

Cover page (Make its' own part and without pagination and without Headers and footers)

Finish national EcoRun regulations 2019

(Add an Appropriate Picture)

Contents

General.....	3
1. Rules of Competition.....	3
2. Competitors and licences.....	3
3. Competition Eligible Vehicles.....	3
Before the competition.....	4
4. Competition Invitations (call for competitors).....	4
5. Registration for the contest (Entries).....	5
6. Entry Fees and insurance.....	5
7. Accepted Entries and Start list.....	5
8. Competition Bulletins.....	5
Actions on the competition site before the start.....	6
9. Registration at the Competition Office.....	6
10. Competition materials.....	6
11. Competition numbers and advertisements.....	7
12. Pre-Scrutineering.....	7
13. Fuel fillings and electric energy recharging.....	8
Course of Competition.....	8
14. Start of the competition.....	8
15. The Route.....	8
16. Inspection posts.....	8
16.1 Time Control posts.....	9
16.2 Occupied Time Control.....	10
16.3 Unmanned Time Control.....	10
16.4 Route Control posts.....	10
17. Breaks.....	11
18. Course of competition and driving rules.....	11
19. Monitoring the course of competition.....	12
19.1 Interim scrutineering.....	12
20. Suspension.....	12
21. Refuelling.....	12
22. Final Scrutineering.....	13
23. Return of competition material.....	13



24. Penalties.....	13
Result calculation criteria.....	14
25. Punishment percentages:	14
26. Results.....	14
27. Protests	15
28. Prize Ceremony	15
29. AL-Sport EcoRun Cup.....	15
29.1 Season winner	16
29.2 AL-Sport EcoRun Cup and FIA NEZ Cup Awards	16
Organisation of competitions.....	16
30. AL-Sport EcoRun Competitions	16
30.1 The application for a competition permit and the next year's competitions.....	16
30.2 AL-Sport EcoRun and AKK Motorsport (ASN) Marshal License Requirements.....	17



General

Compared with the previous period, two major changes have been made to the rules: 1) the entry of electric and gas vehicles and 2) the presentation of the results of the competition only as class results, on which basis the serial points are distributed. The full-season Cup series is likely to have equal score (dead heat) results, so the set solutions may prove to be a key element for the Cup.

1. Rules of Competition

The automobile association (AL-Sport) is a national umbrella organisation for the sport. EcoRun competitions are held following these regulations in accordance to the instructions and competition bulletins provided by the organiser. Competitions are announced:

- The AL-Sport competition in the Autoliitto alliance calendar (<https://autoliitto.fi/EcoRun>, Select "AL Kilpailukalenteri / Calendar").
- In the competition calendar of AKK Motorsport ry (ASN) (<https://www.autourheilu.fi/kalenterit/kilpailukalenteri/>)

The aim of the competition is to perform the route using the lowest amount of energy in varying road terrains. EcoRun competitions are run on public roads, under normal traffic conditions, in accordance with traffic regulations.

The order of compliance with the rules and regulations is:

1. AL-Sport EcoRun Regulations and including Refuelling and recharging attachment.
2. Competition specific rules in the invitation (call for competitors) or as a link thereto
3. Additional competition bulletins

2. Competitors and licences

The competitor pair makes up a driver (1st driver) and a co-driver (2nd driver, navigator). Driver must have a driving licence. The co-driver must be at least 15 years old, except that the 12-year age is sufficient when co-driving with a parent.

The 1st driver entered for registration information is a responsible member of the competitors and is recorded as a Driver and the 2nd driver as a Co-driver.

The competitions are open to anyone who has a valid competitor licence or licence issued by the Automobile Association (AL-Sport) or AKK Motorsport ry. A competition-specific access License can be purchased from the Competition Office (for Finnish nationals only).

Foreign competitors must notify the AL-Sport's Head of the EcoRun Committee (Mr. Rauli Koivunen, firstname.surname (at) gmail.com) that he/she wants to attend AL-Sport EcoRun competitions in order to receive the Finnish AL-Sport EcoRun Cup serial points.

