for each season during the Registration Period:

(Season 14 - 2027 / Season 15 – 2028 / Season 16 - 2029)

a) **CW14:** Official request to the FIA with H1 Token Form (see Appendix II)
b) **CW18:** 1st review of the Manufacturer Token project
c) **CW22:** 2nd review of the Manufacturer Token project
d) **CW26:** Filled-in preliminary questionnaire on safety test procedure
e) **CW27:** Presentation of draft Homologation Form and Manufacturer's draft Car Catalogue
f) **CW31:** Safety tests
g) **CW37:** Presentation of final draft Homologation Form
h) **CW40/CW41:** Homologation inspections
i) **CW43:** Approval of the Homologation Form and submission of Manufacturer's Final Car Catalogue

9.10 Private testing regulations for the complete Cycle.

a) The maximum number of "Test Days" for the Manufacturer is set at the table below in accordance with the number of competitors supplied. The number of "Manufacturer Dedicated Test Days" is limited to a maximum of fifteen (15) days per calendar year and must be declared to the FIA seven days prior to testing using the online form.

Manufacturer Track Test day allocation (S13-S16)				
Total teams supplied		1 Team	2 Teams	3 Teams
MANDATORY TEST DAYS	Total Allocation	40	44	48
	Manuf Dedicated	36	36	36
	Primary team	4	4	4
	2nd supplied team		4	4
	3rd Supplied team			4
NON MANDATROY TEAMS TEST DAYS	Additional Days	0	4	8
	Manuf Dedicated	0	0	0
	Primary team	0	0	0
	2nd supplied team	0	4	4
	3rd Supplied team	0		4

Running time / day:

i. The Manufacturer is limited to a maximum of 12 hours of track operation per Manufacturer nominated test day
ii. The timeframe in which the track operation may take place is defined as 6.00 a.m. to 11.00 p.m. local time at the Manufacturer's nominated test

date and venue

iii. The time limit is defined as a maximum of 13 hours of track operation from a defined start time

iv. The Manufacturer is responsible for defining the start test time with the FIA when nominating its test days and venues

v. It is mandatory and under the Manufacturer's responsibility to upload the BMS data to the Battery FIA designated supplier server at the conclusion of each Manufacturer nominated test day

b) Manufacturers have the obligation to allocate four (4) test days to each Competitor, with the same chassis and the same battery (and possible refurbishment) as during the other test days.

c) A Manufacturer supplying the Car to two Competitors is granted with four (4) Additional Test Days. A Manufacturer supplying the Car to more than two Competitors is granted with eight (8) Additional Test Days.

d) Two (2) Competitor Test Days allocated to each supplied Competitor must be completed ~~between 1st September of the relevant year and~~ before ~~the Manufacturer finishes the first homologation of the Cycle process defined in Article 9.9~~the 31 of October of the relevant year of the first homologation of the Cycle.

e) The level of operation and support of a Competitor Test Day and an Additional Test Day allocated to a Competitor is at discretion of the Competitor in agreement with the Manufacturer.

f) Only the Manufacturers registered with the FIA are authorised to carry out these test days.

g) The FIA may decide to grant additional test days to the Manufacturers.

h) Development tests for Manufacturers are authorised from 1 January 2026 to 31 December 2029.

i) New Manufacturers homologating a Car in Season14, 15 or 16 will be granted a similar test authorisation from the relevant year of homologation (Season 14: 30 days in total / Season 15 and Season 16: 20 days in total).

j) Tests must be carried out with just one survival cell, just one FPK and just one battery, with the FIA logger. In case of failure, the use of spare units is allowed.

k) The FIA Single Supplier of tyres will provide a total of eighty (80) sets of all-weather tyres for the complete Cycle.~~a limited and defined number of sets of race tyres per testing day.~~

Before 31st December 2027, the Manufacturer must communicate to the FIA Single Supplier of tyres how many additional sets of the seasons 13 and 14 tyre compound will they order. From March 2028, all supplied sets will be the seasons 15 and 16 tyre compounds up to the maximum number of sets allocated to the Manufacturer for the complete duration of the Cycle.

