Formula SAE Italy
& Formula Electric Italy

July 19-23, 2017
Riccardo Paletti circuit
Varano de’ Melegari

HANDBOOK
The pursuit of excellence

www.dallara.it
Introduction

The Formula SAE Italy & Formula Electric Italy 2017 will follow the official SAE rules valid for 2017.

The additional regulations, valid for the Italian event, are the ones reported on the official ATA web site (www.ata.it under the “Information & Rules” section).

These guidelines are written with the only purpose to help competitors and guests during the event. In case of doubt, please refer to the event officials.

Please remember that motorsport can be dangerous, take always the maximum care during the entire event.

 Formula SAE is an educational event where all the students have the possibility to learn while having fun.

Formula SAE Italy & Formula Electric Italy is organised by

In collaboration with

[Logos of organizations]
In case of emergency

In case of any emergency situation please refer to the official/staff. During the dynamic events ambulance will be on site. In case of need, ask someone with a two-way radio. In case of an emergency outside the event, call 112. This number is free of charge and works with both mobile and coin telephones.

Useful phone numbers are the following

<table>
<thead>
<tr>
<th>General Emergency Number</th>
<th>112</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carabinieri Fornovo Taro office</td>
<td>+39 0525 2114</td>
</tr>
<tr>
<td>Parma Hospital</td>
<td>+39 0521 702111 - 703111</td>
</tr>
<tr>
<td>-First aid service:</td>
<td>+39 0521 703084</td>
</tr>
<tr>
<td>Borgo Taro Hospital</td>
<td>+39 0525 9701</td>
</tr>
<tr>
<td>-First aid service:</td>
<td>+39 0525 970216, ext. 4216</td>
</tr>
</tbody>
</table>

**Parma Hospital direction**

**Borgo Val di Taro Hospital direction**

**WHAT SHOULD I DO IN CASE OF ELECTRIC SHOCK?**

- Call for medical help. Ambulances are onsite for medical assistance.
- Push one of the emergency shutdown buttons and wait until the TSAL (Tractive System Active Light) is switched off.
- Try to speak with the wounded and ask him/her about his/her health.
- Insulate yourself if you must move a wounded away from a live contact - wear dry gloves or cover your hands with cloth and cover potential contact paths with the car with the HV isolation blanket.
- Watch your step to make sure that you do not slip or fall when trying to move the wounded.
- Do not move the wounded if there is a possibility of neck or spinal injuries unless it is absolutely necessary (for example from a path of live current).
- Cover burns with a sterile dressing. On the surface, electrical burns may not look serious, but the burn can be severe deeper in the tissue.
- Keep the wounded comfortable, warm and at rest, and monitor breathing.
Staff

ORGANIZING COMMITTEE

Steering Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brusaglino Giampiero</td>
<td>Electric Technical Manager</td>
</tr>
<tr>
<td>Costa Anna Maria</td>
<td>Event Organization</td>
</tr>
<tr>
<td>Fregonese Raffaele</td>
<td>Formulate SAE Italy &amp; Formula Electric Italy Director</td>
</tr>
<tr>
<td>Giovanetti Schedar</td>
<td>Rules and Mechanical Inspection Executive Manager</td>
</tr>
<tr>
<td>Pareo Domenico</td>
<td>Communication Support</td>
</tr>
<tr>
<td>Rebaudo Enrico</td>
<td>Business Presentation Manager</td>
</tr>
<tr>
<td>Gangi Miriam</td>
<td>Event Organization</td>
</tr>
<tr>
<td>Herrmann Praturlon Anja</td>
<td>Head of Dynamics</td>
</tr>
<tr>
<td>Laviola Francesco</td>
<td>Head of Formula Electric Italy</td>
</tr>
<tr>
<td>Rizzini Nicola</td>
<td>Volunteers Coordination Responsible</td>
</tr>
<tr>
<td>Stirano Giorgio</td>
<td>Head of Design Judges</td>
</tr>
<tr>
<td>Temporelli Valentina</td>
<td>Business Presentation Manager</td>
</tr>
<tr>
<td>Migliaccio Selene</td>
<td>Event Organization</td>
</tr>
<tr>
<td>Prete Roberto</td>
<td>Safety Manager</td>
</tr>
<tr>
<td>Rosaschino Massimo</td>
<td>Dynamics Logistic Manager</td>
</tr>
<tr>
<td>Stronska Konstancja</td>
<td>Rules &amp; Event Support</td>
</tr>
<tr>
<td>Rossi Claudia</td>
<td>Event Organization</td>
</tr>
<tr>
<td>Secchieri Caterina</td>
<td>Head of Mechanical Inspections</td>
</tr>
<tr>
<td>Media Group</td>
<td></td>
</tr>
<tr>
<td>Bottallo Daniele</td>
<td>Photographer</td>
</tr>
<tr>
<td>Giuliano Fabrizio</td>
<td>Video Maker</td>
</tr>
<tr>
<td>Mastellaro Alessandro</td>
<td>Photographer</td>
</tr>
<tr>
<td>Pagano Giuseppe</td>
<td>Video Maker</td>
</tr>
<tr>
<td>Executive Committee</td>
<td></td>
</tr>
<tr>
<td>Brunelli Giorgio</td>
<td>Dynamics Security Responsible</td>
</tr>
<tr>
<td>Ciadamidaro Pietro</td>
<td>Scoring Responsible</td>
</tr>
<tr>
<td>Giorgioni Carlo</td>
<td>Head of Cost Judges</td>
</tr>
<tr>
<td>Napolione Andrea</td>
<td>Social Media Manager</td>
</tr>
</tbody>
</table>
### Design Event Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michele Peterle</td>
<td>Magneti Marelli Motorsport - Track Support Engineer</td>
</tr>
<tr>
<td>Bruno Antoniol</td>
<td>FCA - Head of Electrical/Electronic Engineering</td>
</tr>
<tr>
<td>Tiziano Badia</td>
<td>CAAR Electronics Technical Director</td>
</tr>
<tr>
<td>Luca Balla</td>
<td>Maserati Project Chief Engineer</td>
</tr>
<tr>
<td>Giampiero Brusaglino</td>
<td>Electrical Vehicle Expert</td>
</tr>
<tr>
<td>Carlo Campanale</td>
<td>Maserati - Hybrid Systems Integration</td>
</tr>
<tr>
<td>Ferdinando Cannizzzo</td>
<td>Ferrari GT - Technical Director</td>
</tr>
<tr>
<td>Gianluca Cariccia</td>
<td>Dayco - Global R&amp;D Director</td>
</tr>
<tr>
<td>Massimo Ceccarani</td>
<td>CEO Ceccarani Engineering - Former Automobili Lamborghini Technical Director</td>
</tr>
<tr>
<td>Alessandro Pietro Cinà</td>
<td>FCA - Performance Engineer Handling &amp; Comfort</td>
</tr>
<tr>
<td>Marco Cipelli</td>
<td>Dayco - Vehicle &amp; Engine Test Supervisor</td>
</tr>
<tr>
<td>Paolo Mario Coeli</td>
<td>FCA - EMEA Product Planning methods and configuration management</td>
</tr>
<tr>
<td>Aaron Colombo</td>
<td>Advanced Composites Expert and Belco Avia Owner</td>
</tr>
<tr>
<td>Maurizio Colombo</td>
<td>Automotive Expert</td>
</tr>
<tr>
<td>Ferdinando Concari</td>
<td>Dallara - Project Manager</td>
</tr>
<tr>
<td>Giampaolo Dallara</td>
<td>Dallara President</td>
</tr>
<tr>
<td>Giacomo Dallaire</td>
<td>Danil Engineering - Chief Executive Officer</td>
</tr>
<tr>
<td>Antonio De Lauretis</td>
<td>Ferrari GE - Principal Analysis &amp; Methods/Aerodynamics</td>
</tr>
<tr>
<td>Paolo Dovano</td>
<td>FCA - Vehicle Concept &amp; Integration - Electrification Cross Activities - Model Chief Engineer</td>
</tr>
<tr>
<td>Daniele Esposito</td>
<td>Dayco - Senior Design Engineer</td>
</tr>
<tr>
<td>Filippo Esposito</td>
<td>DTS - R&amp;D Project Manager</td>
</tr>
<tr>
<td>Marco Fainelli</td>
<td>Danil Engineering - Chief Technical Officer</td>
</tr>
<tr>
<td>Ferdinando Ferrara</td>
<td>FCA - EMEA Product Development - Electrical / Electronics - Pomigliano Sub Unit</td>
</tr>
<tr>
<td>Marco Ferrari</td>
<td>Expers - Training Responsible for Composite Materials</td>
</tr>
<tr>
<td>Gianluca Forneris</td>
<td>CECOM - Ownership &amp; Sales Director</td>
</tr>
<tr>
<td>Raffaele Fregonese</td>
<td>Maserati - Vehicle Electrification</td>
</tr>
<tr>
<td>Vincenzo Frumusa</td>
<td>Maserati &amp; Alfa Romeo Head of Product Quality &amp; Liability</td>
</tr>
<tr>
<td>Giorgio Gamberini</td>
<td>Zogato - Chief Operating Officer</td>
</tr>
<tr>
<td>Ettore Guade</td>
<td>Dayco - Senior Design Engineer</td>
</tr>
<tr>
<td>Giacomo Gianinetto</td>
<td>Dayco - Senior Design Engineer</td>
</tr>
<tr>
<td>Scheda Giovannetti</td>
<td>FCA - Automatic Transmission Application Manager</td>
</tr>
<tr>
<td>Stefano Guccione</td>
<td>Maserati - Engine System Project Responsible</td>
</tr>
<tr>
<td>Francesco Laviola</td>
<td>GM Powertrain Europe - Control System Engineer</td>
</tr>
<tr>
<td>Federico Licitica</td>
<td>Dayco - Design Engineer Manager</td>
</tr>
<tr>
<td>Francesco Lilli</td>
<td>Fiat Research Centre - Head of Advanced E/E &amp; Connectivity - FCA Energy System</td>
</tr>
<tr>
<td>Luca Longo Roberto</td>
<td>Lamborghini - Concept Development</td>
</tr>
<tr>
<td>Maceratini</td>
<td>Bitron Charging Systems</td>
</tr>
<tr>
<td>Carlo Andrea Malvincio</td>
<td>FCA - EMEA Vehicle Safety and Regulatory Compliance - Fuel Economy and Greenhouse Gases - Head of CO2 Emissions Reduction Strategies</td>
</tr>
<tr>
<td>Giulio Morsone</td>
<td>Maserati - Project Chief Engineer</td>
</tr>
<tr>
<td>Daniele Moscattelli</td>
<td>Magneti Marelli Motorsport - Hybrid &amp; Electric System Engineer</td>
</tr>
<tr>
<td>Alberto Musso</td>
<td>ANFA - Technical and Regulatory Affairs Area Manager</td>
</tr>
<tr>
<td>Andrea Oceano</td>
<td>CUNA representative - Technical secretary for Italian committee on &quot;Electric, hybrid and fuel cell vehicles&quot;, &quot;Vehicle fuelled with gaseous fuels&quot; and &quot;Fuel specifications&quot;</td>
</tr>
<tr>
<td>Holger Oest</td>
<td>Continental - Senior Key Account Manager - Global Product Manager Injectors</td>
</tr>
<tr>
<td>Riccardo Parenti</td>
<td>Lamborghini - Head of Concept Development</td>
</tr>
<tr>
<td>Michele Peterle</td>
<td>Zoppas-IRCA - Business Development Manager</td>
</tr>
<tr>
<td>Roberto Ricci</td>
<td>Continental Automotive Italy - Fuel Rail Engineering</td>
</tr>
<tr>
<td>Daniel Rolu</td>
<td>CRF - R&amp;D EMEA - Product Development - E/E &amp; Connectivity - Electrical Energy and Electrification Unit Manager</td>
</tr>
<tr>
<td>Andrea Saragaglia</td>
<td>Delphi - Application Engineer</td>
</tr>
<tr>
<td>Marco Sbrosi</td>
<td>Pirelli - Tyre Modeling Engineer Formulat Dept.</td>
</tr>
<tr>
<td>Francesca Sgrò</td>
<td>Lamborghini - Powertrain Management Systems</td>
</tr>
<tr>
<td>Evan Short</td>
<td>Mercedes AMG F1 - Track Electronics Leader</td>
</tr>
<tr>
<td>Gerardo Spinelli</td>
<td>FCA - Assistant Chief Engineer - Project Manager</td>
</tr>
<tr>
<td>Giorgio Strano</td>
<td>Car Designer</td>
</tr>
<tr>
<td>Raffaele Tampolli</td>
<td>Race Cars Manufacturer at Tampolli Engineering</td>
</tr>
<tr>
<td>Davide Testa</td>
<td>Delphi - Application Engineer</td>
</tr>
<tr>
<td>Gianluca Toscano</td>
<td>Teresys - Technology Leader</td>
</tr>
<tr>
<td>Giuseppe Villa</td>
<td>FCA - Head of Mobile Competence Center</td>
</tr>
<tr>
<td>Ruben Wainberg</td>
<td>FCA - EMEA Region Design - Head of Abarth Style</td>
</tr>
<tr>
<td>Andrea Zanetti</td>
<td>Zoppas-IRCA - Sales Engineer Automotive</td>
</tr>
<tr>
<td>Alessandro Zingali</td>
<td>Fiat Research Centre - Team Leader - Gasoline Development &amp; Applications</td>
</tr>
<tr>
<td>Andrea Zizak</td>
<td>Maserati - Chief Engineer of AR Stevlio and NVH Unit Manager</td>
</tr>
</tbody>
</table>

