



# 2025 WES World E-Bike Series WES UCI E-Mountain Bike Cross-Country World Cup

## Regulations

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*Updates to previous release in **bold***

# 2025 WES World E-Bike Series Regulations

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# 1. General Rules

## 1.1 Race types and definition

- 1.1.1 The World E-Bike Series (WES) is open to UCI licenced Riders belonging to Elite Teams and Teams affiliated with WES, as well as to Wildcard applications.
- 1.1.2 In 2025, WES Events include the disciplines listed below:
- a) UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP
  - b) Side events and disciplines are to be regulated separately, when applicable.
- 1.1.3 A daily UCI licence holder is allowed to participate in WES UCI E-MTB Cross-Country World Cup events in 2025.  
Daily licence holders will:
- Be allowed to race only if the daily license is provided by the National Federation where the World Cup Round takes place;
  - Be included in the WES event results;
  - Not be included in the standings of the World Cup Series;
  - Not be allowed to wear the WES UCI E-MTB World Cup Leader's Jersey in case of leading the standings;
  - Not be included in the UCI Dataride official results, published on the UCI website;
  - If in the top 15 of the WES Standings, not be eligible for a quota place at the UCI E-MTB World Championships - Place will be allocated to the following Rider.
- A daily licence can only be issued to a Rider affiliated with the National Federation where the World Cup Round takes place.
- 1.1.4 All competitors who participate in these competitions must know the contents of these Regulations. They agree to all of the terms and conditions herein.
- 1.1.5 By accepting the WES Regulations, Teams and Riders are implicitly accepting the 2025 UCI Cycling Regulations and the UCI MTB Regulations (4.14.001-4.14.004).
- 1.1.6 WES Management reserves the right to amend the Regulations along the season. The latest updated version is available at [worldbikeseries.com](http://worldbikeseries.com)

## 1.2 Age categories and participation

- 1.2.1 Participation in races is open to all Riders aged 19 or over (year of the 19<sup>th</sup> birthday onwards). No separate results will be submitted for the Under 23, Elite or Masters categories.
- 1.2.2 All competitors must comply with the licence regulations and entry requirements put in place by the organiser of each WES event. Specific information regarding entry requirements will be posted on the WES website and/or diffused via email by

WES Management. It is the responsibility of the Rider to check and comply with each WES event entry requirements.

1.2.3 WES cannot be held responsible, under any circumstances, for accidents that may occur during the events.

- In the event of an accident, each competitor is required to assist a fellow competitor who is in difficulty or distress and contact the emergency services or officials.
- WES reserve the right to penalise or disqualify any competitor who does not respect this prerogative.
- Any Rider who retires from the competition must notify the organisers immediately.

1.2.4 Only e-bikes conforming to the European Norm EN15194 are allowed to participate.

1.2.5 Riders can apply to the WES races and/or to the entire season on the WES website: <http://www.worldebikeseries.com/>

For 2025, the cost of entering a Rider in WES competition event is as follows:

- 80€ per Rider, per race.
- If there are two races on a weekend, the cost is therefore 160€ for both races.

1.2.6 The minimum prize list is as follows:

<b>Prize Money*</b>	
<b>UCI E-MTB XC WORLD CUP</b>	
Ranking	W&M
1st	<b>€300.00</b>
2nd	<b>€250.00</b>
3rd	<b>€200.00</b>
4th	<b>€150.00</b>
5th	<b>€100.00</b>
<i>Total</i>	<i>€1,000.00</i>
<i>Total W&amp;M</i>	<i>€2,000.00</i>

\*Prize money per race.

The amount doubles in double-race scheduled event.

1.2. 7 Additional prize moneys are distributed to the Top-5 classified Riders (W&M) in the overall ranking.

The minimum prize list for the General Classification at the end of the season is as follows:

<b>General Classification Prize Money**</b>	
<b>UCI E-MTB XC WORLD CUP</b>	
<b>Ranking</b>	<b>W&amp;M</b>
1st	€1,000.00
2nd	€700.00
3rd	€500.00
4th	€300.00
5th	€250.00
<i>Total</i>	<i>€2,750.00</i>
<i>Total W&amp;M</i>	<i>€5,500.00</i>

In the case of a full score, i.e., a Rider (Woman and Man) scoring the maximum number of available points at the end of the season, she/he shall receive an additional 1,000 (one thousand) euros. Points table is listed at art. 3.5.

