

Club Webinar: EV Guidance Q&A

Q: What is ROPS?

A: Roll Over Protection System, commonly known as a roll cage.

Q: Are any modifications allowed for standard EVs, such as basic suspension modifications which are very common for AutoSOLO competitors?

A: Yes, normal competition modifications such as suspension, brakes, tyres, wheels etc. are permitted, but to remain a Standard EV there must be no modifications or alteration of the vehicle structure, powertrain, or electrified propulsion system.

Q: From what date do these vehicle passports come in?

A: Electrified Vehicle Passports have been available since early 2022.

Q: Some historic cars such as MGBs are being electrified and ICE removed. Can these be entered as standard EV in Clubman events such as Autotests/AutoSOLOs and Navigational Scatter Rallies?

A: ICE cars converted to EV powertrains would be considered as Bespoke EVs. They would be permitted on Clubman events, but they would need to comply with all the EV safety requirements of a Bespoke EV, and of course, be road legal where necessary!

Q: Much of your incident handling is aimed at rescue / recovery. Marshals are usually first on scene. MOTORSPORT UK online marshals' material is mainly for information and guidance. Will there be further guidance for us.

A: Marshals safety is a priority in such a situation and therefore should stay clear from the vehicle until declared safe by either the competitor or trained official.

Q: Ref Slide 17 - is that saying that an EV complying with FIA Appendix J is acceptable on an event of status less than International?

A: Yes, providing the event regulations allow for it. the FIA Appendix J regulations meet or exceed the Motorsport UK Electrified Vehicle regulations.

Q: Will the safe area still have to be manned for the initial 72 hours?

A: The safe area shall be clearly identified and fenced off.

Q: Is a safe area required for all classifications of EV?

A: Yes, we would recommend that you consider for all vehicle EV categories.

Q: AVD extinguishers are on the market for using on EV fires, these are expensive, are you going to expect venues to have them

A: No.

Q: Why is it that Different EVs have varying methods of isolation? Given the risks involved, should a standard across-the-board method not be specified?

A: For standard road cars this is down to National type approval requirements. but for Modified and Bespoke EVs Motorsport UK regulations dictate a common method.

Q: If an EV has hit the metal barrier, and is still touching it, I assume there is a risk that the entire length of barrier could be electrified?

A: Correct.

Q: How much of Blue Book Appx 2 actually applies to Standard EV's? It's difficult to see where rules for standard cars finish and regs for Bespoke cars start.

A: Regulations 5.27 - 5.31 only apply to Bespoke EVs

Q: If running an event at a temporary venue and you have an incident requiring isolation, how does the landowner stand regarding reinstating a damaged area i.e. fire damage? where does the liability lie?

A: Motorsport UK have a Public Liability policy, details of which can be found online.

Q: Will this seminar be available through the training hub after tonight ?

A: The recording of tonight's webinar will be shared in Club news and viewable from the Club Toolkit on our website from the end of the month

Q: Are the EV Hazard sheets typically available from an entrant's Handbook and handy for preview by organisers, to help in the Risk Assessment?

A: They may not be available in the vehicle handbook, however they are widely available online, and from the manufacturer's websites.

Q: Further to the Q about minimal mods to a standard car, would a protective sump guard be OK for a trials car?

A: It would depend on the installation method. However, an EV would not have a sump to protect, and any underbody batteries on a standard production EV are likely to be very well protected from running damage.

Q: Can you clarify whether an EV class could be incorporated into a ICE circuit racing series?

A: Potentially yes, there are no safety issues with ICE and EV running on the same grid. However, the difficulties would be in an equalisation or balance of performance for the different powertrains.

Q: How is a vehicle made safe by Rescue for recovery to remove to the safe location? Any guidance on protecting loose HV wires if damaged in an impact?

A: By locating and isolating the service disconnect.

Q: Can you clarify how many levels of certification are recognised by MOTORSPORT UK. I heard reference to IMI1 and IMI2, but I was a little unclear who they were intended for.

A: Motorsport UK currently have a free online EV training module available for all marshals, officials and competitors. Further to this, Motorsport UK have arranged for a number of Rescue Personnel to undertake an IMI Level 2 course in electric/hybrid vehicle hazard management.

Q: Would it not be appropriate for the competitor who wants to use an EV, to be aware of the isolation of their vehicle, and be responsible for providing this to the organisers.

A: Yes, clubs can put the onus on the competitor to supply the necessary emergency services guide at the point of entry.

Q: Does the competitor have to provide the manufacturers data sheets to an event organiser if entering a Standard EV in a sprint?