### Cost Event Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eleonora Bellan</td>
<td>Camatinni Meccanica - Time and Motion Analysis</td>
</tr>
<tr>
<td>Marco Bettati</td>
<td>Camatinni Meccanica - Drawing Office</td>
</tr>
<tr>
<td>Aldo Cacopardo</td>
<td>Sedoc Finance - Marketing Manager</td>
</tr>
<tr>
<td>Daniele Clari</td>
<td>Dallara - Drawing Office</td>
</tr>
<tr>
<td>Giovanni Cantini</td>
<td>Dallara - Sales Manager</td>
</tr>
<tr>
<td>Paolo Dondi</td>
<td>Pola Mesap - Technical Manager</td>
</tr>
<tr>
<td>Debora Formaro</td>
<td>Camatinni Meccanica - Quality Assurance Manager</td>
</tr>
<tr>
<td>Roberto Giordano</td>
<td>Dallara - R&amp;D Office</td>
</tr>
<tr>
<td>Carlo Giorgioni</td>
<td>Camatinni Meccanica - PLANT CONTROLLER</td>
</tr>
<tr>
<td>Agnese Lamorte</td>
<td>BOSCH CVIT - Testing Engineer</td>
</tr>
<tr>
<td>Christian Leucci</td>
<td>FCA - EMEA Product Development - Engine Systems - Engine Cooling Specialist Engineer - Virtual Analysis</td>
</tr>
<tr>
<td>Michela Mantovano</td>
<td>Dallara - Administration Department</td>
</tr>
<tr>
<td>Giuseppe Marzilliano</td>
<td>BOSCH CSCV - Fluid Dynamics Engineer</td>
</tr>
<tr>
<td>Marco Monenatti</td>
<td>Dallara - Sales Department</td>
</tr>
<tr>
<td>Geremia Negri</td>
<td>Camatinni Meccanica - Purchasing Department</td>
</tr>
<tr>
<td>Federico Nenci</td>
<td>Camatinni Meccanica - Sales Manager</td>
</tr>
<tr>
<td>Luca Panzera</td>
<td>FCA - EMEA Region - Planning, Methods and Cost Control - Tooling Cost Analysis Chemical</td>
</tr>
<tr>
<td>Domenico Pareo</td>
<td>FCA - Product Development - Performance &amp; Fuel Consumption Engineer</td>
</tr>
<tr>
<td>Valeria Pezzani</td>
<td>Dallara - Sales Department</td>
</tr>
<tr>
<td>Fabrice Silatchom</td>
<td>Dallara - Production Planning</td>
</tr>
<tr>
<td>Martina Squeri</td>
<td>Dallara - Sales Department</td>
</tr>
<tr>
<td>Amedeo Tesi</td>
<td>Maserati - R&amp;D - Methodologies Specialist</td>
</tr>
<tr>
<td>Chiara Treviran</td>
<td>Dallara - Controlling Department</td>
</tr>
<tr>
<td>Luana Vetere</td>
<td>Dallara - Production Planning</td>
</tr>
<tr>
<td>Luca Vila</td>
<td>Dallara - R&amp;D Office</td>
</tr>
<tr>
<td>Jan Niclas Wester</td>
<td>Dallara - Sales Department</td>
</tr>
<tr>
<td>Dominic Williams</td>
<td>Dallara - Drawing Office</td>
</tr>
<tr>
<td>Francesco Ziveri</td>
<td>Camatinni Meccanica - Purchasing Manager</td>
</tr>
</tbody>
</table>

### Business Presentation Event Committee

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Giovanni Assettati</td>
<td>Camatinni Meccanica - Project Manager</td>
</tr>
</tbody>
</table>
Paolo Aversa - Cass Business School - City University London - Associate Professor of Strategy
Giancarlo Bezzé - FCA - HR Talent Acquisition
Elisa Boscherini - FCA Italy - Region EMEA - Institutional Relations Manager
Luca Corona - FCA - EMEA Region - Flat Professional - Special Projects Manager Market Italy
Monica Crowley - Audi - Project Management
Andrea Debernardis - ANFIA - Head of Components Group
Filippo Di Gregorio - Dalara - Human Resources Director
Laura Deitinger - Assoknowledge President
Silvio Donato - ANFIA - Data Analyst
Jonathan Ben Ehrlich - GETRAG, Magna Powertrain - Accounting Manager
Raffaele Ficco - ZF TRW - Program Manager
Alberto Franzutti - BOSCH - Team Leader Application Management (Diesel Systems)
Luca Gentili - Continental Automotive Italy - Advanced Purchasing Team Leader
Laura Giordani - Expertis - Head Automotive & Motorsport
Alessandra Neri - Automotive Journalist & GT driver
Claudio Nervi - FCA - Head of Feature and Infotainment Planning
Marco Melani - KPMG - Assistant Auditor
Matteo Papini - Magneti Marelli Motorsport - Marketing & Digital Specialist
Emanuela Pregnolato - ANFIA - Economics & Internationalization Area
Enrico Rebaudo - Continental Automotive Italy - Director CC FCA
Alessandro Sciolari - Scientific Director Assoknowledge Confindustria SIT
Maurizio Sperati - Altair - Country Manager Italy
Konstancja Stronska - FCA - Quality Engineer - Process Specialist
Valentina Temporelli - Schaeffler AG - Customer Relationship Marketing Director - Global Key Account Automotive
Antonia Tippl - AVL LIST GMBH - Marketing Assistant Racing - Marketing and Communication