\*\*Prize money per season. Apply to the overall standings after the last race of 2025. The prize money may vary at WES' discretion in the case of a decrease in number of events due to any justifiable reason or force majeure.

Additional commercial prize moneys are listed in art. 2.1.8, 2.1.9, 2.1.10. Prize moneys are due within 90 (ninety) days after the relevant event.

## 1.3 Calendar

1.3.1 2025 WES Calendar is as follows (as of the date of issue of the present document, subject to change):

<b>2025 WES CALENDAR</b>	
<i>Rounds</i>	
<b>1. Cheile Grădiștei (Romania)</b>	14 June
<b>2. Cheile Grădiștei (Romania)</b>	15 June
<b>3. Monaco – Alpes-Maritimes</b>	26 July
<b>4. Monaco – Alpes-Maritimes</b>	27 July
<b>5. TBA</b>	2 August
<b>6. TBA</b>	3 August
<b>7. Olbia (Italy)</b>	4 October
<b>8. Olbia (Italy)</b>	5 October
<b>9. Massa Marittima Trail Area (Italy)</b>	11 October

1.3.2 WES races are listed and updated on both the WES and UCI websites:  
<http://www.worldbikeseries.com/>  
<https://www.uci.org/calendar/mtb/1voMyukVGR4iZMhMIDfRv0?discipline=MTB>

- 1.3.3 All events must abide by the Technical Guide provided by WES. A copy of this will be made available to Teams and Riders prior to each event.
- 1.3.4 All events must respect the WES obligations approved by WES Management.

## **1.4 Marshals**

- 1.4.1 All organisers must have a Marshal Coordinator, who must speak the official language of WES (English).
- 1.4.2 The race organiser must provide enough marshals to ensure the safety of the Riders and spectators during competition and official training sessions.
- 1.4.3 All organisers must establish a detailed marshal map for their event and provide WES Management with it at least one month prior to the event.
- 1.4.4 The marshals must be readily identifiable by a distinctive uniform. Marshals must all be equipped with a whistle and those located at strategic points (to be defined by the organiser) must be equipped with a radio. They must be positioned so as to provide a radio link covering the whole course.
- 1.4.5 Marshals must be properly briefed on their role in a pre-event meeting. WES Management shall inform the organisers on the marshals meeting date, time and place by the Monday prior to the event.

## **1.5 Race Paddock**

- 1.5.1 WES Elite Teams and Teams shall each be attributed a specific space in the race paddock at each event.
- 1.5.2 Each Elite Team and Team shall follow the WES Management representative directions to be placed in the race paddock.

## **1.6 Event procedure**

- 1.6.1 The course must only be ridden by the Riders during the Race, Qualirace and official training periods. During official training periods, marshal and medical cover will be present. If a Rider decides to ride the racecourse before the allotted time period of the official training, this would be at her/his own discretion and under her/his full responsibility, likewise during the free practice prior to the race day/s.
- 1.6.2 In the event of bad weather, it is at the discretion of the Race Direction to amend the Event Schedule and/or cancel the event, as well as to amend the number of laps and/or the racetrack. The Race Direction is made up of WES Race Director, WES Technical Delegate, UCI President of Jury/Commissaire, National/Regional Federation Commissaires.
- 1.6.3 The course of each event must be clearly defined before the start, displayed in the registration area and/or on the WES website.
- 1.6.4 The racecourse can be marked with specific sticks and signs replacing the use of tape in some sectors, with the aim to reduce the waste of single-use plastic.

