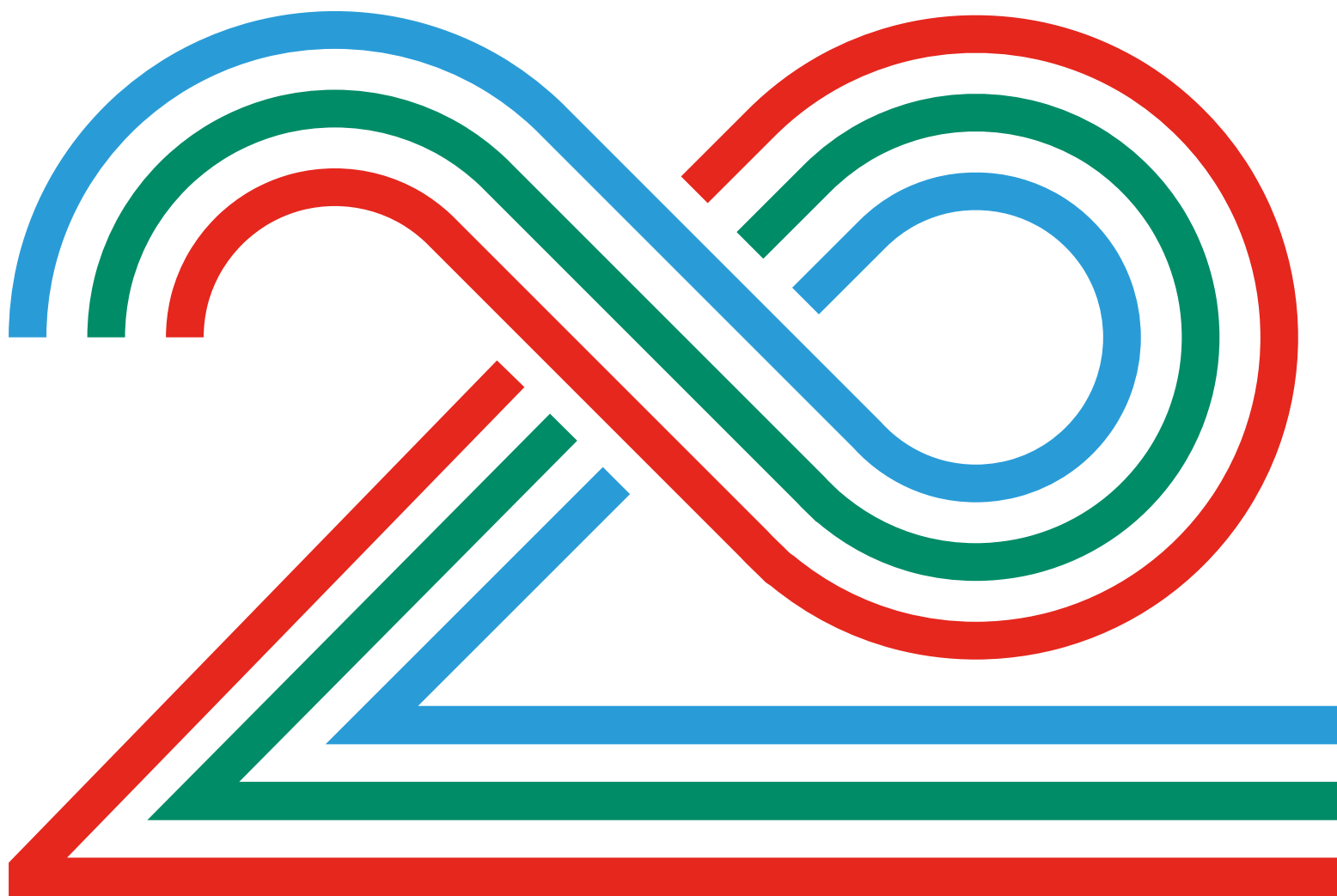




Formula SAE Italy 2025

Handbook

September 10-14
Riccardo Paletti Circuit
Varano de' Melegari



Formula SAE Italy 2025

#FSAEItaly

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ANFIA - Associazione Nazionale Filiera Industria Automobilistica
www.anfia.it

