



BOSCH

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RULEBOOK

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1. INTRODUCTION

E-Enduro mountain bike racing (E-EDR) is the future of the classical MTB enduro races. This is the best way to enjoy more than only fighting against each other in a classical enduro format.

If Special Stages still deliver the chance to each rider to give everything against the clock, liaisons become easier and enjoyable. The technical challenge is everywhere, all along the stages and the liaisons.

The goal of the European e-MTB Enduro Tour is to give to e-MTB riders the best E-bike experienced race across Europe. Each round (except in Italy) is hosted by an existing event of the national MTB enduro series of the hosted country.

2. PARTICIPATION

2.1 CATEGORIES

All categories are based on rider age on the 31 December of the competition year.

The European e-MTB Enduro Tour is only open to the following categories :

Women Elites (born in 2007 and before)

Men Elites (born in 2007 and before)

Open Men (born in 2007 and before) – No overall final ranking

Open Women (born in 2007 and before) - No overall final ranking

2.1 LICENCES

UCI license is mandatory for any competitor wishing to appear in the final general classification (Elites categories only).

2.2 QUALIFICATION

No qualification points or ranking are required for participation to the European e-MTB Enduro Tour but riders in the general classification of the 2025 European e-MTB Enduro Tour and riders in the top 50 Elites Men & Women of the EDR world series 2025 will have priority on the start list if the number of entry spot available is limited.

2.3 REGISTRATION

Registration will be online only and managed on each round by the local organiser. Registration links will be available on www.european-e-mtb-endurotour.com

Riders need to be aware that entry fee, registration and refund policy can be different from one round to another.

Most of the rounds will run in parallel with existing national events that also host classic mountain bike riders races. Therefore, the number of entries available for eMTB riders may be limited.

3. EQUIPEMENT REQUIREMENTS AND RULES

Commercial mountain bike pedelecs (EPAC 25) with motor support up to a maximum of 25 km/h and max peak power 750W (per UCI 1.3.010bis) are eligible to enter. These are considered bicycles and therefore do not require insurance or registration for use on public roads. The recommendation of the ZIV is taken as a basis.

Elites categories : only EPAC with an UCI approved drive unit will be allowed to register and race in those categories. Check here if your motor is on the “white list” : [List of Approved Models of EPAC's electric DRIVE UNIT](#) (→ open the EPAC menu – be aware that this list is regularly updated)

Open categories : See appendix regarding engines authorized in this category.

Electrically Power Assisted Cycle (EPAC 25)

Reference to article 1.3.010bis of the UCI regulations (PART 1 GENERAL ORGANISATION OF CYCLING AS A SPORT)

An EPAC is a bicycle operated with two energy sources: 1) inferior muscular chain as described in article 1.3.010 -paragraph 1- and 2) an electric drive unit. 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 electronical 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. Riders are limited to two batteries during the race week-end (training and race) *even if the races will be designed for a single battery use*. There will be no technical restrictions on batteries.

Riders are not allowed to carry spare batteries on their person.

It is the racer's responsibility to ensure that their equipment is within these parameters and meets the EU standard EN15194.

Some bikes check will be done on rounds all along the season to be sure that the regulations is respected.

4. COMPETITION REQUIREMENTS

4.1 Rider Equipment

4.1.1 Bike

Only one frame, fork and one set of wheels can be used by a racer during a race. Only 2*4,5kg batteries maximum per rider can be used during a race weekend (*a Range Extender (REX) is not considered as a second battery but as an extension of 1 battery. That means a battery + REX = 1 battery*). Note that batteries loading times will be scheduled during race day for Elites categories.

Only upon approval of the Commissaires or Race Director, a racer may replace a frame, fork or wheel during the race.

A penalty will be awarded to every racer who, having received approval by the Commissaire or Race Director, replaces the equipment listed above.

Any racer found to have replaced a frame, fork or wheel during the race without consent from the Commissaire or Race Director will be disqualified (DSQ).

4.1.2 Riders : safety equipment requirements

All riders must wear a helmet during competition, during both Liaison and Special Stages. The helmet should meet the regulations set by the Event Organiser. The correct fitting, condition and suitability of the rider's helmet is the sole responsibility of the rider.

A two-piece helmet (with removable jaw piece) will be accepted as a full-face helmet. However, due to national insurance and federation regulations any helmet used in an event must pass the standards of that territory's national regulations. Further information may be found in the Rulebook of each event.

Specific body protection and helmet requirements may also be stipulated at each event, in accordance with that territory's national regulations. Any protection rules put in place by the Event Organiser must be followed by all racers. No exceptions will be permitted.

4.2 Equipment marking

Each rider will get marking stickers during the race plate collection.

Stickers must be applied on the rider's right-hand side of the bike.

- Fork Crown
- Swingarm / Rear triangle
- Front triangle
- Both wheel rims
- Batteries

Stickers must be placed on the bike by the racer prior to the race start. Any problems with the Stickers must be reported to the Commissaires or Race Director at the earliest opportunity and/or prior to race start.

Racers who lose their Stickers prior to the race start may be issued a time penalty
Racers' bikes will be checked for marking at the start of the race and at the finish of the final stage. Other random checks of stickered equipment may be carried out throughout the race.

Any riders checked without race stickers during the race will get a DSQ (disqualification) penalty.

Following a repair of marked equipment, the racer must return to the Commissaire or Race Director to report it and get a replacement sticker before rejoining the race.

In that case, rider will get a 5mn time penalty.