Two (2) additional sets of tyres per day of non-mandatory test are available for purchase to the FIA Single Supplier of tyres. These new sets of tyres must be used and at disposal of the Competitor requesting the non-mandatory test day.

~~k)~~l) The FIA Single Supplier of tyres will provide ~~six (6)~~five (5) sets of wet race tyres ~~for the complete test period~~ before December 2027. From January 2028, the FIA Single Supplier of tyres will provide five (5) additional sets of wet race tyres. All supplied sets of wet race tyres are available to use for the complete test period.

~~l)~~m) These tests must not take place on any circuit, or any part of it, used by the Championship either in Competitions or official collective tests.

~~m)~~n) Manufacturers are encouraged to follow the "Recommendations concerning private testing at motor racing circuits" included in the Supplement 1, Appendix H to the International Sporting Code. Manufacturers are equally encouraged to conduct private testing in circuits with the appropriate Circuit Grade according to the car weight/power ratio included in Appendix O to the International Sporting

Code.

9.11 Promotional events regulations:

a) The Manufacturer is permitted up to twelve (12) promotional from the beginning of the homologation process until 30 September 2030.
b) Each promotional event is limited to a maximum power of 350kW and maximum 40 kWh of total Discharge Energy Throughput (DET). If the promotional event is considered by the FIA of high interest for the Formula E ecosystem (i.e. but not limited, journalists runs, VIP's runs, TV show, Goodwood FoS), the FIA may grant higher power usage and specific energy allocation.
c) Promotional events must be declared to the FIA 7 days prior to the event using the dedicated online platform. In the event of cancellation of the registration, the FIA must be notified 48 hours prior to the planned start of the event.
d) Seasons 13 to 16 Promotional events are authorised from the beginning of the homologation process to 30 September 2030.

10. GOVERNING LAW AND PLACE OF JURISDICTION

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

10.2 Without prejudice to Article 4.10 and any other final and binding decision adopted in accordance with the Governing Rules, any dispute in relation to or arising out of this Registration Document will be exclusively resolved by the Tribunal de Commerce de Paris (France), subject to the provisions of Article 4.5 hereof.

11. DELIVERY DATES

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

12. DEFINITIONS

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

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

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

Car has the same meaning as when used in the FIA Formula E World Championship Sporting and FIA Formula E World Championship Technical Regulations.

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

The Car Catalogue is intended to facilitate the search for the parts that are contained within the complete vehicle (FIA Single Supplier and Manufacturer catalogues). The catalogue is a database which describes all the parts available for the Car. It is intended to be used to identify the parts described in the exploded view drawings and to facilitate the search for and locating of these parts.

Championship means the following seasons of the ABB FIA Formula E World Championship:

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

Combined Testing means any day of testing requested by the FIA and opened to all registered manufacturers in addition of the private test quota specified in Article 9.11.

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

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

Cycle means the Championship period from Season 13 (2026-2027) to Season 16 (2029-2030).

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

FIA means the Fédération Internationale de l'Automobile.

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

Initial Delivery means all components of a Car initially supplied to a Competitor by the Manufacturer as part of the first two Cars ready to race and one additional Manufacturer Perimeter. Including the new Sub-Perimeter Component/s following a Token Homologation.

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

Late Agreement Fee has the meaning set out in Article 6.4.a).

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

Mandatory Services means all the services that a Manufacturer is required to provide for the supply of a Car to a Competitor. Mandatory Services are listed in Article 6.10 and Appendix X.

Manufacturer means the entity which supplies Cars to the Competitors in the Championship. The Manufacturer must own either full or partial intellectual property rights over the electric components of the powertrain, or an exclusive licence for these components for the Championship. The Manufacturer must own full intellectual property rights to all structural casing(s) from the rear face of the battery safety cell (or rear face of the survival cell), to the front face of the rear impact absorbing structures and gearbox (casing and ratio(s)). e

Manufacturers' Perimeter means the list of components supplied by the Manufacturer to Competitor(s) as per Article 6.9 of this Registration Document.

Manufacturers' Sub-Perimeter means the breakdown list of components supplied by the Manufacturer to Competitor(s) as per Article 6.9 of this Registration Document.