- 1.6.5 Before the official training periods start, the WES Technical Delegate must check that the course is properly and safely marked.
- 1.6.6 The checking of e-bikes and the licence control at the signing in take place in a designated area. Official training is only permitted after licences have been checked, other registration formalities completed and handlebar numbers distributed.
- 1.6.7 The definitive list of starters must be drawn up before the start of the race. As well as the Riders' names, it must also accurately list their Team, the race type, the e-bike used and the start time.
- 1.6.8 All information about up to date entry lists, live timing and results are available at [worlddebikeseries.com](http://worlddebikeseries.com)

## 1.7 Prize-Giving Ceremony

- 1.7.1 The Prize-giving Ceremony shall take place at the end of each race, near the Finish area or within the Paddock area. The times of the event ceremony shall be in the race programme and/or on the WES website. The Prize-giving Ceremony shall take place in compliance with the WES Protocol safety measures which may vary from country to country (i.a.).
- 1.7.2 Competitors presence is obligatory at the event ceremony. Failure to be present at the event ceremony shall result in the non-attribution of the competitors prize, withdrawal of their points for the individual, Team and constructor titles, unless a justifiable reason is given.
- 1.7.3 Competitors participating in the event ceremony must wear either their racing clothing or other official Elite Team or Team branded clothing. The overall standings Leader (Woman and Man) shall wear the Leader's Jersey during the Prize-giving ceremony; Women and Men Leader's Jersey shall be provided by WES Management prior to/during the podium ceremony.
- 1.7.4 Should the new standings Leader not be amongst the top-3 podium finishers, her/his attendance to the podium ceremony would be compulsory to receive the Leader's Jersey.
- 1.7.5 Race Winners are requested to bring their bikes to the podium for the podium ceremony.
- 1.7.6 In case the winning riders of the Pole Position result in a DNS, the relevant points in the standings and prizes/awards shall be attributed to them.
- 1.7.7 In case the winning riders of the Holeshots or the Power Lap end the race with a DNF, the relevant points in the standings and prizes/awards shall be attributed to them.
- 1.7.8 The end-season prize-giving is the awards ceremony where all winners are awarded and shall take place at the end of the final round, unless differently announced by WES Management in due time. Awards can be presented by Authorities, WES and their Partners representatives, at WES' discretion.
- 1.7.9 Winning categories are as follows:
  - World Cup Women's Winner
  - Women's 2<sup>nd</sup> to 5<sup>th</sup> classified
  - World Cup Men's Winner

- Men's 2<sup>nd</sup> to 5<sup>th</sup> classified
- Winning Team
- Winning Manufacturer
- Holeshot Women's Winner
- Holeshot Men's Winner
- Power Lap Women's Overall Winner
- Power Lap Men's Overall Winner
- Pole Position Women's Overall Winner
- Pole Position Men's Overall Winner

Additional Awards and Prize Moneys may be announced before the start of or during the season.

- 1.7.10 Competitors presence is obligatory at the final event of the season and the season awards ceremony. Competitors shall participate in the last round race/s even in case the Riders/Manufacturers/Teams title is already assigned in previous events. Failure to compete in the last race/s and/or to be present at the final event of the season, and/or at the awards ceremony shall result in the non-attribution of the prize/s and award/s, withdrawal of their points for the Riders/Manufacturers/Teams titles, as well as for the Partners Awards, unless a justifiable reason is given and the final decision is made by WES Management after examination of the circumstances, at their discretion.
- 1.7.11 A rider's retirement along the season shall result in the non-attribution of the prize/s and award/s for the Riders/Manufacturers/Teams titles, as well as for the Partners Awards, unless a different decision is made by WES Management after examination of the circumstances, at their discretion.
- 1.7.12 In the case of cancellation of the final round of the season for any justifiable reason or force majeure, WES Management shall inform Teams and Riders on the procedure changes in due time.

## 1.8 Equipment - Electrically Power Assisted Cycle (EPAC)

- 1.8.1 **An EPAC is a bicycle operated with two energy sources: 1) an inferior muscular chain as described in UCI Regulations, article 1.3.010 -paragraph 1; 2) an electric drive unit. Only approved e-bikes can take to the start.**

- 1.8.2 **The EPAC must meet the following requirements:**

**The EPAC's electric drive unit must comply with the following requirements:**

- **It shall only provide assistance to a maximum speed of 25 km/h unless provided otherwise in the event's technical guide if the event takes place in a country where the European specifications EN15194 do not apply.**
- **It shall only provide assistance when the rider pedals forward.**
- **Assistance shall be cut off when the rider stops pedalling forward.**
- **The cut-off distance shall not exceed two meters.**
- **The maximum weight shall be 3.1kg. This weight refers to all mechanical and electronic components which are necessary to transform the electrical energy**



provided by the battery into mechanical energy delivered to the chainring excluding screws for installation into the bike, chainring, chainring fixation, cable from the battery, cranks, etc.