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Formula SAE Italy 2025

September, 10th - 14th

@ «Riccardo Paletti» racetrack - Varano de' Melegari (PR)

Official Handbook

Introduction

The Formula SAE Italy 2025 will follow the FSG Rules 2025, with some exceptions and additions listed below. The Formula Driverless 2025 will follow FSG rules with few exceptions. The Cost event will follow FSG rules and the Business Presentation event will follow the scheme tested in 2021 edition and shared with FS Austria with some updates.

The additional regulations, valid for the Italian event, are the ones reported on the official Formula SAE Italy website (<https://www.formula-ata.it/information-rules/>).

These guidelines are written with the only purpose to help competitors and guests before and during the event. In case of doubt, please refer to the event contacts published on the Formula SAE Italy website. 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.

This also means keeping a good behaviour all time. Please be informed that, due to the ongoing thefts and damages occurred in the last years, we had to increase both the registration and the camping fees, in order to face the related extraordinary expenses and the same thing could happen next year in case of further similar episodes during 2025 edition. Moreover, both passive and active security measures have been reinforced and the surveillance service, together with the local municipality police, will be allowed to monitor everything that can be monitored. Every kind of misappropriation (including graphics signage, road signs, circuit furniture etc.) will be legally prosecuted. There is a zero tolerance policy for any form of violence and hate crime.

Formula SAE Italy is organized by



In collaboration with



In case of emergency

In case of any emergency situation please refer to the officials/staff. During the dynamic events ambulance will be on site. In case of need, ask someone with a two-way radio.

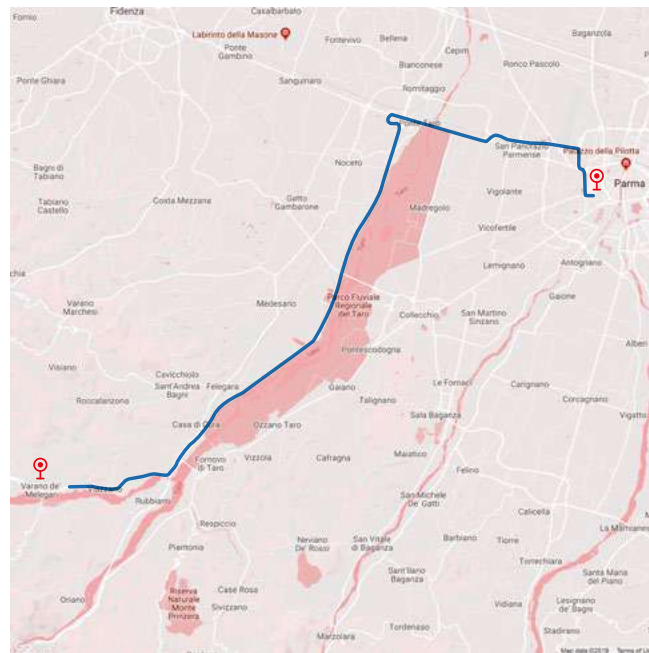
In case of an emergency outside the event, call 112.

This number is free of charge.

Useful phone numbers are the following

General Emergency Number	112
EU-wide free helpline for women (24/7 service)	116 016
Carabinieri Forno Taro office	+39 0525 2114
Parma Hospital -First aid service:	+39 0521 702111 - 703111 +39 0521 703084
Borgo Taro Hospital -First aid service:	+39 0525 9701 +39 0525 970216, ext. 4216