3. Competition Eligible Vehicles

The competition shall be driven by vehicles registered and approved for use in public roads. Cars must be in a standard condition and comply with the regulations of the country in which they are registered. Cars must hold a valid roadworthiness attest and motor insurance valid.

Competition car can be own or borrowed. If the driver or the navigator is not the owner or the holder of the car, he or she must have written permission from the owner or holder to use the car for the purposes of the competition.

Competition cars can also be arranged by the organiser (in Finland Toyota EcoRun on 5.10.2019).

Competition cars are divided into categories of energy sources (classes). The competition organiser specifies the categories in the competition invitation. Categories of competition may include:

- Gas Vehicles Class (CNG)
- Diesel Class (D)
- Ethanol Gasoline Class (E85) (all fuel types in the same tank)
- Gasoline Class (B)
- Hybrid Class (HEV, hybrid cars that only have one form of energy to fill in)
- Rechargeable hybrid cars (PHEV, plug-in hybrid cars having both the recharging of electricity and the refuelling of fuel)
- Battery electric car Class (BEV)
- Hydrogen cars (FCEV)
- Another category if organisers see it necessary. E.g. Historic-Class for older than 30 years old cars, or trial category, where they are not participating in the Cup, or a class of junior drivers of maximum 25 years old drivers.

The competition invitation shall indicate how the consumed energy is calculated:

The energy can be calculated by refuelling and/or externally loaded, recharged energy. Electricity consumption can also be calculated on the basis of battery capacity. Fuel/energy consumption can also be attributed to the car's own consumption meter or from any other meter.

The competition car has to cope with a competition route without any intermediate refuelling, unless it has been specifically announced in the competition invitation that the competition includes a refuelling / recharging option during the competition.

The tyre size must conform to the vehicle's registration attest, where the rim size may deviate one inch either way. The tyre width may also differ by no more than 30 mm from the vehicle's standard width.

The make of the tyres is free. The tyres must be in accordance with the season. The organiser may require the use of tyres complying with the requirements. Winter tyres (M + S) may be used during the winter tyre season (1.11 – next Monday after Easter).

The maximum allowable tyre pressure is 2.8 Bar (280 kPa) if the car's recommended pressures on the tyres in use are not higher. The competitor must provide a higher pressure documentation to the competition organiser beforehand. The structural pressure of the tyre must not be exceeded.

Before the competition

4. Competition Invitations (call for competitors)

EcoRun competitions are carried out by competition permits issued by AL-Sport. The competition invitation must be published to competitors no later than six (6) weeks prior to the competition.

Contest invitations contain competition-specific instructions and indicate the competition and its arrangements. Invitations also include registration instructions and timetables. Invitations can be found through the links on the AL-Sport website (www.autoliitto.fi/EcoRun).

5. Registration for the contest (Entries)

Competition-specific registration procedure is specified in the competition invitation. Registration shall be made as fully as possible by the date indicated in the invitation. In general, the competitions are registered online at AL-Sport's EcoRun Registration (Entry) page. Changes and additions to the registration will be made via email during the registration period.

The declared car can only be changed for another with the organiser's permission. The change of car must be applied before pre-scrutineering. At the end of the registration period, the car may only be changed in the same category for which it was originally declared. The organiser is allowed to charge the car change €35.00.

The change of the co-driver may be made free of charge if approved by the competition director.

The registration can be cancelled based on acceptable reason. If the cancellation is made within the registration period, the entry fee will be refunded in full.

In the event of a late registration, the organisers have the possibility to charge a maximum of twice the entry fee.

(GDPR) All the information that you have delivered in the entry may be published, before the start of the contest, for the purpose of competition and for its interest in the publications of AL-Sport. Enrolling in a competition participant also understands that the final results of the competition can be published in AL-Sport publications for the purpose of competition and its interest.

6. Entry Fees and insurance

The entry fee stated by the organiser shall be paid in the manner and timeframe mentioned in the invitation. Show the paid entry fee documentation latest on competition day at the registration in the Competition Office.

