

DEKM-Regulations 2022

As at: 11.01.2022 – changes are printed in *italics*

The Deutscher Motor Sport Bund e.V., in cooperation with the Promoter IKmedia GmbH, organises the German Electric Karting Championships (status: National A) according to Level 1 of the DMSB General Championship Regulations; the Championship is governed by the following regulations:

Championship	Short	CIK-FIA-Class
German Electric Karting Championship	DEKM	Electric Kart
<i>German Junior Electric Karting Championship</i>	<i>DJEKM</i>	<i>Electric Kart</i>

Preamble

The DEKM is governed by the DEKM Regulations, the DMSB Technical Regulations for Electric Karts, the DMSB Guidelines for the Organisation of Events with Electric Vehicles, the DMSB Championship Regulations (DMSB Karting Championships), the FIA International Sporting Code (ISC) with Appendices, the CIK-FIA Sporting and Technical Regulations, the DMSB Event Regulations, the DMSB Karting Regulations, the DMSB Licence Regulations, the DMSB Legal Order and Code of Procedure ("RuVO"), the DMSB Decisions and Provisions, the DMSB Environmental Code, the DMSB recommendations for organisations of motorsport events in the current pandemic situation, the Hygiene and Safety Protocol of the relevant Event, the Anti-Doping Regulations of the national and international Anti-Doping Agencies (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA, the FIA Code of Ethics and Code of Conduct and the DMSB Code of Ethics and all the other FIA/CIK and DMSB Regulations. For the DMSB Karting Championships, the DMSB General Championship Regulations are moreover applicable.

Headings in this document are for ease of reference only and do not form part of these Regulations.

1. Eligible Participants

The DMSB in coordination with the promoter IKmedia GmbH reserves the right to cancel the DEKM/*DJEKM* if less than 12 registrations for participation are received.

The drivers competing in the DEKM/*DJEKM* must hold an valid National Karting Licence Grade A from DMSB or by another ASN affiliated to the FIA. Drivers from the year 2008 (and older) are allowed to participate in DEKM. *Drivers from the year 2008-20010 are allowed to participate in DJEKM.*

2. Vehicles**2.1. General**

Eligible are only karts of categories DMSB Electric-Kart (in accordance with DMSB Technical Regulations).

DEKM:

Kart: Rotax Project E20

Minimum weight: 215 kg incl. driver/equipment

Maximum weight: 222 kg incl. driver/equipment

Weight of the kart: approx. 140 kg

DJEKM:

Kart: Rotax Project E20 Junior

Minimum weight: 195 kg incl. driver/equipment

Maximum weight: 222 kg incl. driver/equipment

Weight of the kart: approx.. 140 kg

The use of all electric karts (chassis: Sodi, drive: Rotax) including the technical preparation and support on-site will be centrally managed and provided by the company BRP-Rotax.

Any damages on the electric karts will be charged by the company BRP-Rotax to the driver of the damaged electric kart in accordance with the spare part catalogue (irrespective of the cause of the damage, e.g. accident/collision caused by another driver etc.).

Any work on the electric karts may only be carried out by the qualified personnel of the company BRP-Rotax as well as by the driver and his mechanic.

Only the work specified as classes 2 and 3 in the spare part catalogues may be performed by the driver or his mechanic.

Replaced components of class 3 will not result in any claim of ownership for the kart used by the participant.

Further modifications (without the consent of the scrutineer in charge) are not permitted and will be reported to the Stewards who may impose a penalty.

2.2. Tyre Regulations

Slick tyres:

For each event *day* (*Saturday and Sunday for Qualifying* and Finals), 2 new front tyres and 2 new rear tyres (single tyres *MOJO D5*) are admitted and must be acquired by the participants from the authorised tyre manufacturer/tyre supplier. Further 4 new *or used* front tyres and 4 new *or used* rear tyres (single tyres *MOJO D5*) are admitted for the Free Practice / Test Sessions. This tyres must also be acquired by the authorised tyre supplier.