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

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

Registration Document means the present document and its Appendices.

Registration Form means the attached Registration Form for Car Manufacturers in the FIA Formula E World Championship.

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

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

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

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

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

Test Day means any track testing allocated to the Manufacturer for the development of the Car and performed with the Manufacturer's development car. All costs of Test Days are undertaken by the manufacturer.

- *Additional Test Day*: means a Competitor Test Day under Competitor's request and

on top of the maximum allocated Test Days quota defined in Article 9.10. At the discretion of the Competitor, the full operation of these Test Days will be under Competitor's responsibility.

- *Competitor Test Day*: means a Test Day allocated to a Competitor as part of the Test Day quota defined in Article 9.10. The level of Manufacturer's operation and support is at discretion of the Competitor and in agreement with the Manufacturer.
- *Manufacturer Dedicated Test Day*: means a Test Day allocated to the Manufacturer as part of the Test Day Quota defined in Article 9.10.

Token Homologation means the specific components included in the Manufacturers' Perimeter (and Sub-Perimeter) that can be updated through a specific homologation process during the Cycle as per Article 9.10 of this Registration Document.

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

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

Seasons 13 to 16

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

Name of Manufacturer:

Name of Make:

Registered office of Manufacturer:

Contact person(s) responsible for proposal and contact details:

Manufacturer's technical background:

Manufacturer's experience and human / financial resources:

Manufacturer's ability to maintain sufficient funding to allow participation:

Manufacturer's experience in motor sport:

Manufacturer's vision with regard to new energies:

Manufacturer's main suppliers of components inclusive of but not limited to powertrain, chassis, and battery:

Detailed schedule of the Car's construction and development phases and financial plan envisaged: Technical support that will be provided to the Competitors and to what extent it is included in the price offer:

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

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

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

Manufacturer Representative Name:

Title:

Email:

PO number for invoicing:

Company:

Date:

Signature:

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix I

PRICING FORM
ABB FIA FORMULA E WORLD CHAMPIONSHIP
SUPPLY OF CARS

All fields are mandatory

Name of Manufacturer:

……

	PRICE (excl. VAT)
CAR READY TO RACE SUPPLIED TO COMPETITORS EX-WORKS (Art. 6.7)	
SERVICE PRICES (Art.6.10) • Technical support (2 Engineers) • Software updates and performance optimisations • Simulator models and integration of simulator • Administrative fees (including personnel and services)	
Private Test Price x day (Art.6.14) All included	

Appendix II

HOMOLOGATION APPLICATION - H1 Form

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

DEMANDE D'HOMOLOGATION FIA – Formulaire H1

FIA Homologation Application – H1 Form

All fields are mandatory.

01	Marque : *Make:*	Click or tap here to enter text.
02	Modèle et type : *Model and type:*	Click or tap here to enter text.
03	Marque et modèle (MGU) : *Make and model (e-motor):*	Click or tap here to enter text.
04	Marque et modèle (MCU) : *Make and model (MCU):*	Click or tap here to enter text.
05	Marque et modèle (Boite de vitesses) : *Make and model (Gearbox):*	Click or tap here to enter text.
06	Marque et modèle (Carter) : *Make and model (Rear casing):*	Click or tap here to enter text.
07	Nom commerciale S13 : *Commercial Name of Car S13:*	Click or tap here to enter text.
	Nom commerciale S14 : *Commercial Name of Car S14:*	Click or tap here to enter text.
	Nom commerciale S15 : *Commercial Name of Car S15:*	Click or tap here to enter text.
	Nom commerciale S16 : *Commercial Name of Car S16:*	Click or tap here to enter text.