The entry fee will be refunded if:

- Registration is not accepted
- Competition is not organised
- The entrant has not qualified for competition
- Registration is cancelled before the registration period expires

The organiser's liability insurance is included in the competition permit issued by AL-Sport. The competitor participates in the competition at his/her own risk.

7. Accepted Entries and Start list

The start list shall be notified to the competitors no later than two days after the expiration of the registration period on the web and the e-mail address or addresses entered in the registration.

8. Competition Bulletins

The competition organiser has legal right to publish Competition Bulletins to transfer, withdraw or suspend the competition, or to give instructions necessary to carry out the competition.

Any changes in the competition between the publication of the invitation and the start of the competition must be approved by the Observer (Steward) and published as Competition Bulletins. Additionally, Competition Bulletins may also be adopted during the course of the competition. The Observer shall examine any Competition Bulletins adopted.

All Competition Bulletins are published in dated, numbered and signed by the competition director. Competition Bulletins and guidelines can be found on the official notice board of the competition. Furthermore, they are also allocated directly to the competitors against receipt, unless it is technically impossible in the course of the competition.

Actions on the competition site before the start

9. Registration at the Competition Office

Registration will be at the competition office. The registration is subject to a check of driving licences, competitors' licences (one-shoot licences for sale for national participants only) and car registration papers (and any written permit to use the car in EcoRun competition) and entry fees.

Late registration is possible in the competition office with the permission of the competition director.

The competition office has a clock, which shows the official competition time (preferably with a radio-controlled clock time). The exact Finnish time can be viewed online <https://www.mikes.fi/> at the top of the page.

Competition materials are handed over to the competitors at the competition office at the time of registration. Participants will be given last minute instructions on the drivers meeting just before the start of the competition, according to invitation or competition bulletin. During the meeting, the competition organiser will provide a brief explanation of the competition. Either the driver or the co-driver must attend the drivers meeting.

10. Competition materials

1. A road book showing the distances between time controls, the route signs necessary for navigation and the speed limits in force at the time of the road-book. In the road book the driving direction is indicated with arrows and supplementary information on the intersections. If there are inconsistencies, the direction of the arrow will prevail. The road book size may be A4 or A5 (A4 is recommended). The clerk of the course may have entered mandatory stops in the road book, which are to be observed even if they are not marked on the terrain.
2. A Time Control card (or cards) on which the officers (marshals) carry out entries at inspection posts or other competitive activities. The competitor may not make any own entries, corrections or modifications. The cards shall be kept in full during the competition unless the organiser determines otherwise.

When using GPS tracking equipment, a competitor does not write any entry and departure times on time card at the inspection posts. They will get a separate counting card to make their own time-tracking.

3. Schedule of the competition.

4. A Route Control card. The competitor must mark the unmanned route inspection posts' information on the route card. The unmanned route inspection posts can also be some fixed points, such as signposts, street signs, house numbers, etc. In the occupied stations, the officials make the markings.
5. A Scrutineering and Refuelling/Recharging card (start and end fillings and electrical recharging are entered on the same card).
6. A map showing the route of competition and public inspection posts. The map is not mandatory but recommended.
7. Competition number plates, and possible competition signs and promotional stickers.

11. Competition numbers and advertisements

The number of ads varies by competition. Competitors will draw competition number plates (size A4) before pre-scrutineering, on the door or on the rear page window. Number plates may include a series ad. It is not possible to opt out of the organiser provided advertisements and identification stickers.

The competitor may place his/her own ads in the car with the following restrictions:

1. Rear page windows for A4 competition number plates (the changes will be announced in the invitation)
2. Advertisement does not cover ads by the organiser
3. The advertisement is not contrary to Finnish law and good practice
4. Political ads are forbidden
5. Advertising of alcoholic beverages and tobacco products is prohibited

The correctness and regularity of the advertisements are checked in the pre-scrutineering and can also be inspected in the interim and final scrutineering.

12. Pre-Scrutineering

The scrutineering will be carried out after registration either at the point of departure or at the time of refuelling. The scrutineering may have its own schedule.

A vehicle that has not been approved in the scrutineering may be brought into re-scrutineering as soon as the required repair in the car has been made.