Parma Hospital direction



Borgo Val di Taro Hospital direction

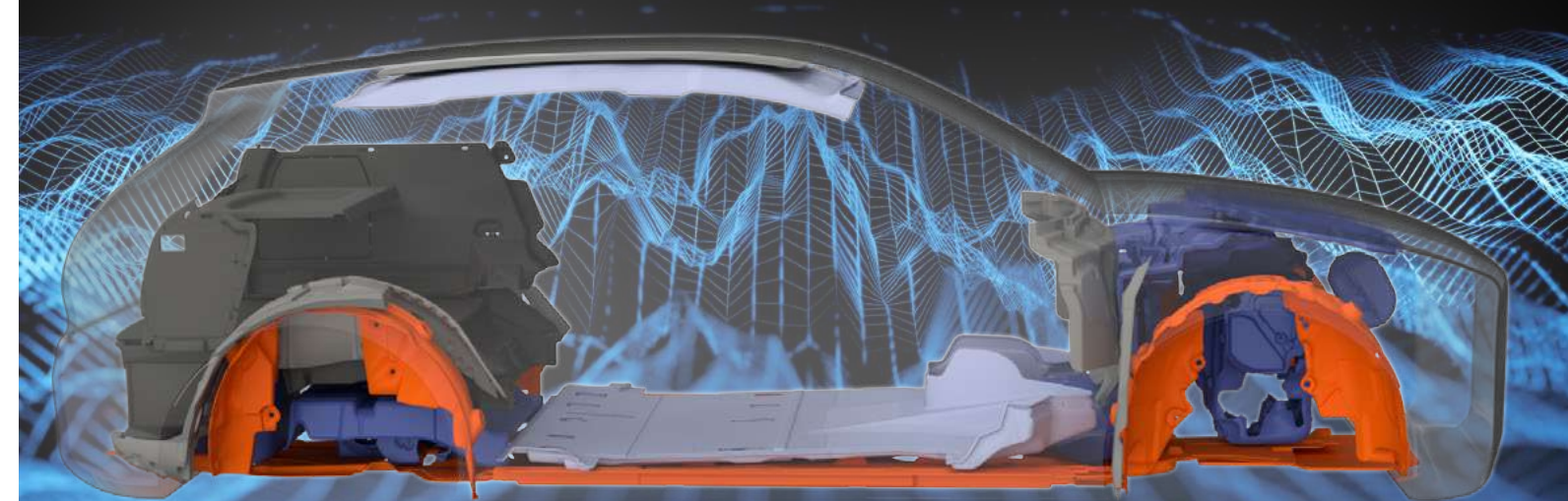


WHAT SHOULD I DO IN CASE OF ELECTRIC SHOCK?

- 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 green. Don't act if light is red or turned 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.

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Organizing Committee

Steering Committee



Claudio Annicchiarico
Head of Formula Driverless



Paolo Mario Coeli
Formula SAE Italy Director of Operations



Anna Maria Costa
Event Organization



Simone Di Pierro
Head of Formula Electric Italy



Raffaele Fregonese
Formula SAE Italy Director



Miriam Gangi
Event Organization



Anja Hermann Praturlon
Head of Dynamics



Silvio La Tassa
Head of Mechanical Inspections



Federica Morlino
Event Organization and Responsible for relations with the teams



Roberto Prete
Safety Manager



Francesco Ristori
Head of Formula Driverless Dynamics



Massimo Rosaschino
Dynamics Logistic Manager



Claudia Rossi
Event Organization - Paddock manager



Mariangela Sciorati
Event Organization and Communication



Caterina Secchieri
Dynamics Track Layout Responsible



Nicola Tertulliani
Head of Formula Electric Italy

Executive Committee



Giorgio Brunelli
Dynamics Security Responsible



Piero Ciadamidaro
Scoring Responsible



Giacomo Danisi
Head of Design Judges



Carlo Giorgioni
Head of Cost Judges



Enrico Rebaudo
Business Presentation Manager



Nicola Rizzini
Volunteers Coordination Responsible



Valentina Temporelli
Business Presentation Manager

Media Group



Daniele Bottallo
Photographer



Leonardo Floridia
Social Media Manager



Fabrizio Giuliano
Video Maker



Andrea Napolione
Social Media Manager



Giuseppe Pagano
Video Maker



Giorgio Perottino
Photographer



Edoardo Piva
Photographer

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We are Lamborghini

OUR ESSENCE: Driving Humans Beyond: it's our DNA. Barriers and obstacles only serve to make our resolve stronger. This is because everything we do serves one purpose only: we seek to drive and encourage people to always go beyond their limits. We want to inspire people more than everything.