Wet weather tyres:

For each event (Timed Practice sessions and Final Runs), the maximum of 2 new front tyres and 2 new rear tyres (single tyres *MOJO W5*) are admitted and must be acquired by the participants from the authorised tyre manufacturer/tyre supplier before the timed practice. For each Free Practice session, one set of the tyres used in the previous event or the test days must be used.

The Stewards may authorise the additional use of 2 front and 2 rear tyre, if this is considered necessary due to safety reasons (e.g. due to meteorological conditions).

On Friday before the respective Event and according to the timetable, a voucher must be acquired from the authorised tyre manufacturer/tyre supplier for the Timed Practice sessions and the Final Run. The tyres will be distributed according to the timetable at a location specified in the Supplementary Regulations and be allocated to each Driver by means of bar codes. Each driver will receive a print-out with the tyres registered for the driver (barcodes). A later acquisition of slick tyres or a later claim regarding the allocated slick tyres is in principle not possible.

Only rain tyres which have been allocated to the participants at a DEKM/DJEKM Event of the current year by means of bar codes may also be used at subsequent Events. The maximum permitted number of tyres as specified in the tyre regulations must hereby be respected.

The removal of already scanned tyres from the tyre identification system upon request of a Competitor, if considered necessary, is only possible until the beginning of the Timed Practice.

It is the Competitor's responsibility to ensure that these tyres are registered for the corresponding Event in the control system of the organiser or of the authorised tyre supplier, as appropriate.

If the scrutineer confirms that a tyre from amongst the participant's eligible tyre contingent is damaged, this tyre may, with the permission of the Stewards, be replaced by another tyre previously used in the Free Practice, provided that no more spare tyre from the quantity of his allocated tyres is available.

MiniRAE:

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Free Practice, the Timed Practice and the Final Run to check the conformity of the tyres with the regulations. The maximum limiting value of the VOC measuring of the tyres may in no case exceed 15 ppm.

Note:

Pollutions of the tyres, e.g. by chain spray, shall be avoided since this can result in exceeding the limiting value.

Should the check establish that one or several tyres are not in conformity with the regulations, access to the pre-grid area will be refused for the relevant Driver. Protests in this regard are not accepted. Appeals in this regard do not have a suspensive effect.

2.3 Front Spoiler

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Free Practice, Timed Practice, warm up and Final Run to check compliance of the front spoiler with the regulations.

The maximum limiting value for the VOC measurement of the front spoilers may not exceed 5 ppm in any circumstances.

Note: Pollution of the front spoiler and/or unsuitable cleaning materials shall be avoided since this can result in exceeding the limiting value.

Should the check establish that the front spoiler is not in conformity with the regulations, access to the pre-grid area will be refused for the Driver with this front spoiler. Any protest on this regard will not be accepted. Appeals in this regard do not have a suspensive effect.

2.4. Start Numbers

The start numbers are allocated as follows:

DEKM: 401 to 499

DJEKM: 501 to 599

The first 3 numbers are reserved and allocated in the order of the final ranking in the DEKM 2021. Subsequent racing numbers will be allocated in the order of submission of the registration application forms.

The request for a specific start number represents an additional organisational effort and, if the request can be satisfied, a handling fee at the amount of € 100 (inclusive of VAT) will hence be charged.

Whenever a kart is driving on the racetrack during the event, the start numbers must be fixed to each kart in accordance with the sticker regulations.

The fixation of the stickers on the karts will be checked and approved by the Technical Delegate during the event.

In the event of damage detected by the promoter IKmedia GmbH, the stickers must be updated/renewed at the participant's expense.

3. Registration / Entry (*Season-Entry / Single-Entry*)

Registrations applications for the DEKM/DJEKM must be submitted using the DMSB online entry system on www.dekm.de *and could be performed for the whole season (season-entry) or just for single events (single-entry)*. The fully completed (including all required signatures) application form (*season-entry*) *should* be received by the *Promoter IKmedia GmbH* until 1st April 2021. A registration application is generally possible but not later than 2 weeks before a corresponding DEKM/DJEKM event.