The pre-scrutineering covers visual condition of the car and the following items:

- Competition numbers and organiser ads
- A registration attest and, if necessary, an owner's manual for the car so that the vehicle can be identified in the form indicated by the manufacturer. The electronic vehicle owner's manual must also be approved. The manual for the historic car is not required.
- Equipment required by road traffic law and vehicle regulation
- Spare tyre, if fitted, or similar patch system
- Car documentation on standard tyre sizes relative to the tyres underneath the car.
- The vehicle must have a re-registration certificate if the abnormal tyre size requires it.
- Car documentation of tyre size, type and tyre pressure recommendations if used higher than 2.8 Bar (280 kPa) pressure
- Tyre pressure check (random)

13. Fuel fillings and electric energy recharging

Because the procedures differ by competition class, see the attachment: Refuelling and recharging.

Departure, intermediate and final refuelling are competition events.

Course of Competition

14. Start of the competition

The start can be an event for public audience. The departure shall take place every two minutes in the order indicated by the starting list in accordance with the time schedule indicated in the invitation. If the schedule of the competition changes from the schedule of the call for competitors, it will be announced on the official competition notice board.

15. The Route

The total length of competitions in national competitions is typically around 200 – 400 km. The route length for B/D/HEV classes is considered as base route length. Routes of the other classes can be between 80% and 120% of the base route length.

For electric cars the competition is recommended to be around 200-250 km. In this case, the length of the competition for B, D and HEV must not exceed 250 to 312.5 km, and the route will remain within the 80 to 120% rule. The ideal is that the route of all classes is the same, but the recharging and refuelling points of the E85, CNG, PHEV and BEV cars may change the length of routes in these classes.

Competitions have one or more breaks. The route of the competition is indicated by the road book and possibly on the map. A road book is a determining method of reporting the route.

The competitor must drive the notified route according to the schedule and other requirements laid down by the organiser. Competitive performance and driving behaviour are monitored at public and secret points along the route.

16. Inspection posts

The inspection posts on which cars must stop must be selected in such a way that other traffic is not disturbed.

The competition can be operated by the organiser's occupied checkpoints, unmanned stations or GPS tracking system control.

Only repair or other maintenance prescribed or permitted by the organiser is allowed in the station area. Competition cars are in the station area:

- Refuelling and inspection sites
- Inspection posts (time-check and route stations)
- During breaks

The occupied inspection posts will start operating approximately 15 minutes before the first car ideal arrival and will cease to operate for 30 minutes after the last time of the final car.

The place of an unmanned TC-station can be described either exclusively by road book markings or by road book markings + with the target mark (plate 1). The occupied time inspection posts are marked with a target mark (plate 1) at the point where the stop is to be stopped. The size of the signs is either A4 or I prefer A3.

All time control posts (occupied and unmanned) are marked with three target signs (plates 1, 2 and 3). At the point where you have to stop is the plate 2. The size of the signs is either A4 or A3.

The occupied route control posts use the yellow pre-mark (plate 4) and the red target mark (plate 5). Plates to be used at inspection posts:



Plate No. 1 (yellow) =
Time Control post (TC) starts



Plate No. 2 (red) =
Time Control post (TC)



Plate No. 3 (Yellow-brown) =
End of Control area



Plate No. 4 (yellow) =
The start of Control area (the Route Control or
Interim inspection)



Plate No. 5 (red) =
Route Control post, interim inspection



Plate No. 6 (red) =
Mandatory stop

16.1 Time Control posts

The place of the public time check station is marked on the road and on the map. It can be occupied or unmanned TC. Competitors can also act alternately TC personnel.

The competitor is responsible for calculating the time of arrival on each of the stations (= so-called "own minute" within which the post must arrive) on the basis of the stated driving time.

The start of the station area is marked, and the competitor is allowed to wait for the start of the "own minute" in front of the station area. In unmanned competitions using GPS tracking, from the

start of the station area to the actual TC station, is always at least 150 metres away. In occupied competitions, the at station area starts near the station.