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Formula SAE Italy & Formula Electric Italy 2017 Awards

Sponsor Special Awards

Most innovative aerodynamic concept
Judge: Riccardo Parenti, Lamborghini - Head of Concept Development
Trophy

Award for the best Car/Resources balance
• Trophy
• Cheque of € 750,00

First Classified in the Endurance Event Class 1 C
First Classified in the Endurance Event Class 1 E
• Trophy
• Cheque of € 500,00
• Hospitality and visit to Abarth Squadra Corse Racing team during the last leg of Abarth Selenia Rally Trophy at Mugello circuit (06.10.2017 - 08.10.2017)

Teoresi Group Vehicle telemetry solution award
Award presentation: Mario Brossa, Teoresi CEO
• Trophy
• Cheque of € 500,00

Driving Safety to Safely Drive
Judge: Raffaele Ficco - ZF TRW - Program Manager
• Trophy
• Cheque of € 500,00
Special Awards

Best Class 1C Design Report
Trophy

Best Class 1E Design Report
Trophy

Most Friendly Team
Trophy

Best Class 1C Classified
in the Cost Event
Trophy

Best Class 1E Classified
in the Cost Event
Trophy

Best Class 1C
Business Presentation Event
Trophy

Best Class 1E
Business Presentation Event
Trophy

Best Class 1E Design Winner
Trophy

Best Class 1C Design Winner
Trophy

Other Special Awards

Best Class 1C Design Winner
Trophy

Design Contest
Cheque of $500

ACCESSORISE THEM WITH YOUR FAVOURITE CAR.
(CAR NOT INCLUDED)

INTRODUCING THE NEW P ZERO™ TYRES.


For more than 30 years, P Zero™ tyres have been the choice of the most prominent carmakers, for the
best vehicles in the world. Today, based on this experience and on its cutting-edge technology, Pirelli
launches the new P Zero™, the custom-made tyre for the next generation of cars, designed to draw out
an even greater range of driving emotions. For custom-made performance, look no further than P Zero™.

Discover more on pzero.com

The new P Zero™ tyres are already available. The colored version shown in the image is a limited
edition and will be orderable from September 2016 for selected sizes only.

For further information, please contact us at limitededition@pirelli.com
1. Organization/Sponsor Area  
   Registration Office, Cost Event Office

2. ANFIA Meeting Tent

3. Business Presentation Rooms

4. Pit Area  
Pits, Recharge Area in Pits 3-4

5. Paddock Area  
Combustion & Electric Scrutineering; Tilt, Noise and Rain Test Area
LA MOTORSPORT ACADEMY DI EXPERIS TECH:
DOVE IL MOTORSPORT SI IMPARA E SI VIVE

Experis Tech è la Business Line di ManpowerGroup specializzata in Engineering ed IT, a
Da anni è leader nella fornitura di tecnici ed ingegneri per team partecipanti a massime competizioni sportive in campo
automobilistico e motociclistico e per le aziende operanti nel settore Motorsport.
Da quest’anno Experis è inoltre Partner Ufficiale Aprilia Racing e Official HR Partner Scuderia Ferrari.

Con l’obiettivo di sviluppare al meglio i giovani talenti, Experis Tech ha avviato nel 2014 a Maranello la MotorSport Academy, il primo istituto di formazione in Italia completamente dedicato al Motorsport, alla quale si è affiancata nel 2016 la Tech Academy di Forlì di Taro, innovativa struttura dotata di un avanzato laboratorio attrezzato per la lavorazione del carbonio e dei materiali compositi.
La MotorSport Academy stesga ogni anno corsi professionali di carattere tecnico-engineristico e Master di alta formazione diretti a studenti di ingegneria e brillanti professionisti che desiderano intraprendere una carriera a due o quattro ruote.

I Master sono percorsi a numero chiuso a cui si accede previa selezione. La didattica è studiata per coniugare al meglio teoria e pratica. Lezioni frontali in aula tenute dai migliori professionisti del settore Motorsport e da responsabili di sezioni della divisione di formazione delle aziende Partner, esercitazioni con utile di software specifici, workshop in azienda coerenti al percorso scelto (es: simulatore di guida, galleria del vento, sala prove motori, affiancamento progettisti, etc) ed esperienze in pista insieme ai Team Partner come Prema, Abarth, Rean, Antonelli Motorsport, DRZ, BRC Racing Team, DA Formula.

Oltre al programma strettamente riferito alla disciplina del Master scelto, sono inoltre previsti seminari interdisciplinari e un modulo dedicato a soft skills e mondo HR diretto a fornire tutte le abilità necessarie per presentarsi al meglio sul mercato del lavoro. Le lezioni si svolgono in formula weekend in una edizione all’anno, con partenza nel mese di Ottobre.


Per tutti i partecipanti, alla Formula SAE, che l’Academy e i suoi Partner considerano da sempre le migliori risorse per una carriera nel mondo Motorsport, sono previsti speciali promozioni al fine di agevolare da subito il loro ingresso nel settore e fornire tutte le competenze necessarie per poter ottenere sempre la “pole position” in ogni competizione. Lavorativa e non,

academy.experismotorsport.it
Official Schedule  
(This programme could be subject to changes)

**Wednesday, July 19**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:30 - 17:00</td>
<td>Camping Check-in @ Camping</td>
</tr>
<tr>
<td>8:00 - 19:00</td>
<td>Registration for all Classes @ Registration Office</td>
</tr>
<tr>
<td>10:00 - 19:00</td>
<td>Team Leaders and Drivers Registration, Energy Meters Delivery @ Registration Office</td>
</tr>
<tr>
<td>11:00</td>
<td>Pit set up</td>
</tr>
<tr>
<td>21:00</td>
<td>Opening Ceremony (with ANFIA Presentation)</td>
</tr>
<tr>
<td>21:45</td>
<td>Welcome Pasta Party @ Varano de' Melegari Party Area</td>
</tr>
<tr>
<td>22:00</td>
<td>Site Closes</td>
</tr>
</tbody>
</table>

**Thursday, July 20**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30</td>
<td>Site Opens</td>
</tr>
<tr>
<td>8:00 - 9:00</td>
<td>Team Leaders Briefing @ Meeting Tent</td>
</tr>
<tr>
<td>8:00 - 10:00</td>
<td>Drivers &amp; ESD Registration @ Registration Office</td>
</tr>
<tr>
<td>9:00 - 11:00</td>
<td>FT-Experis Free meetings @ FT-Experis stand</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Electric Technical &amp; Safety Inspection Class 1E @ Paddock</td>
</tr>
<tr>
<td>9:00 - 13:30</td>
<td>Technical Inspection Class 1C @ Paddock</td>
</tr>
<tr>
<td>10:00 - 13:00</td>
<td>Presentation Event (all Classes) @ Presentation Rooms</td>
</tr>
<tr>
<td>10:30 - 11:30</td>
<td>FCA E/E Conference: “Infotainment - The car as your phone”</td>
</tr>
<tr>
<td>13:00 - 14:30</td>
<td>Lunch Break</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Technical Inspection Class 1C @ Paddock</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Electric Technical &amp; Safety Inspection Class 1E @ Paddock</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Presentation Event (all Classes) @ Presentation Rooms</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Cost Event (all Classes) @ Pit Area</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>14:30 - 19:30</td>
<td>Tilt, Noise and Rain Test Class 1C &amp; 1E @ Paddock</td>
</tr>
<tr>
<td>14:45 - 15:15</td>
<td>FCA - LinkedIn Conference: Boost your career, join FCA! “The LinkedIn Way”</td>
</tr>
<tr>
<td>15:45 - 16:45</td>
<td>Dallara &amp; Motorvehicle University of Emilia Romagna (MUNER) Conference:</td>
</tr>
<tr>
<td></td>
<td>“Motorvehicle University Of Emilia Romagna: the major international</td>
</tr>
<tr>
<td></td>
<td>brands of automotive are calling for talented young engineers with a</td>
</tr>
<tr>
<td></td>
<td>passion for innovation in two- and four-wheeled vehicles to develop the</td>
</tr>
<tr>
<td></td>
<td>future of the industry, through six new master’s degrees (held in English)</td>
</tr>
<tr>
<td></td>
<td>in a hub of learning excellence”</td>
</tr>
<tr>
<td>20:30</td>
<td>Site Closes</td>
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</tbody>
</table>