CONSTRUCTEUR / MANUFACTURER

08	NOM CONSTRUCTEUR: *MANUFACTURER'S NAME:*	Click or tap here to enter text.
09	ADRESSE: *ADDRESS:*	Click or tap here to enter text.
10	N° TVA: *VAT NR:*	Click or tap here to enter text.
11	REPRÉSENTANT AUTORISE: *AUTHORIZED REPRESENTATIVE:*	Click or tap here to enter text.
12	TEL:	Click or tap here to enter text.
13	EMAIL:	Click or tap here to enter text.
14	SIGNATURE ET CACHET: *SIGNATURE AND STAMP:*	

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

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix III

ADDITIONAL MAKE

1. PREAMBLE

This Appendix represents the terms and conditions under which the Manufacturer defined in clause 2 below is granted the right to apply its FIA Car Homologation for an Additional Make pursuant to Article 8.3 of the Registration Document for season 13 to 16. In case of multiple applications, a separate file must be completed for each Additional Make.

2. HOMOLOGATION AND MANUFACTURER

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

Name of Manufacturer:

Registered office of Manufacturer:

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

3. ADDITIONAL MAKE

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

Name of Additional Make:

Registered office of Additional Make:

Additional Make representative name and signature:

4. REBRANDING

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

5. MANUFACTURER UNDERTAKINGS

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

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

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

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

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

5.3. The Manufacturer further acknowledges and agrees that:

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

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

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

6. NO ASSIGNMENT

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

Read and approved for and on behalf of the **Manufacturer:**	Read and approved for and on behalf of the **Additional Make:**
Name:	Name:
Title:	Title:
Signature:	Signature:

All fields are mandatory

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix IV

REGISTRATION OF MANUFACTURER'S STAFF

All fields are mandatory.

THE MANUFACTURER Name of Manufacturer	……
Registered office of Manufacturer	……
Country of residence	……

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

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

Head of FE Activities

First name / Surname: .....

Nationality: .....

Date of birth: .....

Address: .....

Signature:…… Date:……

FE Finance Director

First name / Surname: .....

Nationality: .....

Date of birth: .....

Address .....

Signature:…… Date:……

Appendix V

TECHNICAL ROADMAP

Homologation period		S13-14	S15/16	S17/18**
Performance target	Reference Quali lap time VS S11*	-5.2sec	-6.6sec	-9.2sec / -11sec if 900kgs car
	Race reference time Vs S11	-2 to -10sec function track severity	-3 to -11sec function track severity	
	Start = to 100Kph Vs S11	1.8sec / -0.4	1.75sec / -0.45	1.65sec / -0.55
Sporting & Technical number	Race energy	55kWh (+ Attack charge TBC)	55kWh (+ Attack charge TBC)	New cells 66kWh (+Attack charge TBC) 55Kw with less Cells for weight saving purpose
	Max Quali Power	600kW	600kW	600kW
	Max race power	Up to 450kW	Up to 450kW	Up to 600kW
	Max regen power	700kW	700kW	700kW
	Max attack charge	700kW up to 30sec	700kW up to 30sec	700kW up to 30sec
	Transmission	AWD	AWD	AWD
	Car mass (driver included)	980kg	980kg	980kg if 66Kwh / 900Kgs if 55kwh
Common perimeter (FIA suppliers)	Chassis	Spec S13	spec S13	Spec S13
	Bodywork / Aero	Spec S13	S13	Mobile device for LDF / HDf Target
	Lighting	Halo active panel TBC	Panel technology on bodywork	HDF target could be increase (TBC) ?
	Battery	Spec S13	Spec S13	Panel technology on bodywork S15
	FPK	Spec S13	P60 cells in S16 TBC (NRE Cost)	Spec S17 (+20% energy density) in not implemented in S16
	Tyre	Dry spec (+15% Grip vs S9) Typhoon S13	Spec S13 Dry spec (Possible +5% Grip vs S13 , possible slick with S17 target of +10% under evaluation with BS) Typhoon S13	Manufacturer perimeter Possible Dry spec (Possible +10% Grip vs S15) Typhoon S13
Cost reduction	MGU rotor	Max Pressure 130Bars		
	Hydraulic system	No servovalve		
	Technical list	Direct valve Moog 242 - 245		
	Minimum sealing parts	reduce to 1 units pers car + 1 spare at the start of the season		
Sunstainability	MGU rotor			Wired rotor only (TBC)
				rare earths element limitation