The competitor must not prevent others viewing control post or marking plates.

The competitor will be allowed to arrive TC post prior to the "own minute" and wait for his/her own minute and turn off the engine. Competitors are allowed to see the official competition time.

16.2 Occupied Time Control

If a competitor, due to a queue or a traffic jam in the station or in its immediate vicinity, cannot get the vehicle to the station, the co-driver can apply for a time stamp on foot. The inspection post gives the time when Time Card is being presented (= when the card is in the position of the person in hand). The time is recorded in the minutes and on the time card in hours and in full minutes, marked e.g. 23:57.

If an error has occurred in the time marking, it must be immediately pointed out to the staff, if needed also in writing. If staff finds an error, he/she verifies the correction with his initials on the time card.

Departure time from the inspection station is the time of arrival + 1 minute. If two contestants arrive at the at station at the same minute, the station staff will give them different departure times. The competitor is obliged to wait in the station area for his/her own departure time. An early departure is punished (see 25. Error percentages).

The departure time for the next leg shall be entered on the time card in the relevant box: "Departure" in hours and in full minutes, e.g. 23:58.

The competitors result will be disqualified if the competitor has not visited the time control post or the stations are in the wrong order, or the total delay minutes between the start and the finish are a total of more than 30 minutes.

16.3 Unmanned Time Control

When using GPS tracking, a competitor does not mark arrival and departure times on a time card but they will get a separate counting card to make their own time calculations and markings.

When arriving to the unmanned TC, competitor will stop and wait for his/her new own departure minute. However, the car must remain stationary in the station area for at least five seconds. The next leg starts at the following minute, but not earlier than the competitor's scheduled check-out time. The departure in advance is punished (see 25. Error percentages).

If two competitors are at the same time on the station, the latter must departure one minute later. GPS tracking records the true departure time automatically.

Note! The car must remain completely in place for at least five seconds. Even a small car movement is interpreted as a departure in the GPS tracking!

The scrutineering site, refuelling areas, start and breaks are also time TC stations.

16.4 Route Control posts

There are route controls and driving monitoring stations in pre-undeclared locations.

1. At the manned route control post, the competitor must stop at the position plate (plate 3) and present his/her route card.
2. At an unmanned route inspection post, a competitor must himself/herself make marking on the route card, information of a signpost. The markings should be done without stopping, if possible.
3. GPS tracking could be used to monitor the correct route, so they can handle all route controls.

17. Breaks

At the organiser's discretion there may be several halts or regrouping breaks (regrouping time control stations), where the stretched intervals will be spaced out. Organiser gives the new departure time from the break for each competitor. Time control on the breaks is similar to other time control stations.

A break can also allow early arrival already before your own minute. Early arrival allowed may be made notified as EV (in Finnish) or EAA (in English) in the road book, in the competition schedule, or on the time card.

During breaks the competitor may carry out the allowed repair and maintenance operations under the supervision of the organiser.

18. Course of competition and driving rules

For the entire competition, every competitor must comply with the current traffic rules. Special care must be taken in populated areas.

The competition car with both drivers onboard must visit at all inspection posts in the right order indicated by the road book. They must get markings on the time and route control cards (or the GPS tracking) for the visits indicating the time of arrival and departure. A missing or incorrect card entry may result in disqualification.

It is imperative to follow the road speed limits. The speed limits indicated in the road book are those when the route was prepared but may have changed. The lowest speed limit has to be adhered to, marked by a traffic sign on the terrain or only in a road book. The observed speeding leads to punishment and is reported to the competitor in writing on the official notice board after the finish line, as well as on other possible error rates.

The main lights or daytime running lights must be used during the competition according to road traffic law. In the twilight and dark, the stopped car on the road or immediate road side must have parking lights on.

The organiser may place extra signs on the difficult navigation points or on a route points that depart the road book, showing driving direction straight ahead or turning direction or signs e.g. "Attention!". These extra signs should also be found in the road book. The signs placed after the road book has been drawn up are communicated to the competitors by Competition Bulletins.