The registration fee (Season-Entry) includes:

Handling fee

Entry fees test days (*not applicable for single-entry*)

Entry fees for the qualifying events *incl. testing sessions on Friday*

Environmental and disposal fee (e.g. the use of showers, electricity, waste and security agency)

Hygienic/safety fee (*if applicable*)

Provision of an Electric kart including transport vehicle

Timekeeping transponder (Mounting excluded)

Transport of the karts to the various events including test days

Two tickets for the DEKM/DJEKM paddocks (driver/mechanic)

Note: The registration fees must be paid to the bank account of the *Promoter IKmedia GmbH*.

Postal address: *IKmedia GmbH GmbH, Friedenstraße 33, 90571 Schwaig b. Nürnberg*

Bank details of *IKmedia GmbH* for the transfer of the registration / entry fees for the DEKM/DJEKM:

Recipient: *IKmedia GmbH GmbH*

Bank: *Sparkasse Nürnberg*

IBAN: *DE02760501010011976297*

BIC-CODE: [SSKNDE77XXX](#)
 Reference: DEKM/DJEKM 2022, #Driver name#

The DMSB *or the Promoter IKmedia GmbH* reserves the right to refuse application forms with specification of the reasons.

The maximum number of participants is limited to *18 per event/class*.

BRP-Rotax reserves the right to use the karts from this championship at other events during the season.

4. Registration Fees / Entry Fees (*Season-Entry / Single-Entry / Testing-Days*)

The registration fees must be paid by bank transfer before the first event. These fees (entry fees, Hygienic/safety fee and VAT included) are as follows:

Registration fee DEKM/DJEKM (<i>Season-Entry incl. official Testing-Days</i>)	€ 13,900
<i>Registration fee DEKM/DJEKM (Single-Entry)</i>	€ 3,500
<i>Official Testing-Days (incl. by Season-Entry); open to all drivers</i>	€ 1,500

In case of a registration (Season-Entry) after the official test days, the test fee of € 1,500 € will be credited to the test days participants.

The first 10 registrations (Season-Entry) DEKM/DJEKM will receive a voucher of € 1,500 from BRP-Rotax, which can be used during the season for spare parts and tyres within the DEKM/DJEKM.

The registration fees will not be refunded, not even partially, if registered applicants/drivers do not or no longer participate in the DEKM.

5. Entry for the Qualifying Events

With the submission of the registration/entry form (online registration), the Competitor entrusts and authorises the DMSB and their representatives (*Promoter IKmedia GmbH*) to submit the entries in his name to all events of the DEKM/DJEKM (block entry).

If a registered Driver is unable to participate in an Event, it is *in his* responsibility to sign off normally at the latest until Sunday before the corresponding DEKM/DJEKM Event.

If a Driver fails to be present at an Event without prior notification, a report will be submitted to the Stewards and a Fine at the amount of € 250, payable to the DMSB, will be imposed for each Driver absent without excuse.

The entry closing date for *entries (Single-Entry)* is published in the relevant supplementary event regulations. Late entries/*registrations* will generally not be accepted.

Unpaid invoices to the promoter IKmedia GmbH or BRP-Rotax will result in a ban from starting at the following event. Unpaid invoices can also lead to exclusion from the championship. The entry fee will not be refunded in this case.

6. Calendar

Official test days:
 22-23.06.2022 *Mülsen (RMCG)*

Qualifying races:
 24-26.06.2022 *Mülsen (RMCG)*
 01-03.07.2022 *Oschersleben (AKM)*
 12.-14.08.2022 *Mülsen (DKM)*
 23-25.09.2022 *Wackersdorf (DKM)*

7. Running of the Events

7.1 General / Definitions

Timetable

The Events will run in accordance with the timetable published in the Supplementary Regulations of the Event. Later changed versions of the timetable will be published by event bulletin.