OUR ATTITUDE: We want the automotive sector to evolve for the better, that's why we work to create value for society in our own way. We lead transformation by drawing our future. Turning our ideas into visionary creations is our mission. Sharing them is what makes us impactful.

JOIN US: We are looking for authentic, brave people, eager to go beyond their limits in a place that makes no distinction of gender, age or culture, working every day to value the authenticity of each person. We believe that everyone is unique and has their own potential. Show us yours and add your own colour to our iconic Brand!

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Visit our Careers Website!



Business Presentation Event Committee

Assettati	Giovanni	Italdesign	Ultra Low Series Project Development
Baronchelli	Samuele	PwC	Director, responsible for automotive suppliers
Caviglia	Alberto	Plug and Play Tech Center - Motor Valley Accelerator	Ventures Associate
Cillis	Giuseppe	ETAS - Driving Embedded Excellence	Sales Manager
Costariol	Matteo	Global Marketing Architecture	Senior Partner
Dentamaro	Chiara	Dumarey Flowmotion	Industrial controller: machine depending costs and fixed costs
Deitingner	Laura	Assoknowledge	President
Di Domizio	Gisella	Dumarey Group	Business Development - Service Manager
Duma	Flavia	Dumarey Group	Group Brand and Digital Marketing Officer
Esposito	Erika	Reinova	Regional Account Manager
Grassi	Luca	Danisi Engineering	Key Account Manager
Gulli	Carmelo	SKF Global Automotive	Global Business Development - Driveline Electrical Vehicles
Loiodice	Cinzia	Bricks4Kidz	Enterpreneur
Pregnotato	Emanuela	ANFIA	Area Economica e Internazionalizzazione
Rabel	Franz	Formula Student Austria	Head of Business Plan Presentation
Rebaudo	Enrico	Dumarey Group	Senior Account Manager
Reggiani	Andrea	Fabbrica Dallara	Head of Sales Dallara Stradale
Romito	Alessio	Dallara	Digital Innovation Manager
Santantonio	Ilaria	Piaggio	Commercial Product Analyst
Sciolari	Alessandro	Assoknowledge	Scientific Director
Sperati	Maurizio	Altair	VP Global Account management and automotive operations
Temporelli	Valentina	Tecnomatic SpA	Executive Vice President & Board Member

Cost Event Committee

Actis	Enrico	Muviq	Global Manager Purchasing
Barbiero	Alvise	C&U bearings	Key Account Manager
Bertolino	Luca	Muviq	Global Projects Buyer
Boschetto	Carlos	Dallara Group	Design Engineer
Cacopardi	Aldo	Doc Finance	Head of Marketing
Carattini	Sara	Dallara Compositi	Sales Specialist
Ceglia	Antonio	Tetrapak	Project Manager
Della Rossa	Michele	Davide Campari - Milano NV	FP&A Specialist
Dondo	Paolo	MESAP Innovation Cluster	Technology Manager
Fazzoletto	Emilio	Argotech	Head of Electronics Engineer
Giglio	Federico	SKF	Purchasing Manager - Automotive Powertrain & Drive Control
Giorgioni	Carlo		Head of Cost Judges
Girimonte	Mariangela	Automobili Lamborghini	Finance - Product Cost Controlling
Gonzalez	Santiago	Dallara Automobili	Project Maintenance Engineer
Leucci	Cristian	Stellantis	Propulsion Systems-Thermal Management Simulation Lead
Loparco	Denis	GARRETT Advancing Motion	Validation Leader
Lorenzon	Francesco	Maserati	Vehicle Performance Manager
Marinelli	Piermanuel	Recaro Automotive	Composite R&D Engineer
Mestroni	Luca	Freelance	
Monegatti	Marco	Dallara Automobili	Sales Specialist
Pareo	Domenico	Automobili Lamborghini	Electrics & Electronics Technical Project Leader
Piccolillo	Denis	Dallara Automobili	Design Engineer
Pinto	Valerio	BOSCH CVIT - Bari	Senior Design Enginner
Prati	Giovanni	Ambrosi	Plant Business Management Control Specialist
Russo	Carmela	Racing Bulls	Process Engineer