The battery of an EPAC must have a maximum weight of 4.5kg and must conform with UN3480.

The requirements above are based on the European Standard on EPAC bicycles EN15194 and may be reviewed in case of any change made by the competent authority to said standards. In case of contradiction between the requirements above and the provisions of EN15194, the former shall prevail.

Event organisers may, upon authorisation from the UCI, authorise EPAC drive units which differ from the requirements above provided that they comply with the European Standard EN15194 for events taking place in Europe and, for other countries, with standards that apply in such countries.

***(Article 1.3.010bis of the UCI Regulations introduced on 01.01.25)***

- 1.8.2 Each Rider must provide a certificate of conformity with EN15194 and a motor diagnostic (less than three months old).
- 1.8.3 All modifications to the motor or electronic mapping of the system that augment the power or maximum speed are not allowed, even if temporary.
- 1.8.4 Wheel and tyre size are at the discretion of the Rider but must conform to the Manufacturers Conformity Certificate.
- 1.8.5 The wheels and frame of the e-bike must remain the same throughout the race and can only be replaced with spare wheels previously checked. Spare wheels check must take place during the Bike Checks times.
- 1.8.6 The speed sensor must be calibrated with a magnet that is solidly attached to a wheel of the e-bike.
- 1.8.7 Riders can only use the battery in place on their bike and cannot carry an additional battery during the competition. Riders can use spare batteries for free practices, official training and Qualirace. Spare batteries must be checked during the Bike Checks times.
- 1.8.8 When an electronic device is provided to Riders for their identification or their geolocation by the Timekeeping service provider, the Riders shall be under the obligation to wear it in addition to the identification numbers.
- 1.8.9 The use of radio links or other remote means of communication with Riders is forbidden.
- 1.8.10 There must be no more than 5% difference between the programmed wheel size and the measured wheel size, in accordance with Directive 2002/24/EC of the European Parliament.

## **1.9 Verification**

- 1.9.1 Before the event each e-bike must be verified, the controls shall be conducted as follows:
  - The Rider shows the Manufacturer Declaration Conformity Certificate with EN15194.
  - The Rider shows the Motor Diagnostic (less than three months old).

- Verification of the wheel circumference in correlation with the motor diagnostic. A difference of 5% is tolerated between the real wheel circumference and the motor diagnostic data. A greater difference than 5% shall result in the e-bike being refused a start.
- Verification stickers must be attached to the e-bike. They must be positioned on the rear wheel (x1), battery, motor and on any spare wheels checked in before the event.



- 1.9.2 During the event: Officials reserve the right to control any competitor with video, visual or other means and refer the competitor's bike to a post-race check.
- 1.9.3 After the race: The top five competitors' e-bikes (Women and Men) shall be taken into a closed technical bay and the Officials and/or Technical Delegate shall verify the following:
- Verification stickers
  - Verification of the wheel circumference in correlation with the motor diagnostic
  - Verification of the Diagnostic Codes in correlation with the e-bike identity
  - Verification under motor housing of OEM wiring
  - Verification of the battery level
- 1.9.4 After the race, random checks on the competitors finishing in 6<sup>th</sup> to 15<sup>th</sup> place (Women and Men) shall take place at the organiser's discretion. All Riders shall follow the Commissaires and the Race Direction instructions at the finish line.
- 1.9.5 The Race Direction, including but not limited to the Race Director and the Technical Delegate may require to check any Rider's E-Bike at any time. The checks include but are not limited to the above-mentioned verifications and the E-Bike riding.
- 1.9.6 In 2025, new, additional tools and procedures for the E-Bikes verifications are introduced as a test phase.
- 1.9.7 **Additional information and instructions about e-bike checks shall be listed in the Events Technical Guide.**