A: Electrified Vehicle regulations state: 5.25.5. The vehicle specific Emergency Response Guide must be provided to the circuit/venue/organiser's emergency services team before the vehicle is allowed to compete. The best way to do this is through the event organiser at the point of entry.

Q: With passports for bespoke EV's how will further modifications of the vehicle and changes to what is obviously a changing and evolving set of regulations going to be managed? Will it be an annual passport etc?

A: In the same way as a Vehicle Passport for a non-EV would, if any of the information contained on the EV Passport changes the passport will need to be returned to Motorsport UK to be updated.

Q: Do EVs require an external electrical cut off switch

A: In the same way as an ICE powered car, this would depend on the discipline specific regulations.

Q: How do you isolate a standard EV with which you are not familiar?

A: The Entrant should have supplied the organisers with the vehicle safety sheet prior to the event, which will advise how to do this.

Q: How do you stop spectators from approaching these vehicles? what training do marshals have?

A: Education is key – by putting out warnings to spectators prior to an event, we hope that they will heed the advice. On the event itself, Marshals can only request that spectators do not approach vehicles (whether EV or ICE), but it is not for them to physically stop people from doing so.

Q: Concerned about approaching an EV from the front as FMOS when it could move at any time?

A: Personal safety is paramount – approach the vehicle with caution and at a safe distance. You should be able to see a thumbs up from the driver from a reasonable distance away from the vehicle.

Q: In addition to IMI L2 qualified person per crew, are there any additional equipment requirements for rescue/recovery and also stage teams (for stage rallies)? Such as water+F500 extinguishers, arc shields/hooks, etc. And any investment required by clubs to help facilitate.

A: An equipment list is available in section F of the Yearbook. Rescue Units can obtain funding support from the BMSTT for this equipment.

Q: The information that was sent out with the safety vehicle unit license renewals shows that Recovery and SSU's do not require any kit for EVs, only Rescue Units. At rallies we train and deploy as a team i.e., Rescue, Recovery and Medic. All safety team members will need the same kit as Rescue is this an omission and will this get updated

A: The EV equipment is only mandated for Rescue Units.

Q: I understand IMI2 will be required for recovery units, those with IMI level 3 awards from industry relevant courses like "IMI Level 3 Award in Electric/Hybrid Vehicle System Repair and Replacement" be recognised as an equivalent.

A: IMI Level 2 is not a requirement, however there should be someone present who is suitably trained in electric/hybrid vehicle hazard management.

Q: What is MOTORSPORT UK doing to proactively help clubs and event organisers include EVs in their events? What incentives do clubs have to do everything required in the regs to include an EV class?

A: It is up to the Club to decide which type(s) of vehicle to accept in their event.

Q: Are there any recommendations/requirements for EV charging at events ?

A: This would be a matter for the venue owner.

Q: How do Marshals ensure that the car is isolated without the driver's assistance.

A: For modified and bespoke EVs, a marshal's neutral switch must be present on the vehicle which can be used to isolate the high voltage system. On standard EV's, guidance is provided in the vehicle safety sheet which must be made available prior to the event.

Q: Still unclear implications for Clubman events such as AutoSOLOs. Almost impossible to brief marshals other than providing say a basic fact sheet. These events often utilise sections of entrants to marshal by rotation. These events do not have trained recovery crews, etc. I think Motorsport UK Guidance should be more event type specific as the Blue Book can be very confusing as in many sections it is difficult to interpret Regulation requirements from say a Navigational Scatter event to a full Rally. It is all covered by the same regulations section.

A: If the vehicle is a standard production EV, there are no additional requirements.

Q: At an event where there is no EV trained recovery or other registered recovery crew, how would you deal with a damaged and immobile EV blocking the test? For example, a car that has hit and object and broken the suspension in one corner.

A: The same as you would with an internal combustion engine vehicle.

Q: Are there any issues with demonstration runs by EV vehicles, for example at a hill climb?

A: If the demonstration is being run under a Motorsport UK permit, the vehicle(s) need to comply with the regulations in section J of the Yearbook.

Q: How will the classes be defined in EV vehicles? Do we have to have different classes for EV vehicles?

A: That will be a matter for the Organising Club to decide.

Q: Presumably normal fire extinguishers would be fitted to an EV stage rally car? What area would the extinguisher nozzles be pointing, obviously the crew positions but where else and how effective would they be?

A: Fire extinguishers are there to assist the Driver(s) exit from the vehicle. Plumbed in extinguishers must comply with K.3.1.1 in the Yearbook.

Q: Is there going to be a standard for fire wear for rescue personnel and indeed dealing with EVs?

A: The specific equipment list for dealing with an EV incident is as outlined in section F of the Yearbook. When dealing with a fire in any type of vehicle, appropriate PPE must be worn.