**Friday, July 21**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30</td>
<td>Site Opens</td>
</tr>
<tr>
<td>8:00 - 12:00</td>
<td>Battery charging Class 1E</td>
</tr>
<tr>
<td>8:30 - 12:30</td>
<td>Technical Inspection Class 1C @ Paddock</td>
</tr>
<tr>
<td>8:30 - 12:30</td>
<td>Electrical Technical Inspection Class 1E @ Paddock</td>
</tr>
<tr>
<td>9:00 - 11:00</td>
<td>FT-Experis Free meetings @ FT-Experis stand</td>
</tr>
<tr>
<td>9:00 - 13:10</td>
<td>Design Event (all Classes) @ Pit Area</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Cost Event (all Classes) @ Pit Area</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Business Presentation Event (all Classes) @ Presentation Rooms</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Tilt Test Class 1E and 1C @ Paddock</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Business Presentation Event (all Classes) @ Presentation Rooms</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Design Event (all Classes) @ Pit Area</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Cost Event (all Classes) @ Pit Area</td>
</tr>
<tr>
<td>9:00 - 12:30</td>
<td>Pit set up</td>
</tr>
<tr>
<td>12:30</td>
<td>Site Closes</td>
</tr>
</tbody>
</table>

**Saturday, July 22**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:30</td>
<td>Site Opens</td>
</tr>
<tr>
<td>8:00 - 13:00</td>
<td>Battery Charging Class 1E</td>
</tr>
<tr>
<td>8:30 - 9:00</td>
<td>Acceleration Show @ Track</td>
</tr>
<tr>
<td>8:30 - 13:00</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Acceleration @ Track Area</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Skid Pad @ Track Area</td>
</tr>
<tr>
<td>9:00 - 13:00</td>
<td>Practice Area and Brake Test Open @ Track</td>
</tr>
<tr>
<td>9:30 - 12:30</td>
<td>Tilt, Noise and Rain Test 1C and 1E @ Paddock</td>
</tr>
<tr>
<td>9:30 - 12:45</td>
<td>Feedback Static Events</td>
</tr>
<tr>
<td>13:00 - 14:30</td>
<td>Lunch Break</td>
</tr>
<tr>
<td>14:30 - 15:00</td>
<td>Autocross Course Walk</td>
</tr>
<tr>
<td>14:30 - 21:00</td>
<td>Battery Charging Class 1E</td>
</tr>
<tr>
<td>14:30 - 19:00</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>15:00 - 19:00</td>
<td>Practice Area and Brake Test Open @ Track</td>
</tr>
<tr>
<td>15:30 - 19:30</td>
<td>Autocross @ Track Area</td>
</tr>
<tr>
<td>20:15 - 21:00</td>
<td>Drivers Meeting @ Meeting Tent</td>
</tr>
<tr>
<td>21:00</td>
<td>Site closes</td>
</tr>
</tbody>
</table>
**Sunday, July 23**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:45</td>
<td>Site opens</td>
</tr>
<tr>
<td>7:00 – 14:00</td>
<td>Battery Charging Class 1E</td>
</tr>
<tr>
<td>8:00</td>
<td>Course Walk @ Track</td>
</tr>
<tr>
<td>8:30 – 13:00</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>8:30</td>
<td>Endurance Event Class 1E and 1C @ Track</td>
</tr>
<tr>
<td>9:00 – 13:00</td>
<td>Parc fermé Class 1E @ Track</td>
</tr>
<tr>
<td>11:00 – 18:30</td>
<td>Parc fermé Class 1C @ Track</td>
</tr>
<tr>
<td>13:00 – 14:30</td>
<td>Lunch Break</td>
</tr>
<tr>
<td>14:30 – 18:00</td>
<td>Engine Running Area Open @ Paddock</td>
</tr>
<tr>
<td>20:30</td>
<td>Closing Ceremony</td>
</tr>
<tr>
<td>22:00</td>
<td>Final Party &amp; DJ Set @ Paddock</td>
</tr>
<tr>
<td>1:00</td>
<td>Site closes</td>
</tr>
</tbody>
</table>

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**Pits**

**Pit number**

The pits of the circuit will be shared by two teams which will enter from the Pit Lane side or from the Paddock side. Some additional gazebos will be placed inside the paddock.

**Pit set up**

**When:**

Wednesday, 19th July, 15:00 - 19:00

All teams vehicles have to wait before entering the event site for unloading their cars and materials. Please follow the instructions of the officials. Walking speed is the maximum allowed speed in the venue.

**ONLY 1 vehicle will be authorized to enter the paddock, but after the unload it will have to be parked in the free parking area at the entrance of the Varano Circuit.**

---

**Leading Solutions for Acoustic and Thermal Management**

- Commercial Vehicles
- Luxury Vehicles
- Light Vehicles
Registration and information

Upon arrival at the Varano Circuit, the Team Leader will have to register the team at the Reception Desk by:

a) Bringing the ANFIA Limitation of Liability and signing the list of signatures IN FRONT OF the ANFIA Staff to confirm the correctness and validity of all other members' signatures;

b) Communicating any changes in the list of team members, previously submitted, and in that case, filling out all the necessary registration documents for every new member and bringing photocopies of his/her health insurance card, passport or ID.

Then they will receive badges for all team members, additional team members, team guests, the dynamic area passes for drivers, which must be worn all times. No pass will be handed to any team member except than the Team Leader.

A yellow wristband with barcode will be given to the Team Leader, which will be used during the team leaders’ briefing.

During registration he/she will also receive a number corresponding to the scrutineering order, depending on the registration slot.

Energy meter delivery

The energy meter kit will be delivered in parallel with the team registration. The kit will include the energy meter box, a wiring harness set with connectors and a current sensor.

Trasponder Delivery

The car transponders will be delivered on Friday 21 July, from 15:00 to 18:00 at the Registration Office. They will be picked up by the officers in the parc fermé after the endurance. In case the car will not participate in the endurance event, it will be Team Leader responsibility to return it back at the registration office.

Registration of team members, additional team members and team guests

When: Wednesday, 19th July, 15:00 - 19:00
Where: Registration Office
Event Organization: Miriam Gangi
Anna Maria Costa
Selene Migliaccio

Drivers registration

Every team must register as drivers at least 4 members. Drivers will have to submit the R.Paletti Circuit release and waiver of liability completely filled out, together with the photocopy of a valid government issued driver’s license.

Drivers are requested to present those documents at drivers registration desk on Wednesday 19 July, from 15:00 to 19:00 and on Thursday 20 July, from 08:00 to 10:00. Drivers will receive a blue wristband with a barcode on it, which will be used during the drivers’ briefings.

Drivers will have to pass the egress test and the main hoop height test to be allowed to drive the car; as soon as they pass the tests they will be handed a red wristband.

Those tests are performed during technical inspections or, if necessary, under appointment anytime before the start of the first dynamic event the driver wants to participate.

ESO registration

Electric teams must register at least 1 ESO (Electrical Safety Officer).

ESOs are requested to register at the Reception Desk on Thursday 20 July, from 08:00 to 10:00. ESOs will receive an orange wristband and an orange t-shirt/team, which must be worn during the team’s dynamic events.

Certification of participation

A certificate of participation will be sent to the Team Leader for every team member after the event as a .pdf file.

Parking

At the entrance of Varano Circuit there will be a free parking area for all vehicles.

Visitors

Visitors are welcome during the 4 days of the event. Entrance is free in the public areas and grandstands while inside the paddock it will be on payment.

Tickets can be bought at the Registration Office and can be paid cash or by credit card.

One day Ticket: €10.00
Reduced Ticket: €5.00 (only for under 12 aged persons)
All days Ticket: €36.00

Under-age participants must be accompanied by an adult at all times, who will be responsible for any dangerous action they will cause to themselves, other persons and facilities.

Pets are NOT allowed, except guide dogs.

Please note to all spectators closed toed shoes are preferred.
General Rules

The Pits are located inside the garage of the Varano Circuit. Inside the whole area of the Varano Circuit all the rules stated by the official SAE regulation apply. It is forbidden to walk on the gravel traps of the Circuit. Team members must leave the Circuit during the night at the scheduled hour.

Ask questions
- If you have a question - ask!
- If you have any questions about any part of the competition, the schedule, the procedures, the rules or anything else, just ask to the Team's relation Officer. Rules questions may be presented to the technical inspectors. It all starts with asking and remember, there are no dumb questions.
- Please: do not fear to fail by asking anything you need or clarify any doubt you have!

Ask for help
- If you need help - ask the officials.
- Announcements requesting parts, tools or assistance can be made by the announcer.

Announcement
- Although there are loudspeakers, it could be difficult for announcements to be heard everywhere, especially true if close to a running engine. You can help us make sure everyone knows what's being announced by passing the announcements along to your team mates and other teams in your area. This is important and we appreciate your help.

Two way radios
- Two ways radio are used both by teams and by STAFF.
- Please, make sure not to use the same frequencies of the staff: penalties may apply!

Be on time
- The schedule is included in the Student Handbook and posted online. It's Team responsibility to be on time.

Drivers briefings
- Attending drivers' briefings is mandatory for Team members planned to drive: check the schedule for Briefing times.
- Please consider that the barcode scanning before the drivers' briefing could take some time: therefore, we ask all drivers to arrive earlier.

Be careful
- Don't take any risk when working on your car - follow safe working practices.

Bring your documentation
- When Team comes to tech inspection must bring all the documentation and correspondence connected to SES submission, Impact Attenuator Data Report, FMEA and any Rules Questions submitted.
- The inspectors do not have this material and Team may need it to answer questions about your vehicles design and construction.
- The inspectors want you to pass tech and pass it easily, but they need your help to make it happen.