## 1.10 Penalties

- 1.10.1 Mechanical doping shall be punished in accordance with WES rules.
- 1.10.2 Mechanical doping is not limited to, but includes, any modification of motor and battery, physical or software, that renders the Certificate of Conformity invalid.
- 1.10.3 Any competitor that refuses the different and varying controls shall be immediately disqualified.
- 1.10.4 A difference of 5% of the wheel circumference in correlation with the motor diagnostic before the event results in a refusal of the e-bike for competition.
- 1.10.5 A difference of 5% of the wheel circumference in correlation with the motor diagnostic after the event results in immediate disqualification.
- 1.10.6 Missing verification stickers, if due to a change in material
  - The Rider informs the officials on the grid: 5-minute penalty
  - The Rider fails to inform the officials: immediate disqualification
- 1.10.7 WES shall have In-Competition and Out-of-Competition anti-doping testing authority over all Riders who are subject to its rules.
- 1.10.8 Riders may be required to provide a sample at any time and any place by WES or any other Anti-Doping Organisation with testing authority over him/her.
- 1.10.9 It is each Rider's personal duty to ensure that no Prohibited Substance enters his/her body. Riders are responsible for any prohibited substance, or its metabolites or markers found to be present in their samples. Accordingly, it is not necessary that intent, fault, negligence, or knowing use on the Rider's part be demonstrated to establish an anti-doping rule violation.

## **1.11 Appeals**

- 1.11.1 An appeal that concerns the running of the event, competitor's behavior or any other type must be received by the chief official, signed and dated, within a delay of 30 minutes after the end of the event.
- 1.11.2 Any appeal concerning the results of the event must be received by the chief official within 30 minutes of the distribution of the results.
- 1.11.3 Appeals shall be heard in the shortest amount of time possible needed to reunite the competent persons.
- 1.11.4 Any Rider Disqualified shall be heard by the Technical Delegate, Official(s), Race Direction, and Constructor/s.
- 1.11.5 Decisions concerning any appeals shall be communicated by the Race Direction via an official notice.

## **1.12 Image**

- 1.12.1 All competitors (Riders and Teams) participating in a WES event, automatically accept that the event organiser has the right to use photos and/or videos of them for promotion and/or communication material and/or media content distribution.
- 1.12.2 All competitors that participate in a WES event, automatically accept that the event partners have the right to use photos and/or videos of them for promotion and/or communication material and/or media content distribution.

- 1.12.3 Each competitor has the right to contact WES if they refuse that photos and/or videos of them are distributed.
- 1.12.4 All competitors shall attend the Official Photo Shooting to be held during the season opener.
- 1.12.5 For drone filming, during the whole duration of the event, from the Wednesday before to the Monday after the race: requests must be submitted to the Sporting Department one (1) month before the event weekend and the authorisation shall be either confirmed or refused by WES Management accordingly to the hosting country's law and at their own discretion.
- 1.12.6 Competitors may be equipped with onboard technology equipment (including but not limited to telemetry, transponder units, GPS units and video cameras) that has the ability and purpose to collect or transmit data, information or images provided that it complies with the following conditions:
  - a) The system installed must be designed for use on bicycles and shall not affect the certification of any item of the bicycle.
  - b) The system equipment must not allow equipment to be removed during the race.
  - c) Any and all data stemming from a Rider's onboard technology equipment must not be transmitted during a race to a third person and can be requested to be provided to WES Management at any time.
- 1.12.7 Competitors aiming to use action cameras (video and photo onboard/action cameras) must comply with the UCI rules.

Riders allowed to use action cameras during any training or racing phase will be indicated by WES Management to the Race Direction. All riders shall digitally sign off the relevant liability waiver provided by WES Management, during the online race application procedure.

## **1.13 Health and Safety Protocol**

- 1.13.1 WES events shall be organised under any health measures required in each hosting country.
- 1.13.2 WES safety protocol to apply to each event (if required) will include the UCI protocol and the hosting National Federation directions, which reflect the Local Authorities instructions and restrictions. WES protocol shall be communicated to Teams and Riders prior to each event.
- 1.13.3 By accepting WES Regulations, Teams and Riders are implicitly accepting WES safety protocol.