The clerk of the course may mark a text of a mandatory "STOP" on the road book. The "Stop + traffic sign of duty to give way at the intersection, or just text "STOP" is mandatory for the competitors. A clear stopping must be carried out in a place with unobstructed visibility to the intersecting road. The standstills are videoed and can be checked later on. The car must be at full

standstill for at least 3 seconds. If a total standstill cannot be detected on video, competitor will get punished (see 25. Error percentages).

The engine must be on at all times when the car is in motion and both crew members must be in the car outside the station areas. If the car is stopped, the engine can also be stopped. If the engine stops while driving, the car must be stopped as soon as possible. Starting the engine by tug is forbidden. It is allowed to run idle gear, as long as the motor runs.

Start-Stop systems and hybrids, however, behave in accordance with their own "nature".

In the course of the competition, special tasks can be arranged for competitors. The specific tasks are carried out by the competition cars and are included in the timetable.

In the event of a puncture, the tyre replacement can be carried out immediately. The broken tyre with its rims must be transported throughout the competition. During the competition, no goods may be removed from the car. External maintenance of the car such as glass and main lights is permitted by drivers, without breaking the sealing, even along the route.

External assistance may only be used to return a derailed car to the road again, in case of an accident case, and to the work controlled and supervised by the organiser. Vehicle towing or pushing is otherwise prohibited.

In the event of an accident, the competitor must provide immediate assistance to the injured. On the basis of the proven written application, the time lost, but not more than 30 minutes, may be taken into consideration.

19. Monitoring the course of competition

The organiser monitors competitors (driving habits and speeds) along the route, also at the secret checkpoints. The monitoring can also be controlled with GPS tracking. If sanctions are imposed, the applied controls must cover all competitors at the same point of control.

19.1 Interim scrutineering

During the competition, the organiser may make any kind of inspection or measurement for the competition cars. Only approved cars will be allowed to continue the competition. A broken sealing or missing identification mark can result in disqualification.

20. Suspension

The competitor must notify the discontinuation (interruption) of the competition immediately to the nearest inspection post or the Competition Office and shall immediately remove or cover the competition numbers.

21. Refuelling

The fuel and energy used on the competition route are found in the final refuelling. The filling and refuelling procedures in the various classes are described in the attachment: Refuelling and recharging.

There must be no one in the car during refuelling. It is forbidden to swing the car – even the organisers are not allowed to wave cars.

22. Final Scrutineering

The final scrutineering is done in proximity to refuelling. The scrutineering checks whether the competition number plates and the organiser's ads are in place and seals intact. The sealing of fuel tank is checked by refuelling officials.

The competition organiser can pick any of the competition cars to full and detailed inspection.

If there is any irregularity in the car, it may result in the disqualification and the organiser may oblige the competitor to carry out any costs incurred by the inspection.

23. Return of competition material

Competition papers, such as time and route cards, and GPS tracking devices, as well as the refuelling and scrutineering card, are handed over to the result calculation as instructed by the organisers. Recyclable competition number plates, etc. must be returned.

24. Penalties

1. A contestant is not accepted if:

- The car does not meet the terms of eligible vehicles (see 3. Competition Eligible Vehicles)
- Registration is delayed or the registration is eliminated
- The entry fee has not been paid

2. Right to start is refused (denied) / start will not be authorized if:

- Refuelling or recharging is unpaid
- Competitor covers or detaches the organiser's ads or competition number plates
- Crew or car does not meet the requirements of the scrutineering
- Competitor delays from the start more than 10 minutes

3. Disqualification from competition may result:

- The absence of a driver or co-driver in the car during the competition
- Pushing or moving a car against regulations
- Lack of competition number plates during competition
- Losing a time, refuelling, or route card, or changing its markings
- Infringement or failure to comply with general rules governing competition
- Speed limit overrun 20.1 km/h or more
- Missing entry on time card
- Unauthorised maintenance or repair at the control post or infringement of control post regulations
- Wrong performance during the course of competition or delaying more than 30 minutes
- Deficiencies or irregularities detected in the intermediate or final scrutineering

4. Exclusion from the competition

- Clerk of the course or steward(s) are allowed to exclude the competitor who has violated AL-Sport Run regulations or fair-play principles.