Don't run
- Running tells people there's an emergency. Don’t run unless life is in danger. Remember that Acceleration and Skid Pad close at exactly the time communicated by the officials.

Event Closing Times
- Car must have crossed the starting line by that time or it can’t run: it is recommended to get in line early.

Keep the Officials Informed
- Keep the officials informed if you run into any problems that need our attention or might push your team against a time limit.
- For example, if it’s needed a quick re-inspection to get to an event before it closes let us know - the inspectors can be ready, but only if Team keep us informed.
- It is Team responsibility to verify that the information has been received by the appropriate people.

Removing Cars Overnight
- Removing the car from the track overnight is Team decision, after having the permission of the officials.
- If Team wants to take its car off site it must take the vehicle to tech inspection and have an inspector removing part one of the tech sticker.
- When Team returns, there's need to have the items worked on re-inspected. No guarantee can be assured on the time of re-inspection, therefore do not relay on an immediate re-inspection to participate to the dynamic events. The permission could be not allowed because of organization or schedule problems matters.

Weather
- Weather is the main thing Organizers cannot force or control.
- It is good to be prepared for all weather types from sun to heavy rain. Pack long and short sleeve apparel, sun block, rain coats and comfortable closed-toe shoes.

Have Fun, Drive Safe, Use Common Sense
Passes and Allowed Areas

**Paddock & Track**
- Staff
- Senior Technical Inspector
- Technical Inspector
- Dynamic Pass
- Press Pass

**Paddock Only**
- Team Leader
- Team Member
- Faculty Advisor
- Guest
- Visitor

**Formula SAE Italy & Formula Electric Italy**
- July 19-21, 2017
- Redondo Beach, CA
- Verizon Wireless
Bicycles, Skateboards, Rollers and other similar vehicles
They are NOT allowed inside the paddock. The security service is allowed to take badge away of the team member, who will not comply with this rule. The badge return will be done upon penalties to the team, depending on gravity.

Alcohol
PLEASE NOTE: Alcoholic drinks are strictly forbidden inside the circuit during the event, under penalty of the team disqualification. Alcohol test can be done by any official at any time during the competition: 0.00 g/l is the allowable alcohol content during this event for everyone. If ANY team member (driver or not) is found with an alcohol level higher than 0.00 g/l, the relevant team member will be immediately disqualified and the drivers of the team will be verified before any driving event.

Fires and Smoking
No open fires are allowed in the pits, track and engine running areas, cigarettes included. Smoking is forbidden in the pits, tracks, buildings and engine running areas.

Photographers
Authorization
The staff is solely responsible for authorizing photographers/spotters to enter the dynamic event area. Photographers/spotters must be registered for the competition, sign all required waivers, read any required material, agree that they understand and have no questions regarding the policies and procedures for photographers, and agree to abide by these policies and procedures at the risk of being escorted from the dynamic area. Videographers are classified as photographers. Photographers must have photographic equipment - cell phones are not cameras. Photographers and spotters are explicitly restricted to photographic activities.

Limit and penalty
Each university is limited to one (1) photographer/videographer. Additional photographers must remain outside the dynamic event area. Unauthorized photographers will lead to a penalization of their team:
- 1st time: 5 points;
- 2nd time: 10 points;
- 3rd time: 50 points.

Access Policy
Properly credentialed photographers/spotters representing universities may only access the dynamic events area while their teams are actually running in an event. University photographers/spotters will not be granted dynamic area access independent of their team.

Fuel
Only the fuel provided by the organizer may be used at the event. No fuel may be brought to the event. Unleaded gasoline with an octane rating of 98 RON and E85 will be the only fuels available at the competition.

Every team should have communicated to ATA the exact tank capacity. The official marshals have the right to check fuel compliance during the entire event. Refueling will be carried out at the Fuel Station, located in a Fuel Area subjected to the following prescription:
- Only one car may enter the Fuel Area;
- To reach the refueling area the driver must be seated in the cockpit wearing a full safety suit while pushed to and from the area;
- The refueller must be able to accomplish to his job without any part removed from the car;
- During the refueling the driver must stand out of the car at a safety distance following the instructions of the official marshals. No other team member can enter the Fuel Area.
- Any other vehicle must be at least 5 meters away from the Fuel Area.

It is forbidden to make use of any device producing flames, sparks or smokes near the Fuel Area. No cell phone is allowed in the area. Open fuel containers are not allowed. As soon as the car is re-fuelled for the first time, it must proceed with the engine turned off to the tilt table.

Working on Electric Cars
Any vehicle that has not passed E-Scrutineering needs to have HVD disconnected. The team safety responsible and at least one more team member, who can intervene in case of emergency, must attend every activity on the tractive system. In absence of the team safety responsible, none is allowed to act on the tractive system. Anytime the tractive system is turned on, all driven wheels shall be lifted off the floor (and all parts, such as nuts, near wheels must be tightened). After any activity on the tractive system during which seals were broken an E-Scrutineering is mandatory.

For activities on the inactive tractive system team safety responsible shall follow this procedure:
1. Lock out the tractive system master switch.
2. Check for zero-potential.
3. Disconnect HVD.
4. Install a green sign declaring the car as electrically secured (See image below). Sign shall include name of the safety responsible.
5. It is team’s responsibility to expose the sign in A4 format near the car in a visible position.
6. At the end of activity, remove immediately the sign.

It is recommended lifting driven wheels off the floor during any maintenance activity.

In case of measurements on the active tractive system or an activation of the tractive system in the pit for testing please follows this procedure:
1. Be sure the team safety responsible is supervising the activity and a team member who is not involved in the activity is present and can intervene in case of emergency.
2. Separate the car with a red or orange tape (not provided by the organization).
3. Install a yellow sign declaring the high voltage hazard. (See the image below). The sign shall include the name of the safety responsible.
4. Remove all driven wheels of the car and tighten all parts, such as nuts, near wheels.
5. Wear compliant safety gloves and use appropriate tools.
6. Be prepared to push an emergency button at any time.
7. Turn on the tractive system only for the shortest time you need.

The activation of the tractive system or the spinning of motors in the pit is only permitted if the car is lifted off and the driven wheels are demounted. Basic maintenance and testing activities for the accumulator container is allowed in the recharging area; in case a team needs to perform advanced maintenance activity (e.g. grinding, drilling, etc.), the team may get authorization by a scrutineer who checks safe conditions are met in the pit area.

A car not having passed yet the E-scrutineering, when moved around or taken to the static event MUST have the HVD disconnected.
When moving around an electric car, the tractive system master switch must be turned off and the key must be kept by the safety responsible, who must always stand near the car moved around.

If any of the above-mentioned instructions are not respected, it may result in a deduction of points or disqualification.

The tractive system master switch must be locked, whenever the team safety responsible has to go away from the vehicle, even during nights.
Accumulators can be recharged exclusively in the designated recharge area. No recharge is allowed during the night. The team safety responsible and at least one more team member have to be present during the recharge. No more than four team members of each team are allowed in the charging area.

According to 2016 rules, recharge of accumulator mounted in the vehicle is not allowed. Accumulators must be removed from the car for charging within a removable accumulator container and placed on the accumulator container hand cart for charging.

During the recharge, the accumulator container has to report a label with the following information:

a) Team number
b) Approximate time at which the recharge will end
c) Name of Safety Responsible

The label will be delivered at the recharge area, the team has to fill it with the required information.

Recharge will be allowed only after the electrical technical inspection.

The recharge area provides the following AC socket-outlets:

- Single-Phase 230V 50Hz 16A Schuko P+N+E Schuko
- Single-Phase 230V 50Hz 16A IEC 60309, 6h (180°), P+N+E (Blue – 3 poles)
- Three-Phase 400V 50Hz 16A IEC 60309, 6h (180°), 3P+N+E (Red – 5 poles)
- Three-Phase 400V 50Hz 32A IEC 60309, 6h (180°), 3P+N+E (Red – 5 poles)

Each team must verify that the AC plug of their charger is compliant with one of the available socket-outlet. If not, the team has to replace it with a compatible one.

Where:

**Recharge Area**

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**Engine Running**

Engines may be run ONLY in the designated "engine running area" in the paddock, provided that the car has passed technical inspections and the following conditions are satisfied:

1. The car is on an adequate stand (NOT on coke crates, plastic boxes etc).
2. The drive wheels are at least 10.2 cm (4 in) off the ground or the drive wheels have been removed.
3. A fire extinguisher must be at hand.
4. Only the driver and 2 team members are allowed in the engine running area. If an electric car is running the Safety responsible must be in the area.
5. The driver must be seated and belted in the cockpit, wearing a full safety suit.
6. The gearbox must be in neutral or the CVT dis-engaged.

*The exhaust system may be very hot, pay attention.*
Scrutineering

*Know the Rules - Read the rules again: rules understanding is critical to success!*

**WELDING AND GRINDING PROCEDURES**
Welding and grinding will be permitted inside each team pit provided that the necessary safety aspects have been taken into account.
Safety glasses and gloves must be worn during those operations; same procedure may be applied to other tool usage at the discretion of the organizers.
A fireman must be present when welding, call for them every time you need to weld.