## **1.14 Media**

- 1.14.1 International and National Media, as well as Teams Media Crew and Local Promoter's Media Crew shall be accredited by WES Management. Requests shall be sent to [pressoffice@worlddebikeseries.com](mailto:pressoffice@worlddebikeseries.com) or via [www.worlddebikeseries.com](http://www.worlddebikeseries.com).
- 1.14.2 Authorised Media shall wear an identification wristband or pass provided by the organiser.

## 2. Racing

### 2.1 UCI E-Mountain Bike Cross-Country World Cup

#### 2.1.1 Characteristics

- 2.1.2 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP events are mass start events of up to a maximum of 50 participants Women and 50 Men. In the event of more than 50 participants per round “B” Finals shall be proposed.
- 2.1.3 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP course must be between 15 to 30 km in length, on a circuit of 2 to 4 km and contain between 1000 to 1400m of climbing.
- 2.1.4 The Race Direction may decide to vary the number of laps foreseen for each race, after the practices time, depending on the circumstances, weather and racecourse conditions and shall inform the Riders prior to the race start.
- 2.1.5 The results shall be established by the order in which competitors complete the full race distance.
- 2.1.6 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP circuits must contain a variety of terrain, but limit to a minimum the amount of flat where the bicycles can exceed 25km/h.
- 2.1.7 All Riders must qualify for the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP event via the Qualirace, a one-lap individual time trial **or a timed power stage uphill, depending on the race course and at WES’ discretion; the Qualirace format may vary from circuit to circuit;** the fastest 50 participants (50 Women + 50 Men) qualify for the final, 51-100 for the “B” Final.
- 2.1.8 The “Power Lap Award” shall be awarded to the fastest lap recorded at any time during the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP Race 2 at each event. The Rider (Woman and Man) recording the highest number of fastest laps at the end of the season shall be awarded a prize money of 1,000 (one thousand) euros. A DNF Rider is eligible for the “Power Lap Award”. The “Power Lap Award” cannot be assigned on the start lap (where applicable).
- 2.1.9 The “Pole Position Award” shall be awarded to the Rider (Women and Men) setting the fastest time during the Qualirace. The Rider (Woman and Man) recording the highest number of fastest laps at the end of the season shall be awarded a prize money of 1,000 (one thousand) euros.
- 2.1.10 The “Holeshot” is to be awarded to the first Rider Woman and Man through the first corner of the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP race. The Rider (Woman and Man) recording the highest number of fastest starts at the end of the season shall be awarded a prize money of 500 (five hundred) euros.
- 2.1.11 In 2025, Power Lap, Pole Position, and Holeshot Awards will assign 1 (one) point for each first place achieved (Women and Men). In the event of a tie in



points, the date in the Series Calendar when the first place was achieved will be taken into account with precedence to the latest result.

- 2.1.12 Riders and Team Managers meeting can be substituted with the diffusion of Official Notices, via email and/or on site, at the Race Direction's discretion.

## 2.2 Official training

- 2.2.1 UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP circuits shall be unveiled, at the latest, on the day before the first official reconnaissance (i.e. the day before Race 1) on the WES website as well as on a map that shall be **diffused and** on display in the race paddock.
- 2.2.2 During this day, a time period of 2 hours can be assigned to free practices, meaning before the bike and licence checks. In this case, riders shall ride the first hour in the direction of Race 1 and the second hour in the direction of Race 2. **Information on the possibility of practising before Day 1 and times shall be communicated in the Event Schedule, Technical Guide and/or WES website.**
- 2.2.3 On race days, reconnaissance is allowed prior to the race, in the allotted time period, and with the e-bike that the Rider will use during the race, complete with the race plate. For the sake of clarity, reconnaissance is allowed after the bike checks only.
- 2.2.4 Any Rider that uses a vehicle other than their e-bike during the reconnaissance period to study the circuit shall be excluded from the event.
- 2.2.5 No modifications are to be made to the World Cup circuit, except by the Technical Delegate and/or Race Direction. Any competitor or Team representative found doing so shall be penalised.