Official Notice Board:

All event-related documents are posted on the official notice board on-site and also published in electronic form at www.live-timing.de -> "Info-Board".

Pre-Grid Area

The Pre-Grid Area is an area separated from the paddocks to which only authorised personnel have access.

As soon as access to the Pre-Grid Area for a class is permitted by the Organiser, all Drivers of this class may normally enter the area with one kart, which must be ready for the Race, and one (1) mechanic per Driver. No work may be carried out on the kart in the Pre-Grid Area, with the exception of the adjustment of the tyre pressure. The entry to the Pre-Grid Area will be closed 5 minutes before the scheduled starting time (according to the timetable) for each part of competition (except timed practice).

Drivers who do not arrive at the Pre-Grid Area in time (delayed drivers) may start at the end of the field from the repair zone/pit lane, but only when the other drivers of the corresponding start group have crossed the Line for the first time after the start signal has been given. If the access to the track is behind the Line, these Drivers have finished their first race lap when they cross the Line for the first time.

Repair zone

The location of the repair zone is specified by the Clerk of the Course / Race Director. It must have an access point and an exit point to/from the racetrack. Any outside assistance during the practice sessions and Final Runs may only be provided by authorised persons inside this Repair Zone.

Flag signals

In addition to article B.5 of DMSB-Karting-Regulations the following is valid for the DMSB Karting Championships:

the blue flag with red diagonal stripes together with the start number will be shown, if necessary, during the Races of the Finals (article B.5.g DMSB-Karting-Regulations).

A black flag shown in accordance with Art. B.5.d) DMSB Kart Regulations will without any further procedure result in the non-classification of this driver in the respective part of the competition.

Boost function

By triggering the boost button, a performance boost over a duration of 5 seconds will be available in each kart. This boost has a recharging time of 30 seconds until it can be used again. Should there be an input over the brakes during the boost duration, the remaining time of the boost will expire and the charging time begins. The boost starts to charge from an engine speed of 500 rpm.

Personnel working on the kart

Only persons trained by the qualified BRP-Rotax personnel may work on the karts. Only one person which must be identified by the armband provided by the organiser may work on a kart.

The training provided by RIC Techn GmbH for the drivers and mechanics will be confirmed by means of a training certification. This certification must be confirmed by the signatures of the participants and of the trainer. The training is valid throughout the complete season. No person may work on a vehicle without having completed this training. Any offence may result in the disqualification imposed by the Stewards.

The training certification must be submitted at scrutineering.

Competence e-safety

BRP-Rotax shall be responsible for ensuring the electrical safety of the karts at all times during the event. BRP-Rotax is obliged to carry out a check of the electrical safety every day before the kart is delivered to the participant.

Moreover, at all times either the safety display (see Technical Regulations DMSB Electrical Kart) must be illuminated or a clearly visible and significant sign must be placed in the seat of the kart. This sign may not be removed as long as the safety display is not illuminated.

Additional weights

Only the weights provided by BRP-Rotax may be used as additional ballast.

7.2 Administrative Checks / Scrutineering

Administrative Checks will take place on Friday, possible also on Thursday, before the race in accordance with the timetable. The Competitors/Drivers must appear in person and present the following documents during administrative checks/ registration:

- Competitor/Sponsor licences (original proxy with copy of the licence, if applicable),
- Driver licence,
- ASN authorisation for licence holders of a different ASN,
- Entry form showing all relevant and original signatures.

The driver must confirm his presence by his signature to be provided during the time of registration at the race office.

The timekeeping transponders will be issued during the registration.

7.3 Tests / Free Practice

In accordance with the test timetable and according to article B.6 of DMSB Karting Regulations, *the official* tests are scheduled to take place before the DEKM/DJEKM season *as well as the test sessions on Friday*. The test timetable will be communicated to the participants in due time.

On each Friday, Saturday and Sunday, 1-4 Free Practice sessions of 12 minutes each will take place in accordance with the timetable.