**DYNAMIC AREA ACCESS**
All the Track Area of the Varano Circuit will be defined as “Dynamic Area”.
Only the cars waiting to attend the specific test may enter the “Dynamic Area”.
Only team members with a valid “Dynamic Pass” may enter the “Dynamic Area” to follow the corresponding car: four (4) “Dynamic Pass” will be given to each team.
At any time, no more than four team members may enter the dynamic area, including the driver (or drivers).
Spectators are not allowed to enter the Track Area.

*REMEMBER: CLOSED TOE SHOES!*

**Recharging Electric Vehicles**

*Pre-check the car.*
During registration you will be given your technical inspection number, corresponding to the registration number: the queue for the technical inspection follows these numbers. Please fill the first part of the technical inspection sheet, regarding tires, before queuing and line up with everything you need.

*When:*
Thursday, 20th July,
09:00 - 13:00
and 14:30 - 19:30
*Where:*
Paddock
*Heads of event:*
Caterina Secchieri - Mechanical Inspections
Francesco Laviola - Electric Inspections
What to bring to Tech. Inspections:
- Vehicle;
- Dry and wet tires;
- Driver’s equipment including helmets, suits, gloves, eye protection, balaclava, socks, and shoes for all drivers (Note: This includes your arm restraints);
- Fire extinguishers;
- Push bar;
- Structural Test documents and supporting documentation or test pieces Technical Inspection form;
- FSAE Electric - Copy of your ESF submission;
- FSAE Electric - Copy of your FMEA submission;
- FSAE Electric - The items listed in EV8.3 and EV8.4;
- All of your team’s drivers;
- Impact attenuator test piece;
- Monocoque test specimens - if applicable;
- Tools to disassemble any parts of the car that the inspectors want to examine. This includes accessing your restrictor, removing body panels or any parts that are blocking inspection and to allow examination of your EV systems;
- Copies of your team’s rules questions and Committee’s answers;
- Material to record the inspectors’ comments.

Order criteria for Electrical Scrutineering
For Formula Electrical Italy only, the scrutineering order at the event is based on review status of Electrical Safety Form: in particular, following criteria will be applied:

- Teams with approved ESF will be allocated before teams with pending ESF
- Between two teams with approved ESF, one that has got approval with fewer document reviews will be allocated first
- Between two teams with pending ESF, one that has fewer unclarified or rejected items for ESF review checklist will be allocated first
- In case of equality for above criteria, Organizers will apply same order criteria as for Formula SAE Italy

The technical Inspection number is provided during the team registration

ANFIA has the right to re-order the scrutineering queue, in case the scrutineering slot of a team coincides with a time slot of the team for a static event.

WHAT TO BRING WITH YOU TO E-TECHNICAL INSPECTION:
- Accumulator charger;
- Data sheets for all used parts in the tractive system;
- Approved technical documents (FMEA, ESF);
- Tools and protection equipment as defined in the FSE rules;
- Spare accumulators;
- Clear pictures of parts not reachable during inspection (HV fuse box, ...);
- Accumulator Container Hand Cart;
- Spare samples of self-developed printed circuit with HV and LV;

The technical inspections will be held inside the scrutineering area of the circuit. Additional time for re-inspection, if necessary, will be available under appointment. The only permitted modifications are according to rule B1.2.2 otherwise the car must be re-scrutinized and reapproved. Teams removing their car from the event site will lose all their stickers from technical inspection (Scrubineering, E-Scrubineering, Brake, Noise, and Tilt Table).

If your car isn’t ready when your number is called, you’ll lose your position and go to the back of the inspection line.

The Technical Inspectors want to assure all competitors that we would like every team to pass tech inspection as quickly and easily as possible. Many inspectors are former competitors and they know the amount of time and effort Teams invested in completing their car and preparing it for the competition. Technical inspections takes longer when scrutineers have to explain noncompliant items and the process is quicker if everything complies.

Please make inspection easier by yourselves, and for organizers, by understanding the rules, pre-inspecting your car and being prepared.

E-technical inspectors will mark different approved parts (i.e. insulation monitoring device, accumulator containers, energy meter, tires, rims etc.). The car can be disqualified from any dynamic event if using unmarked parts or substituting marked parts: parts with broken seals are equivalent to being unmarked and seals must only be replaced by an e-technical inspector.

For E-cars, e-technical inspections will be held before the mechanical inspections to ensure everyone’s safety.

However, Chiefs of Technical Inspection can permit exceptions to perform the mechanical technical inspection without having done the electric one, but only if the accumulator container is carried on the hand cart. Car not passing e-tech will not be allowed to proceed with the other inspections and tests; moreover, the vehicle is not allowed to take part in any dynamic event if any of the e-tech seals are broken and until the IMD Test is passed again.

Device to be used for checking compliance to EV3.6.3 rule.
Regarding rule EV3.6.3 ATA will not use a special device to check the compliance to the temperature limits.

PLEASE NOTE: it is a team’s responsibility to keep track of how quickly cars are going into Tech Inspection: It is suggested to have someone to keep an eye on how the numbers are progressing. No more than 3 cars will be allowed to queue.

If you miss this window, you have to return your “old” tag and take a new number.

If a Team expect to have a time conflict with a Static Event (Design, Cost or Presentation) please be aware that the Static Event has priority.

If Team vehicle is undergoing Technical Inspection, and members have to leave to attend a Static Event, Team simply need to inform the Inspector: Team will be allowed to remove car from the Technical Inspection area, to resume Technical Inspection later.

Before passing electrical inspection, the car may only be moved around on the event site with all master switches and shutdown buttons in off-position and the HVD disconnected. GUV-master switch, TS-master switch have to be turned off.

Please remember that the Safety responsible shall attend to E-technical inspection.
SMART HINTS

Design Requirement - Visibility – Remember that everything the inspectors will examine must be visible to the naked eye (Rules T2.5 and S2.2.1).
If any component that needs to be inspected is not visible then it will be required to modify the vehicle to make it visible.
That requirement applies no matter how difficult or time consuming the modification may be:
we advise you to consider visibility when you design your car, next time.

Self-inspection – Teams must self-inspect their car and be sure that it complies with the Rules before bringing it to tech inspection (Rule S2.3); use the tech inspection form found on the FSAE Online website during your self-inspection.

It’s Team responsibility to properly prepare and self-inspect their car; if inspectors discover a large number of rules violations, or an incomplete self-inspection, then they may suspend their work and send Team back to its paddock to make corrections.

Rules Question Documentation – If a Team submitted a rules question and received an interpretation from the Rules Committee, it has to bring copies of both the question and answer to technical inspection: without this, the inspectors won’t know the Committee’s interpretation and might make their own. Impact Attenuator Test Piece - Bring the Impact Attenuator Test piece, Rule T3.22.4 “Impact Attenuator Data Requirement”, and also copies of Impact Attenuator Data report and any related correspondence with the officials.

Monocoque Test Specimens - Monocoque builders must bring the test pieces required by Rule T3.31 “Monocoque Laminate Testing.”
Restrictor Check - During inspection Team needs to disassemble air intake system to allow a no-go gauge to be inserted into the restrictor: bring the tools required!
If you do not pass the inspection, please write down the name of the responsible of your inspector’s team, so to be able to ask for him/her later.

Decisions of the inspectors and the Chief Technical Inspector concerning vehicle compliance are final and unappealable.

Energy Meter installation

The energy meter will be delivered during the registration.
The responsible will hand out the energy meter and needed connectors and he will help with the installation, if needed, and he will answer upcoming questions.
The energy meter must be mounted on the vehicle before the technical inspection. During the technical inspection, the energy meter will be checked.
The energy meter responsible will read out data from time to time to determine if the 80kW limit was obeyed during the dynamic events: data used to calculate the efficiency scoring will be read in the parc fermé.
Any attempt to manipulate the intended function of the energy meter may lead to a disqualification from the entire event.
For any question about energy meter, ask for energy meter responsible at event control.

When: 
Wednesday, 19th July
15:00 – 19:00
Where: 
Registration Area
Heads of event: 
FLAG-MS

RAIN TEST

The rain test is for e-cars only: vehicle will be rain-tested after having passed E-technical inspection, mechanical technical inspection and Tilt Table.
During the rain test, the tractive system has to be active and none of the driven wheels may be in contact with the ground.
It is not allowed to have a driver seated in the car during the rain test and no one is allowed to stand in the water of the rain test during the test itself.

When: 
Thursday, 20th July
14:30 – 19:30
Friday, 21st July
09:00 – 12:30 / 14:45 – 19:00
Saturday, 22nd July
09:30 – 12:30
Where: 
Rain test Area
READY-TO-DRIVE - SOUND - TEST

Ready to drive test sound will be checked at noise test stand. In addition to sound characteristic, inspectors check Ready-To-Drive signal is emitted only if all requirements are fulfilled (no fault for GLV system, brake pedal is pressed ...)

NOISE TEST

A car is allowed to noise test area once it has the scrutineering and tilt table stickers. In order to check the RPM value, every team must provide a tool to monitor RPM directly from ECU (i.e. dashboard, laptop). The car must be compliant to the Rules at all engine revs up to the regulated limit. The noise test can be repeated every time an official deems it necessary, and it can be repeated if modifications are performed on the exhaust system or after an accident. Noise level can be measured at any time during the dynamic events: penalties may be assessed if the sound level exceeds the mandated maximum, and noise sticker can be removed by officials.