Result calculation criteria

The results are mainly calculated based on energy charges and refuelling rates. The organisers will make assumptions about the fuel and energy volumes on arrival of cars and will proceed with refuelling and recharging in a way that is assumed to be a good for reliable information on used fuel and energy. Fuel or energy consumption can also be noted on the vehicle's own indicators (like on-board-computers) but must be indicated in the competition invitation or its annex/link.

Result calculation criteria and principles shall be specified in the competition invitation, if necessary.

25. Punishment percentages:

A	Arriving the TC station area too early and/or presenting the time card	= 3%
b	Delay from the TC	= 2%/started minute
c)	Too early departure from the TC station	= 3%
d)	Speed limit overrun 5.1 to 10 km/h	= 3%
e)	Speed limit overrun 10.1 to 15 km/h	= 6%
f)	Speed limit overrun 15,1 – 20 km/h	= 10%
g)	The STOP traffic sign or "STOP" in the road book not obeyed	= 5%
h)	Driving intersection in a wrong way (shortcut)	= 10%
i)	Crossing yellow lane marking	= 5%
j)	Driving through the red traffic lights	= 10%
k)	Other traffic offences identified by the organiser	= 3%
l)	Missing route control entry	= 15%
m)	less than 10 litres in start filling (for B, D, HEV and PHEV for gasoline refuelling)	= 3%
n)	More than 10 litre in a tank in start filling (E85)	= 20%
o)	Excess tyre pressure	= 2%

26. Results

The results of the competition are reported separately for each class. The class winner is with the smallest energy consumption, except for the B and D classes. In those classes the class result is calculated as a vehicle's kerb weight corrected result. It has a 70% weight for the consumption per 100 km and a 30% weight for the consumption considering the car's kerb weight. Calculation formula = (consumption * 0,7) + ((consumption/kerb weight) * 1000 * 0.3)

The results include any penalties, i.e. error percentages.

There will not be any overall results in a competition. The exception is if there is only one competition on the cup series and the cup winner will be resolved by one competition result only. See section 29.1 of the rules how the superiority is resolved in the case of even score.

The category results of each category are published in a typical way for the class (litres or kilos or kWh/100 km). The result shall be expressed to three decimal places.

In addition, fuels will be converted to kilowatt hours (kWh) in order to determine the even score situations eventually needed at the end of the cup series. Conversion factors (coefficients) used in result calculation are found in the EcoRun web page and from the Refuelling and recharging attachment. The coefficients are agreed for the whole year, although the fuel densities vary according to the season.

See the Refuelling and recharging attachment for the refinements and exemptions for the classes of CNG and PHEV, which use two various propulsion materials.

27. Protests

Protests to competition events and to the decisions of the competition management shall be made in writing at the latest within 30 minutes of the competitor's arrival in finish. Protests against results must be lodged within 15 minutes of publication of the results. The protest fee is €100.

28. Prize Ceremony

The amount to be rewarded is indicated on the official bulletin board. At least class winners will be rewarded. The organiser can also choose to share honorary, team and other awards.

Prizes will be awarded after the competition when the steward(s) have confirmed the results and at the end of the protest period.

29. AL-Sport EcoRun Cup

There will be one AL-Sport EcoRun Cup series and the winner will be resolved at the end of the season. Cup serial points are awarded for each competition. The final points will be counted as minus one (-1) for the competitions held during the period. If there are two or fewer competitions, the points of all competitions will be counted.

The driver and the navigator collect their own points. During the season, the same person can collect points both as a driver and as a co-driver.

The cup classes are all those classes mentioned in the competition invitation. Each cup class (e.g. make and model class) that is in the competition summons produces Cup points. The invitation shall specify the measurement principle for energy consumption in each class.

In the AL-Sport EcoRun Cup (and FIA NEZ EcoRun Cup) competition you can get points as follows:

1. Class of victory 100, 90, 80, 70,... points for the ten best
2. The additional points awarded according to number of participants in the class as follows:
 - Solo in category = > 0 extra points
 - 2 participants = > 2 p.
 - 3 = > 4 p.
 - 4 = > 8 p.
 - 5 or more = > 10 p.