Within the practice time window, the start time and the duration of the practice is at the discretion of each Driver.

7.4 Briefing

The Race Director/*Clerk of the Course* is responsible for the running/preparation of the briefing(s). *The briefing can be verbal and/or written and will be announced with the event announcement.*

7.5 Timed Practice

The Timed Practice session 1 will take place on Saturday to determine the starting grid for the pre-final 1. The Timed Practice session 2 will take place on Sunday to determine the starting grid for the pre-final 2. The duration of each Timed Practice will be 8 minutes.

Within the scheduled time window for the session, the start time and the duration of the practice is at the discretion of each Driver. A Driver is considered to start his practice as soon as he joins the track in his kart. If a Driver leaves the track and enters the Repairs Area or stops on the track after having started his practice session, this qualifying practice session is finished for this Driver. During the Qualifying Practice, no Driver may obstruct another driver or drive unnecessarily slowly.

In case of a tie, the second fastest times of the Drivers concerned will be taken into consideration to decide (thereafter the third fastest lap time and so on).

7.6 Starting Grid / Start

In principle, the starting grids for the Free Practice, the Timed Practice 1/2 and the pre-final 1/2 will be prepared in the Pre-Grid Area. The starting grids for the Final Runs 1/2 will be prepared through the Pre-Grid Area on the racetrack. Changes on the starting procedure will be announced in the drivers briefing.

The start count-down begins with the display of the 5 Minute Board, 3 Minute Board, 1-Minute Board and 30 seconds board.

In principle, one formation lap will be completed before the standing start. The start will be given immediately after the start count-down.

The following is applicable for the Final

Karts which are not able to start after the display of the green flag by Clerk of the Course/Race Director will be moved to the pre-grid area or to the repair zone by the marshals, where mechanics may assist. These drivers may then take the start once the complete field has taken the race start.

If the access point from this area onto the racetrack is situated behind the finish line, the delayed starters are considered to have completed their first lap as soon as they cross the Line for their first time.

Start Delayed

If, as a consequence of changed weather conditions, the Clerk of the Course/Race Director shows the "START DELAYED" Board, repairs/ modifications on the kart may be carried out in a defined area. The Race Director defines the location of this area. In this case, the Pre-Grid Area may also be defined as this area.

7.7 Opening Ceremony / Drivers' Presentation

The organiser may schedule an opening ceremony or drivers' presentation. If scheduled, the detailed procedures will be agreed with the [Promoter IKmedia GmbH](#) before the event. The ceremony must be part of the timetable.

7.8 Finals

The length of the pre-finals is basically 10 minutes, the length of the finals is basically 12.5 minutes (any deviations may be notified in the Supplementary Event Regulations after agreement with the [Promoter IKmedia GmbH](#)). The starting grid for pre-final 1 is based on the results achieved in the Timed Practice 1 on the Saturday. The starting grid for the final 1 is based on the results achieved in the pre-final 1. The starting grid for pre-final 2 is based on the results achieved in the Timed Practice 2 on the Sunday. The starting grid for the final 2 is based on the results achieved in the pre-final 2.

7.9 Technical Checks after the timed Practice / Race

Pursuant to Article 11.14.2 of the FIA ISC, the Stewards authorise the Chief Scrutineer to carry out or to have carried out any kind of technical checks on the karts to check compliance with the Technical Regulations.

Immediately after the end of the Free Practice sessions and the Races, all participants must proceed their karts to the scrutineers for technical checks. Parc Fermé rules apply from the display of the chequered flag until the kart leaves the area of the scrutineers' technical checks.

Up to the moment of leaving this area of the technical checks only, the participant has the possibility to indicate to the scrutineers damaged identification marks, if any, (sticker, bar code labels, seals, etc.) which may then immediately be replaced.

7.10 Podium Ceremony

The participation in the Podium ceremony is mandatory for the top three Drivers of each class. A podium ceremony will be organised on the Saturday and the Sunday according to the timetable for both Race of the Finals.