5. POWER STAGES

At least one Special Stage per round of the series will be designated as the Power Stage. This stage is built in order to challenge the e-rider's technical ability and the engine performances.

One practice run will be allowed on each Power Stage. Once riders start the stage, they must continue to the stage finish without repeating a section (*any rider found to be sectioning or riding the stage in reverse will be subject to penalty*). *Note that the power stage access could be only reserved to Elite category riders.*

Riders are permitted to stop in an appropriate section or in the case of a mistake, however they must restart at the same point.

Riders will have an additional time to walk the Power Stage prior to practice.

All Power stages of the season will be the support of 2 classifications:

- the European e-MTB Drive Unit manufacturers Challenge rewarding the best E-bike engine manufacturer of the year (Elites categories only)
- the King of Power Stages ranking rewarding the best rider in Power Stages classifications of the season (Elites categories only).

6. TRAINING

On-bike training must be scheduled as much as possible on each Special Stages by the Event Organiser. Practice on all Special Stages is strongly recommended.

A maximum of ONE practice run is allowed per Special Stage, including repeated stages. Shuttling by car to reach starts of Special Stages is totally forbidden during training. All riders must be autonomous during practice.

On all events, training on special stages outside the official training are not permitted at least 8 days before the beginning of the race.

7. SEEDING AND START ORDER

Riders will be seeded in the first round of the series priority based on the 2025 European e-MTB Enduro Tour ranking (& 2025 EDR UCI World Series ranking if necessary)

On other rounds, starting order will be based on a combination of the current ranking of the European e-MTB Enduro Tour and the 2025 & 2026 EDR UCI World Series ranking.

8. RACE RULES

Any subject not covered in this document adopts the regulations of the relevant event.

9. CLASSIFICATIONS

9.1.1 Series classification

Race result on each round of the European e-MTB Enduro Tour will give some points to riders in accordance with the points scale in appendix 1.

The European e-MTB Enduro Tour Overall title will be awarded to the athletes Elites Men & Women with the highest number of European e-MTB Enduro Tour ranking points after the final round 5

All rounds of the European e-MTB Enduro Tour will count towards the overall points total for the Elite categories.

If a tie in points occurs at the final round of the series, the rider with the highest placing in the last event (or the event before if the tie situation is repeating...) will be awarded the European e-MTB Enduro Tour Overall title for that year.

9.1.2 Series overall classification prize money

European e-MTB Enduro Tour Overall Prize Money	
Men and Women Elites	Prize Money (€)
1 st	1 800€
2 nd	700€
3 rd	500€
4 th	300€
5 th	200€
Total Prize Money	7 000€

Note that a prize money is given by all local organisers to Elites categories podiums (men & Women) on each round (1st : 300€ minimum, 2nd : 200€ mini, 3rd, 100€ mini).

9.2.1 King of Power stages ranking

Race result on each Power Stages of the European e-MTB Enduro Tour will give some points to riders in accordance with the points scale in appendix 2.

The King of Power Stages title will be awarded to the athlete's winner Elites Men & Women with the highest number of Power Stages ranking points after the final round 5

All Power Stages of the European e-MTB Enduro Tour season will count towards the overall points total for the Elite categories.

If a tie in points occurs at the final round of the series, the rider with the highest placing in the last Power Stage of the season will be awarded the King of Power Stages Overall title for that year.

9.2.2 King of Power Stages Prize money

King of Power Stages Overall Prize Money	
Men and Women Elites	Prize Money (€)
1 st	500€

10. DRIVE UNIT MANUFACTURERS CHALLENGE CLASSIFICATION

The Drive Unit Manufacturers challenge is supported by all the results given by riders on all the Power Stages raced on all rounds of the European e-MTB Enduro Tour 2026.

Points are gained for the fastest first three competitors using identical drive units brand in the top ten of the female and male Power stages.

The points scale is as follows:

PLACE	POINTS
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

The total number of female or male competitors on the start list applies a coefficient to the according number of points gained.

The coefficient is as follows:

Min N°	Max N°	Coefficient
51		100%
41	50	80%
31	40	60%
21	30	40%
11	20	20%
1	10	10%

Example:

X drive unit places 1st & 3rd in the women's event gaining $10+8 = 18$ points. With 12 competitors signed on a coefficient of 20% is applied. $18*20\% = 3.6$ points.

X drive unit places 1st, 2nd & 6th in the men's event gaining $10+9+6 = 25$ points. With 34 competitors signed on a coefficient of 60% is applied. $25*60\% = 15$ points.

The total points for X drive unit 3.6 (women points) + 15 (Men points) = 18.6 points.

The drive unit manufacturer with the most amount of points per round shall be rewarded. Ranking points from each round, for each manufacturer, shall be accumulated into an overall general classification to be awarded at the end of the season.

APPENDIX 1

European e-MTB Enduro Tour ranking points

PLACES	POINTS
1	120
2	110
3	101
4	93
5	86
6	80
7	75
8	71
9	68
10	66
11	64
12	62
13	60
14	58
15	56
16	54
17	52
18	50
19	48
20	46
21	44
22	42
23	40
24	38
25	36

26	34
27	32
28	30
29	28
30	26
31	24
32	22
33	20
34	18
35	16
36	15
37	14
38	13
39	12
40	11
41	10
42	9
43	8
44	7
45	6
46	5
47	4
48	3
49	2
50	1

APPENDIX 2

King of Power Stages : Power Stage points

PLACES	POINTS
1	20
2	17
3	15
4	12
5	10
6	9
7	8
8	7
9	6
10	5