BRAKE TEST

| When: | Friday, 21st July | 09:00 - 12:30 / 15:00 - 19:00 |
| Where: | Main Straight (Zone A) |
| Friday, 21st July | Morning: Track (Zone B) |
| Saturday, 22nd July | Afternoon: Practice Area (Zone C) |
| Under request, till the scheduled start of Endurance: | Sunday, 23rd July | Morning: Practice Area (Zone C) |

COMBUSTION CARS - A car is allowed to enter the brake test area once it has the scrutineering and the tilt table stickers. The car must start its run and accelerate getting into the 2nd gear; as the car reaches the braking area the driver must brake strong enough to fully lock all four wheels. If the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events. The brake test can be repeated every time an official deems it necessary, and it can be repeated if modifications are performed on the system or after an accident.

ELECTRIC CARS - A car is allowed to enter the brake test area once it has passed the scrutineering (both), tilt table, rain testing and ready-to-drive-sound-testing. Each driver must be instructed as to the proper procedure for the brake test: if the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events. When braking, the tractive system has to be switched off by the driver and the brake pedal must be actuated as far as possible. The brake test is successful if all four wheels lock and within 5 seconds the Tractive System Active Light goes off. The brake test can be repeated every time an official deems it necessary. Re-certification may be required if work is performed on the vehicle’s braking system or if the vehicle is involved in an accident that results in vehicle damage.
How will people travel in the future, and how will goods be transported? What resources will we use, and how many will we need? The passenger and freight traffic sector is developing rapidly, and we provide the impetus for innovation and movement. We develop components and systems for internal combustion engines that operate more cleanly and more efficiently than ever before. We are also pushing forward technologies that are bringing hybrid vehicles and alternative drives into a new dimension – for private, corporate, and public use. The challenges are great. We deliver the solutions.

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Static Events

Teams that want to receive feedback about their static events can ask directly to the judges on Saturday 22nd July at the event venue: afterwards, no request of feedback will be accepted.

Design Event

The design event will be held in each team pit.
The winner of the Design Event will get 150 points.
Please, be on time and have all engineering documentation with you.
Make sure the car is in race-ready condition and team members are well prepared.
For each team the design event will take up to 45 minutes.

First year cars: It is the student competitors’ responsibility to prove to the judges that their vehicle is a first-year car: second year cars are not allowed.
If the structure of the frame is not obviously a completely new design from previous years, then photo documentation should be provided to prove that the car is new as defined by the rules.

How to prepare: Students should bring any and all information they feel is relevant (charts, graphs, parts, photos, video, etc.) to support their design efforts.
The judges will give more credit (higher Design score) to documented engineering than to word of mouth: simply showing up with a great car is not good enough.
A high emphasis is placed on the student team’s ability to Design, Build, Refine & Validate, and understand their own car.

DESIGN FINALS
Design finals will be held according to the schedules in the Meeting Tent.
The three best classified teams in Class 1E and Class 1C will be admitted.
Finalist teams must attend to the finals with their cars and all whatever they think is needed for an engineering discussion.
Design finals will consist in two phases: the first one with the car presentations by each finalist and a final discussion with the Judges only.

Cost Event

The cost event will be held inside each team pit.
Team needs to show a printed copy of the Cost Report.
The report will follow the guidelines set forth in the published rules as well as the addenda, which can be taken into consideration to cover any necessary changes made in the car and will be accepted only at the time of registration at the event.
Teams have to present its vehicle at the designated time to the Cost Judges for Cost Report review. Team that miss cost appointment will potentially lose all cost points.
The schedule for these appointments will be in the registration packets. For each team the cost event will take about 30 minutes.
**Business Presentation Event**

The business presentation event will be held inside the presentation rooms A, B, C, D according to the schedule assigned to each Team; Teams that will not present during their assigned time period will receive zero points for the event. The presentation rooms will be located near the Registration Office inside the circuit and will be equipped with 50-inch TVs with HDMI cable.

It is the team’s responsibility to make sure that their laptops are suitable for connection: If not, judges might assign lower points to the “Visual Aid”. Competitors must convince the judges that their prototype and the related concept represent a profitable enterprise for the manufacturer/investor, taking together all the aspects needed: marketability, manufacturability, technical aspects and product appeal.

**BUSINESS PRESENTATION FINALS**

Business presentation finals will be held according to the schedules in the Meeting Tent. The three best classified Teams in Class 1E and Class 1C will be admitted.

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**When:**
- Thursday 20th, July 10:00 - 13:00 / 14:30 - 18:30
- Friday 21st, July 09:00 - 13:00

**Where:**
Presentation Room

**When FINALS:**
- Friday 21st, July 16:30 - 19:00

**Where:**
Meeting Tent

**Head of event:**
Enrico Rebaudo and Valentina Temporelli

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ZF at Formula SAE Italy and Formula Electric Italy 2017

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“Give shape to ideas that drive the world.”
Dynamic Events

GENERAL INFORMATION

The dynamics at Formula SAE Italy & Formula Electric Italy comply with the FSAE rules. The team will receive the car transponder during the registration.

To be allowed to compete in the dynamic events of the day, all drivers must attend the dedicated briefing (i.e. the Friday meeting for Acceleration, Skid pad and Autocross, the Saturday meeting for the Endurance).

Driver who will not attend the briefing will be excluded from corresponding events.

Only four (4) team members are allowed to enter the dynamic area at the same time.

If it is necessary to declare damp or wet conditions there will be announcements at the dynamic area given only by the dynamic event captain.

Please, wear closed-toed shoes in all dynamic areas.

After each dynamic event and before the following one, please check for leakages, broken parts and fasteners.

Practice Area

When:

- Friday, 21st July 09:30 - 12:30 / 15:00 - 18:30
- Saturday, 22nd July 09:00 - 13:00 / 15:00 - 19:00

Where:

Practice Area

During the scheduled time, a practice area will be available.

The practice area has the only purpose to check car’s functionality and set it up, simulating the driving condition of the track, not to prove full performance of the car.

If other vehicles are waiting, any team may not run more than 5 (five) minutes inside the practice area, then the team may line up in the queue again.

Precedence will be given to teams running their first practice. Whenever the Team moves its car, the following rules must be followed:

- Driver inside the cockpit, dressed up with a safety suit
- Fire extinguisher in the push-pull bar or accompanying the car
- The car must be pushed-pulled around
Flags

**Black Flag** - Pull into the penalty box for discussion with the Chief Marshall/Director of Operations or other officials concerning an incident. A time penalty may be assessed for such incident.

**Black Flag - With Orange Dot** - “Mechanical Black Flag” - Stop at the nearest Marshall point for a mechanical inspection of your car, something has been observed that needs closer inspection and that can be a fire that needs immediate extinguishing.

**Blue Flag** - Pull into the designated passing zone to be passed by a faster competitor. Obey the corner workers hand signals at the end of the passing zone to merge into competition.

**Chequered Flag** - Your session has been completed: exit the course where signaled.

**Green Flag or Italian Flag** - Your session has started, enter the course under direction of the starter. (NOTE: If you stall the vehicle, please restart and await another green flag as the opening in traffic may have closed.)

**Red Flag** - Come to an immediate safe controlled stop on the course. Pull to the side of the course as much as possible to keep the course open. Follow marshal’s directions.

**Yellow Flag (Stationary)** - Danger, SLOW DOWN, be prepared to take evasive action, something has happened beyond the flag station, NO PASSING unless directed.

**Yellow Flag (Waved)** - Great Danger, SLOW DOWN, evasive action is most likely required, BE PREPARED TO STOP, something has happened beyond the flag station, NO PASSING unless directed.

**Red & Yellow Striped Flag** - Something is on the racing surface (e.g. oil) that should not be there. Be prepared for evasive maneuvers to avoid the dangerous situation.

**White Flag** - There is a slow moving vehicle on the course that is much slower than you are: be prepared to approach it at a cautious pace.

Additional Signs

**Fire on Board** - Marshalls are warning driver about a fire or a severe risk of fire on his car, driver is required to stop as soon as possible off the track and close to a Fire Fighter or a Marshall.

**Lollipop** - to help the driver in the restart from passing area, a lollipop with red round sign STOP may be presented in front of the helmet of the driver. ONCE LOLLIPOP IS RAISED, THEN DRIVER IS ALLOWED TO START and re-enter the track.

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Weather Conditions

**WET:** Teams must fit rain tires to their vehicle if the course is declared wet.

**DAMP:** Teams have the option of dry or rain tires if the course is declared damp.

Teams are allowed 10 minutes to change their tires in the driver change area if a dry track is declared damp, or if a dry or damp track is declared wet. If the tire change is happening at the same time as a scheduled driver change, the 10 minutes are in addition to the 3 minutes allowed for the driver change.

Teams are allowed to change their rain tires to dry tires if the course is dry or damp. However, this change is not permitted during the driver change, and the time taken to change the tires is included in the team’s total time for the event. The following chart summarizes the possible track condition changes, the team’s options, and the time allotted for changes.