All Podium ceremonies are provisional until the official results are posted.

During the podium ceremonies, all concerned drivers must wear their closed drivers' overalls and the caps of the tyre supplier. Non-compliance with this provision and/or failing to attend the ceremony will result in a report to the Stewards (fine of € 250).

7.11 Official Onboard Cameras

The Stewards may prescribe the mounting and the use of official cameras during the competitions for certain karts. The selection of the karts concerned will take place in agreement with the [Promoter IKmedia GmbH](#). For these karts only, the camera signal may be transmitted wireless. The installation of the equipment will be carried out under the control of the scrutineers. The DMSB does not assume any liability for damages resulting in connection with the mounting of the onboard cameras. The total weight of this equipment shall be part of the total weight of the kart.

7.12 Judgements of Incidents/Penalties during a Competition

Pursuant to the DMSB Karting Regulations Art. B.17 and Art. B.18 possibly applicable regulations of CIK-FIA.

7.13 Charging the Electric Karts

To charge the karts, only the energy supplied by the organiser may be used.

Having completed the mandatory training, the driver or his mechanic may himself charge the Rotax Project E20 Kart.

A charging area including the necessary infrastructure (charger and connecting pipes, etc.) will be allocated to each participant. The trained participant may only charge his electric kart at the allocated charging area and using the allocated charging devices. The charging devices may not be opened or modified.

The charging times and duration will be posted at each event in the DEKM/*DJEKM* tents. Any charging is only permitted during the posted charging times and duration.

The adjustments permitted in the DMSB Technical Regulations for Electric Karts may be performed during the charging period. Repairs after damages may only be performed during the charging period with the agreement of a BRP-Rotax specialist. No protest against the state of charge of the battery is accepted.

Before, during and after the charging of the karts, only the auxiliary means authorised by *BRP-Rotax* may be used for the cooling of the batteries and the power unit.

7.14 Work on the Electric Karts

Only during the official opening times of the tents may the participants work on the electric karts. The opening times will be notified at the corresponding events.

Outside the opening hours, entrance to the tent is only permitted with the agreement of the Technical Delegate.

7.15 Repairs on the Karts

Repairs on the electric karts between the racing weekends which involve any costs may only be performed by the BRP-Rotax after approval of the participant. For this purpose, BRP-Rotax shall previously prepare a quotation which shall be forwarded to the participant.

Outstanding invoices for spare parts must be paid within the payment deadline stated in the invoice. If invoices are not paid by the stated deadline, participation in the upcoming race weekend is generally not possible.

8. Championship Classifications *DEKM / DJEKM***8.1. timed Practice**

Points for the Timed Practice 1 and the Timed Practice 2 will be awarded according to the following table:

Position	1.	2.	3.
Points	5	3	1

8.2 Pre-Final-Phase

Points for the pre-final-phase will be awarded for each race according to the following table:

Position	1	2	3	4	5	6	7	8	9	10
Points	10	9	8	7	6	5	4	3	2	1

8.3. Final-Phase

Points for the Final-Phase will be allocated for each Race as follows:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

8.4 No-score results

For the Championships all results will counted (no "no-scored results").

9. Title

The **DEKM** Driver having achieved the highest number of points as per Article 8 will be declared:

"Deutscher Elektro-Kart-Meister 2022"

*The **DJEKM** Driver having achieved the highest number of points as per Article 8 will be declared:*

"Deutscher Junioren Elektro-Kart-Meister 2022"

The Championship prizegiving ceremony for the Top 3 in the **DEKM/DJEKM** will take place in accordance with the timetable at the last event. The absence at the Championship prizegiving ceremony without prior notification will result in a fine of € 1,000 imposed by the Stewards.

For all DMSB Karting Championships, the support programme (Appendix to the DMSB Karting Championships), which will be published on the DEKM Homepage, should moreover be taken into consideration.

Note: Only the German and DMSB approved text of the Regulations will be binding