## 2.3 Qualifying

- 2.3.1 The starting order shall be determined by WES in accordance with the Standings, in descending order, from last to first.
- 2.3.2 Riders shall set off at identical intervals of 1 minute, unless differently requested by the Race Direction.  
All Riders must present themselves for checks on their bicycles no later than 5 minutes before their start time. Once defined and approved by the Race Direction, start times are available on the WES website <http://www.worldbikeseries.com/> in the Results section.
- 2.3.3 Riders not able to start at their scheduled time in the Qualirace shall promptly inform the Race Direction prior to that start time.
- 2.3.4 Before the start, an additional bike check may be done.
- 2.3.5 Riders shall wear their race number, clearly visible on their back, along with their handlebar number which shall be properly placed and visible.
- 2.3.6 The Rider shall start from a stationary position with a foot on the ground. She/He shall be held and then released, without being pushed, by a holder. The same holder shall perform the task for each Rider.

- 2.3.7 The Rider shall start his ride under the orders of the timekeeper-commissaire who shall count down to the starting time, following which the timing of the ride shall start.
- 2.3.8 The time of any Rider who reports late to the start shall be calculated from that Rider's scheduled starting time.
- 2.3.9 Riders may not help one another.
- 2.3.10 During the Qualirace, the Women's and Men's Standings Leader shall wear the WES UCI E-MTB XC World Cup Leader's Jersey previously provided by WES Management (1.7.3), unless differently requested or agreed by WES Management and/or the Race Direction.
- 2.3.11 During the Race, the Leader's Jersey shall be worn according to the UCI Regulations order of priority (1.3.071).
- 2.3.12 Should a Rider suffer an accident or technical problems during the Qualirace and do not complete the one-lap time trial he/her shall be admitted starting in the following race. This Rider shall inform the Race Direction as soon as possible. If a non-qualified Rider is in the Qualirace top-50 participants, he/she shall start the race at the bottom of the starting grid. In the case of more than one non-qualified Rider, they shall start the race from the bottom of the grid, according to the original Qualirace start times. All Riders must present themselves to the Qualirace start to be allowed to start in the following race.

## 2.4 Start

- 2.4.1 Access to the starting grid shall be via a closed park where Riders shall be submitted to the last check upon the level of charge of their battery before being given their starting place.
- 2.4.2 The gridding process shall begin no later than 15 minutes before the race start.
- 2.4.3 Riders gridding allotted time is normally 15', unless differently communicated by the Race Direction on site. Riders who, after the Qualirace, are not able to take their position on the starting grid (DNS) shall promptly inform the Race Direction no later than within those 15'.
- 2.4.4 Riders shall wear their race number, clearly visible on their back, along with their handlebar number which shall be properly placed and visible.
- 2.4.5 Riders shall be gridded fastest to slowest, decided by the Qualirace classification.
- 2.4.6 The starting grid can be made of 5 to 6 spots on each row, depending on but not limited to the start line position, the terrain type and conditions, the level of danger of the start and the average start speed towards the first turn on the track. This will be decided and applied by WES Management along with the Race Direction.
- 2.4.7 In UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP events, Riders shall be called to the start no earlier than twenty (20) minutes before the scheduled start of the race. Riders shall then pass through the last SAS to switch off, then back on, their e-bike, as well as the stickers verification.
- 2.4.8 The start is given with the following warnings 3, 2, 1 minutes and 30, 15 seconds before the start, then a final announcement to give the start.

- 2.4.9 A Rider must always act in a sporting manner and must permit any faster Rider to overtake without obstructing.
- 2.4.10 If a Rider exits the course for any reason, he/she must return to the course at the same point from which he/she exited.
- 2.4.11 Riders must respect nature and must make sure that they do not pollute the course venue.
- 2.4.12 The start banner must be placed immediately above the start line at a minimum of 2.5 metres.

## 2.5 Finish

- 2.5.1 The finish banner must be placed immediately above the finish line at a minimum of 2.5 metres (i.a.).
- 2.5.2 The finish zone must be a defined space and let no more than one Rider at a time exit the space.