<table>
<thead>
<tr>
<th>Track Initial Condition</th>
<th>Team’s Current Tire Choice</th>
<th>Track Declared</th>
<th>Tire Change</th>
<th>Time for Change</th>
<th>Allowed at Driver Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry</td>
<td>Dry</td>
<td>Damp</td>
<td>Optional</td>
<td>10 minutes</td>
<td>Y</td>
</tr>
<tr>
<td>Dry</td>
<td>Dry</td>
<td>Wet</td>
<td>Mandatory</td>
<td>10 minutes</td>
<td>Y</td>
</tr>
<tr>
<td>Damp</td>
<td>Dry</td>
<td>Wet</td>
<td>Mandatory</td>
<td>10 minutes</td>
<td>Y</td>
</tr>
<tr>
<td>Damp</td>
<td>Rain</td>
<td>Wet</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Damp</td>
<td>Dry</td>
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</tr>
<tr>
<td>Wet</td>
<td>Rain</td>
<td>Damp</td>
<td>Optional</td>
<td>Zero</td>
<td>N</td>
</tr>
<tr>
<td>Wet</td>
<td>Rain</td>
<td>Dry</td>
<td>Optional</td>
<td>Zero</td>
<td>N</td>
</tr>
</tbody>
</table>

**Acceleration Event**

Acceleration will run in parallel with the Skid Pad event.

There will be 2 lanes, one for the first driver and one for the second driver. The event WILL STOP AT 13:00, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line. The car must proceed slowly during the realignment for the second run. Excessive speed will be cause for disqualification. Only team members with “Dynamic Pass” may stay with their car on the waiting line.

**Skid Pad Event**

Skid Pad will run in parallel with the Acceleration event. There will be 2 lanes, one for the first run and one for the second run. The event WILL STOP AT 13:00, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line. Only team members with “Dynamic Pass” may stay with their car on the waiting line.
**Autocross Event**

The autocross event will be held on the racetrack.

There will be 2 lanes, one for the first driver and one for the second driver. The event WILL STOP AT 19:30, no matter how long Teams have been in the queue and how long the waiting line is.

Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line. More than one car may be on the track at the same time; in case of delay due to yellow flag caused by other cars the run may be repeated immediately.

For safety reasons, at the Autocross start, one team member with “Dynamic Pass” and quick jack and fire extinguisher is allowed to assist the car, in case of need.

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**Endurance Event & Parc Fermè Procedure**

The starting order for the event will be based primarily on the Autocross event.

The starting order will be based on the Autocross event. If a team did NOT score in the Autocross event, the vehicle will run at the beginning of the Endurance event, with the order based first on the finishing order of the Acceleration event, and then on the finishing order of the Skid Pad event.

Teams without a score in any event used to determine the run order will run in the order established by the race direction.

Teams must run in the assigned heat - morning or afternoon.

The circuit of the endurance event is shown in the following picture. Only team members with a “Dynamic Pass” may follow their car up to the staging area. Spectators may follow the event from the grandstands.

Following the established starting order, the starter will instruct the vehicles to be ready and line up at the entrance of the track. An official will perform a safety check of the vehicle and the driver restraint system. The starter will stage the vehicle’s front tires on a starting line. When there is an opening on the track the starter will wave a flag signaling the go-ahead for the driver to start. If vehicle stalls driver must wait for another flag before being allowed on the course.
**PLEASE NOTE: IF THE VEHICLE CANNOT BE RESTARTED WITHOUT EXTERNAL AID, THE CAR WILL BE DEEMED DISABLED AND DISQUALIFIED FROM THE EVENT.**

The vehicle is expected to be ready for competition with 1st driver at team’s start time. If the endurance event is running late, the vehicle is still expected to be ready when its run order position is reached. If the vehicle is not ready when the official starter motions the vehicle to the starting line, a two-minute penalty will be assessed and the team will lose their time slot to run the event.

There will be more than one car on the track, so please pay attention to all the flags shown by the marshals and officials otherwise you may be penalized or disqualified.

On the last lap of the first driver, a checkered flag will be displayed and the vehicle directed to the driver change area.

It is the driver’s responsibility to exit the track; any person directing the car off the course is an additional aid only.

Only three people (including drivers) are allowed in the driver change area at once. After the vehicle arrives in the driver change area, the team has three minutes to get the second driver belted in and rolling out of the driver change area.

Only adjustments to fit the second driver may be performed on the vehicle.

No other work is allowed.

During driver’s change, car and safety equipment (i.e. suits and belts) will be checked by technical inspectors; only after this check 2nd driver is allowed to enter the track. In addition to D8.12 FSAE rules, the team of Electric Vehicle is not allowed to reset any control unit during Driver Change nor power cycling GLVS master switch. Incase vehicle requires power cycling GLVS master switch inorder to activate tractive system, the team needs to request during technical inspection exception for operating GLVS master switch during Driver Change.

**PLEASE NOTE: NO REPAIRS OR WORK MAY BE PERFORMED ON THE VEHICLE DURING THE EVENT (with the exception of tire changes due to weather conditions).**

If a blue flag is shown to your car YOU HAVE TO MOVE INTO THE SLOW LANE and slow down. Before entering the track again, YOU HAVE TO WAIT FOR THE GREEN FLAG being shown at the end of the slow lane: not respecting this flag may lead, further to a time penalty, to serious accidents with injuries for you, for the other drivers and for the marshals!

Be responsible!

All the cars that end the Endurance event will be taken directly at the refueling station. No team member except the driver may enter that area: after the fuel consumption measurement, all the cars will be conducted directly to the Parc Fermé.

Any Team member can not enter Parc Fermé before Officials communication.

Additional Endurance Penalties

The Race Direction may disqualify any vehicle that, for any reason including driver inexperience and mechanical problems, has been stopping for more than five times within two subsequent laps in the trajectory followed by most of running vehicles.

In addition, the Chief Marshall/Director of Operations may disqualify any vehicles that, for serious mechanical difficulties, constitutes a danger or hinders other competitors.

**Results**

The results of each static and dynamic event will be published as soon as they are ready near the Registration Office.

**Protest**

If a team has a question about any official action it must be brought to the staff’s attention for an informal preliminary review before a protest can be filed.

Any team intending to protest decisions or results must present a written issue to the Formula SAE Italy & Formula Electric Italy organizers.

The protest may occur only in case something happened which they feel has caused harm to their team or has had a substantive effect on their score.

Teams may not protest rule interpretations or actions that have not caused them any damage.

In order to have a protest considered, a team must post a twenty-five (25) points protest bond which will be forfeited if their protest is rejected.

The protest period expires 30 minutes the score has been published.

Protest must be in written format and handed only by the team leader.

Failure of a team member to follow a decision directed specifically to that team or team member will result in a twenty five (25) point penalty.

**Offensive Behavior**

Any offensive behavior will be penalized with a penalty from 25 points to the exclusion from the competition.
Camping

Camping Information

Please be informed that the only vehicles admitted inside the campsite are the motor caravans.

ADDRESS
Via Guglielmo Marconi, Varano de’ Melegari (Parma).

CAMPING CHECK IN
It is foreseen on Wednesday 19th July 2017 from 8.30 to 17.00.
It is MANDATORY for all teams to comply with the timetable.

ARRIVAL AND DEPARTURE

At their arrival team members will be given wristbands for camping, which MUST be worn for the whole period.

CHARGE AND DISCHARGE OPERATIONS
Vehicles are allowed to enter the campsite to download all equipment.
After downloading, they MUST be parked in the free parking area next to the campsite. Only ONE vehicle is allowed to enter the campsite during the 4 days of the event to charge and discharge materials and must be parked outside soon afterwards.

AVAILABLE SERVICES
- Toilets and showers.
- Electricity
- Free parking area
- Security service 24 hours a day
- Night medical assistance
- No camper service. In the town of Collecchio (about 20 km in Parma direction) there are 3 areas with camper services: see Google maps for reference

Please note that inside the paddock of Varano circuit, there are showers, toilets and sinks that teams can use during the event.
Please use sinks when possible (i.e. dishwashing) to avoid overcrowding toilets.
Camping Rules
We would like to draw your attention to some behavior rules, in order to assure everyone's safety, peace and calm during the stay. Therefore, we ask everybody to comply with the following points:

1. **RESPECT THE VENUE AND THE FACILITIES**
The Municipality of Varano gives hospitality to all the FSAE Italy & F Electric Italy participants during the event, allowing them the use of its football ground and inside facilities, so please leave the venue as you found it.

2. **KEEP THE VENUE CLEAR OF ALL LITTER AND WASTE**
Please use the appropriate dustbins available inside the campsite.

3. **PARKING**
All vehicles must be parked outside the campsite in a dedicated area.

4. **NOISE LEVELS**
Since the campsite is located next to private houses, please consider noise levels. After midnight till 7.00 o'clock please lower your voice and turn off the music.

5. **OPEN FIRES**
No open fires allowed. Please use the appropriate barbecue equipment only with a fire extinguisher to be on hand during use. If you have gas bottles, please keep them upright, away from sunlight and heat sources.

6. **ELECTRICITY**
Please be sure to take some useful electrical equipment for the connection to the electrical boards; i.e. industrial plugs, electrical extensions.

7. **DANGEROUS BEHAVIOURS**
Please consider that dangerous behaviors and alcohol abuse may cause you and other people serious harms.

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**Notes**

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Volunteers

Thirteen years of event, thousands of engineering students from all over the world, hundreds of experts coming from F1, motorsport and automotive industry offering time, skills and experience for free: this is the Formula SAE/Student spirit!

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