Russo	Davide	Stellantis	Propulsion Electric Drive Systems - 48V BSG Global Assistant Chief Engineer
Scarangella	Filippo		System Engineer
Scicutella	Nicola	FPT Industrial	Technical Certification Specialist EMEA NRMM Engines
Silatchom	Fabrice	KION INDUSTRIAL TRUCKS & SERVICES EMEA	Senior Category Buyer
Suleman	Shalom	Beamit Additive Manufacturing Technologies	Quality Assurance Specialist
Topini	Giacomo	Automobili Lamborghini	Motorsport Procurement
Uriati	Federico	Beamit Spa	R&D Manager
Vlahinic	Alen	AVL Croatia	Test Manager

Design Event Committee

Addamo	Marco	Maserati	BCI Responsible
Aimo Boot	Marco	Iveco Group	Electrification Technologies - Advanced Engineering Manager
Allocco	Alessandro	Centro Ricerche Fiat	Senior Propulsion Control Engineer
Annicchiarico	Claudio	Meccanica 42	Chief Executive Officer
Approsio	Angelico	SKF	NVH Sr. Technologist Expert, R&D Global department
Arnoletti	Marco	Bugatti Rimac	Vehicle Engineering Principal
Badia	Tiziano	Bugatti Rimac Italy	Project Lead Design
Battimazza	Alessio	Stellantis	Product Quality Engineer
Bignotti	Luca	Valkyr	CEO
Biffali	Pierpaolo	Iveco Group	Head of Powertrain Product Engineering
Bock	Marcel	University of Oldenburg	Researcher
Bombace	Luca	Automobili Lamborghini	CAE engine engineer
Bordina	Fabio	ANFIA	IATF Oversight manager, Quality manger, Training design manager
Camarda	Ettore	MAGNA PT	Assistant General Manager
Casale	Simone	Danisi Engineering	Project Manager
Cecconi	Jacopo	Automobili Lamborghini	Team coordinator of Axle & Chassis mechatronics systems development
Ceriello	Giovanni	DTS SpA	Fuel sytem Chief engineer & validation manager
Coeli	Paolo	Stellantis	EE - Regional Planning - Customer, Market and Competitive Intelligence
Colombo	Maurizio		Vehicle Expert
Concari	Nando	Dallara Group	Vehicle Design Technical Advisor
Contardi	Mattia	FPT Industrial / Iveco Group	eDriveline System Development & Application Manager
Cuomo	Raffaele	Automobili Lamborghini	Electronic Architecture Engineer
Danisi	Giacomo	Danisi Engineering	Chief Executive Officer
Del Toro	Paolo	Iveco Group	Head of Testing Operation & Prototype
De Vita	Luca	ANFIA	Direzione Relazioni Istituzionali & Affari Legali - Area Tecnica e Affari Regola-mentari
Di Pierro	Simone	Automobili Pininfarina	Head of Software Integration
Esposito	Daniele	Valkyr	General Manager
Esposito	Filippo	DTS SpA	Product Engineering Staff
Ferraris	Alessandro	BeonD	CEO
Ferrara	Ferdinando	Stellantis	Global Responsible for EE Propulsion Systems (EEPS) Project Chiefs
Fregonese	Raffaele	Stellantis	Chief Engineer - Global Electric Vehicle Charging Architecture
Giannini	Marco	Fast Charge Engineering	CEO
Griva Zabert	Matteo	Italdesign	Engineering Project Manager
Guccione	Stefano	Automobili Pininfarina	Head of e-Powertrain Architecture and Integration
Impinna	Fabrizio	FLAG MS	Co-CEO
Lancia	Edoardo	Maserati	Project Responsible Chassis
La Tassa	Silvio	Danisi Engineering	Veicolista
Mambella	Matteo	Automobili Lamborghini	E-Drive Engineer
Mana	Mattia	Valeo	System Engineer
Marrazzo	Massimilano	Mercedes AMG High Performance Powertrains	F1 Thermofluids Performance Development and Dyno Test Engineer