*:Monaco

**: Minimum expected evolution with current technollogy & economical know how

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix VI

NON-RECURRENT ENGINEERING (NRE) COSTS

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

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

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

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

Appendix VII

FIA STANDARDS OF CONDUCT FOR SUPPLIERS

Appendix VIII

QUESTIONNAIRE COMPLIANCE – DUE DILIGENCE

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Appendix IX

DATA PROTECTION NOTICE

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

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

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

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

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

Appendix X

MANUFACTURER'S MANDATORY SERVICES

In accordance with Article 6.9, the total price for the Manufacturer's services related to the supply of Cars to a Competitor shall not exceed the manufacturer's maximum service fee included in Article 6.6 per season of the Championship. This maximum amount shall cover all "mandatory services" costs related to:

a) The **Manufacturer's technical support on-track and off-track** before and during the season with two engineers.

- Two full-time engineers (or the equivalent number of engineers to cover two full-time engineers) responsible for, and capable to, deliver the necessary Manufacturer's support to the Competitor.
- Manufacturer staff support must be capable to deliver the appropriate trainings on the software, software updates and how to perform calibrations to the Manufacturer's competitors.
- Off track support including but not limited to:
  - Support and assistance to the team on the car build,
  - Procedures review and training with the Competitors' staff,
  - Car (powertrain) models' integration into teams' driver simulator,
  - Controls system review and details (web Simulink or equivalent to be use a support) with Customer teams control personnel,
  - Calibration tools training,
  - Control system configurations and optimisations during the event preparation,
  - In-season Car Model calibrations and updated support on Competitor's DIL,
  - Post-season FIA inspections support.
- On track support including but not limited to:
  - Manufacturer's staff support travel
  - Manufacturer perimeter sanity check,
  - Powertrain control legality and powertrain performance optimization,
  - Manufacturer perimeter fault analysis,
  - FIA representation,

b) **Software and performance updates** according to the requirements of the Sporting Regulations and Article 9.4 of the manufacturers' Registration Procedure document.
Manufacturers have the obligation to put at disposal of all its competitors the most updated software updates related to the homologation car including but not limited to:

- Detailed information of all the software in all programmable units of the cars (VCU, MCUs, Powerbox, SW, etc). It must include details of the development schedule, the changelog in comparison with previous releases and the list of new functions implemented. It should also include adequate purpose and calibration explanations, failure modes, etc. It must allow the Competitor to understand the purpose and extension of the software and its updates plus any subsequent calibration that would allow the Competitor to achieve performance optimization.
- Deliver as soon as possible the new software specification (possible in a β status) leading to an evolution from previous races. As an example, the specification of a new tyre model to be included in the coming release or the specification of a new max MGU power control.
- Collective Test or Race event software and all its associated calibrations (VCU, MCUs, Powerbox, SW, etc) to be run during the given competition.

- Manufacturer has the obligation to provide to all its competitors the latest software updates available to any of its competitors.
- Manufacturer has the obligation to issue a release note, or to properly inform its teams, of all the new Control functionalities (including MGU control, powerbox, Steering Wheel)
- On car software release management to ensure the capacity to reach the same level of performance (Functionalities) to all the supplied Competitors.

c) Costs related to the implementation of the **Manufacturer's simulator models** that allow the Competitor to run the simulator with the Manufacturer's simulator model,

- Car Model details for Driver simulator and simulation tools
  - Competitors are not allowed to perform any Rig / Dyno test. It's the manufacturer's responsibility to supply to competitors the relevant Model data that allows the Competitor to run their own simulator.
- Updated Model Specification to be release at the same moment to all supplied teams with release instructions including any new changes in the Car model.
- Car Model content should include, but not limited to, the following:
  - Chassis model with Manufacturer casing including all stiffness and geometry
  - FIA single supplier models, including Aero-map, CAD model and Tyre models
  - Rear Powertrain Model with associated control functionality
  - FPK Efficiency map
  - On Car software interface either for virtual or real boxes (to be agree with costumer)
  - Additional data generated by the Manufacturer (at its own discretion) (i.e. wind tunnel data or tyre characterisation data).

d) **Administrative and logistics** personnel and services related to the supply.