## 2.6 Technical Assistance & Feed Zone, and Green Zone

Technical assistance during the UCI E-MOUNTAIN BIKE CROSS-COUNTRY WORLD CUP event is permitted under the following conditions:

- 2.6.1 Technical assistance can only take place in the designated Technical Zone. Within the Technical Zone, any accredited Team Member may assist a Woman or a Man Rider competing for another Team as a sportsmanlike gesture.
- 2.6.2 Technical assistance consists of the replacement or repairs of any part of the e-bike except for the frame or battery.
- 2.6.3 It is forbidden to change e-bike during the event even if the Rider finishes the event with the same race plate.
- 2.6.4 Outside of the technical zone, Riders can only use their own equipment and help from a fellow competitor to fix any technical issues. Women and Men competing in the same race, with separate classifications, cannot help each other.
- 2.6.5 Competitors can only carry with them tools or spare parts that do not represent a danger either to themselves or to a fellow competitor.
- 2.6.6 Rear wheel replacements may only be made within the Technical Zone.
- 2.6.7 Spare rear wheels must be verified by technical staff during the pre-event Technical Check.
- 2.6.8 Team Members staying in the Technical Assistance and Feed Zone shall be accredited for the event and must wear Team branded clothing to be identified, as well as a wristband provided by the organiser.
- 2.6.9 In the UCI E-MTB XC World Cup, the Technical Assistance and Feed zone can be only one, depending on the track length and the number of participants, at the Race Direction's discretion.
- 2.6.10 The Green Zone for riders to throw away gel supplements waste, and other waste during the official practices, qualiraces and races shall be marked by the



organiser, normally close to the start/finish area, depending on the track layout and the start/finish position.

## 2.7 E-XC Clothing and Protective Accessories

2.7.1 A CE-certified open-face cycle helmet is obligatory during the entirety of the event.

The UCI and WES strongly recommend that Riders wear the following protection (4.3.013 UCI Cycling Regulations):

- back, elbow, knee and shoulder protectors made of rigid materials;
- protection for the nape of the neck and the cervical vertebrae;
- padding on shins and thighs;
- broad full-length trousers made from rip-resistant material incorporating protection for the knees and calves, or broad-cut shorts made from rip-resistant material plus knee and calf protectors with a rigid surface;
- long sleeved shirt;
- full finger gloves.

2.7.2 Additional hosting National Federation safety requirements may apply. These shall be listed in the Event Technical Guide.

## 3. WES Points Rules

3.1 Riders, Teams, Bicycle Manufacturers and Motor Manufacturers will compete for the WES Series Title.

3.2 For Riders (Women and Men), the points will be those gained in each race of the UCI E-MTB XC World Cup.

3.3 For Teams, the points will be those gained in each race by each Team member (Women and Men) in the UCI E-MTB XC World Cup and any other discipline the event may include.

3.4 For Bicycle Manufacturers and Motor Manufacturers, the points will be those gained in each race by each Team member (Women and Men) in the UCI E-MTB XC World Cup and any other discipline the event may include.

3.5 For each category, WES points will be awarded on the following scale:

Position	Points	Position	Points
1	25	9	7
2	20	10	6
3	16	11	5
4	13	12	4

5	11	13	3
6	10	14	2
7	9	15	1
8	8		

- 3.6 All races will count for the WES Series, for Riders, Teams, Bicycle Manufacturers and Motor Manufacturers.
- 3.7 In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.). In the event of a consequent condition of a tie then, the date in the Series Calendar when the highest place was achieved will be taken into account, with precedence to the latest result.
- 3.8 In the case of a Rider participating with different e-bikes, it is the make of the bicycle with which he/she obtained the highest number of points that will appear next to his/her name on the final classification, without, however, modifying the calculation for the Constructors' classification.
- 3.9 The WES Series Champions in each category, Winning Team and Winning Bicycle Manufacturer and Motor Manufacturer must participate in the official final awards presentation ceremony.
- 3.10 Top 15 Men and top 15 Women Riders of the 2025 WES UCI E-MTB XC World Cup general classification as of **August 3<sup>rd</sup>, 2025** will access reserved quota places for the 2025 UCI E-MTB World Championships taking place **on 2-14 September in Switzerland**. This race represents the highest-level competition in E-XC discipline and allows Riders (Women and Men) to achieve the UCI Rainbow Jersey.

## 4. Wildcards

- 4.1 Wildcard applications shall be received, managed and eventually approved or refused by the WES Sporting Department.
- 4.2 Wildcard applications agree to submit themselves to the WES Regulations.



WES Management SARL reserves the right to review and amend this Regulations document anytime, at its discretion.