29.1 Season winner

The winner of the season is the one with the most points at the end of the season. The final points will be counted minus the worst/undriven competition, if there have been at least three competitions during the season.

If at the end of the season the championship points are tied, the solution is searched in the following order:

- 1- Who has most first, second, third placements... during the season (takes into account the competitions under the first paragraph above)
- 2- Who has less penalty percentages of the competitions of the season, i.e. the 'cleaner' (for the calculation, only those competitions where both have been competing)
- 3- Who has driven on average heavier car during the season
- 4- Lower energy consumption/100km (according to point 2.)
- 5- After the top trio shared placements are applied.
- 6- Who has gathered faster more points during the season (i.e. in the first, second,... competition to get more points).

29.2 AL-Sport EcoRun Cup and FIA NEZ Cup Awards

At the AL-Sport award ceremony AL-Sport EcoRun Cup top trio will be rewarded. At the award ceremony of AKK Motorsport association (ASN) the FIA NEZ EcoRun Cup top trio will get their medals. Akk-Motorsport also awards regional champions according to their own system.

Organisation of competitions

30. AL-Sport EcoRun Competitions

National Cup and NEZ competitions require a competition permit from AL-Sport. The NEZ competition is always a national Cup competition, too. The Cup competitions can also be the regional championship competitions (AKK Motorsport association).

There is no need to apply permit for training and club competitions, but announcement to AL-Sport is suggested.

AL-Sport issues competition permits and charges a fee which includes the organiser's liability insurance. There is no competition permit fee for training and club competitions.

The disagreements between the organiser and the competitor in the competition are solved primarily by the observer (steward(s)) of each competition, but the highest decision power is exercised by the appointed EcoRun Committee. The EcoRun Committee draws up the rules and regulations for the sport annually and, if necessary, during the year, too.

30.1 The application for a competition permit and the next year's competitions

The application for a competition permit (please find a form in the AL-Sport material bank) must be duly completed and submitted to AL-Sport signed by an observer (head of stewards) at latest seven (7) weeks prior to the competition. Competition permit fees:

2019 EcoRun €50.00

- The cup and NEZ competitions for the year 2020 must be applied online by the end of April 2019 (www.autoliitto.fi/EcoRun, select the AL Contest calendar and the search for a competition application for the calendar).

30.2 AL-Sport EcoRun and AKK Motorsport (ASN) Marshal License Requirements

Composition of the steward(s):

- According to the AL-Sport Committee decision (16.10.2010), up to the Cup level, one external observer (independent to organiser) is enough to make a report for AL-Sport and the organisers of the competition.
- Also, the NEZ EcoRun competitions can be run by using just one reporting observer (i.e. without three stewards). The recommendation is to use national observers / stewards also in the NEZ competition.
- If the organisers wish they can use of the stewards, too (Head of the stewards + two stewards) in national competitions. The head of the stewards shall have the same reporting obligation as the observer.
- The report form can be found on AL-Sport's EcoRun Material Bank.

Licensing Requirements for officials in national competitions:

- | | |
|-----------------------------------|---------------------------------------|
| • Observer/Head of Stewards: | The basic licence in rallying |
| • Stewards: | Basic licence |
| • Clerk of the Course (Director): | The basic licence in rallying |
| • Scrutineering: | Basic Engineering licence (suggested) |

Marshal Licensing Requirements for officials in NEZ competitions which can also be driven by a single reporting observer (i.e. without three stewards):

- | | |
|-----------------------------------|-------------------------------|
| • Observer/Head of stewards: | Rally Chief Trustee Licence 1 |
| • Stewards: | Basic licence |
| • Clerk of the Course (Director): | Rally Chief Trustee Licence 1 |
| • Scrutineering: | Basic Engineering licence |

It is recommended that the Secretary of the competition, the result calculation personnel and the refuelling responsible personnel, are selected by experienced persons.