Formula ATA

Masucci	Salvatore	Ferrari	Engine development manager
Merlin	Marco	Ycom	Head of Projects
Miano	Carlo	Lince	Self-Employed Professional
Migliaccio	Guido	Stellantis	Engineering/Propulsion - Functional Quality Manager
Morsone	Giulio	Automobili Pininfarina	Product Director
Nebbio	Gianluca	Bosch Engineering	Customer Chief Engineer
Ollino	Paolo		Vehicle manufacturing expert
Patti	Emanuele	Dumarey Automotive Italia	Group Director Sales & Marketing
Pagliarani	Gian Luca	Maserati	Electronics HW Engineer - BEV Powetrain Ecu
Pierro	Gennaro	MAGNA PT	Engineer Serial Support
Poerio	Nicola	Stellantis	Director Behavior & Motion Autonomous Driving
Pozzato	Alessandro	Iveco Group	Hydrogen Technology - Fuel Cell Systems Fuction Leader
Primon	Alfredo	Centro Ricerche Fiat	Head of BMS innovation team at CRF/Stellantis
Punzi	Marco	Robert Bosch	Technical Calibration Leader
Ricci	Claudio	Danisi Engineering	Head of Advanced Vehicle Dynamics (AVD)
Ricciardi	Francesco	Bylogix	CEO
Sacchi	Matteo Eugenio	Stellantis	Vehicle Dynamics Virtual Analysis Engineer
Short	Evan	MERCEDES AMG PETRONAS Formula One Team	Head of Trackside Electronics & Controls
Tertulliani	Nicola	Ferrari	ADAS Component Development Responsible
Vendramin	Mattia	Michelotto Engineering	Technical Director
Trappella	Stefano	FPT Industrial	Battery System and Development Engineer
Vetrano	Antonio	Stellantis	Gasoline and Alternative Fuel Calibration and Application Manager
Zaharia	Daniele Simone	Bugatti-Rimac	System Integration Lead Engineer



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Sponsor Special Awards



Award for the best Car/Resources balance

Award presentation by Andrea Pontremoli, CEO and General Manager Dallara

- Trophy
- Cheque of € 700



Innovative Strategies for e-PWT System Control

Award presentation by Andrea Sanguedolce - Managing Director FEV Italia, Federico Ramazzotti - Sales & Marketing Director FEV Italia and Bruno Vadalà - Managing Director eXaV

- Trophy
- No. 2 Hiring in FEV Italy
- No. 2 Hiring in eXaV
- No. 5 tickets for GP Italy Formula 1 2026



Best team in Trackdrive

Award presentation by Simone d'Elia, Country manager Italy

- Cheque of € 1,000



Endurance & Efficiency Award (1EV and 1CV Classes)

Award presentation by Dennis De Munck, Head of Employer Branding and University partnerships

- Trophy
- Ferrari caps



Most Innovative Electronic Unit Onboard

Award presentation by a Marelli Motorsport spokesperson

- A trophy from Marelli's illustrious past



Teoresi Award 2025 - Electronics Development Process: Innovative Controls, Methods and Architectures

Award presentation by Natale Gentile, Automotive Account, and Marco Bazzani, Innovation Manager

- Trophy + Intrepid Control Systems innovative tools for engineers in the vehicle networking, testing, and embedded engineering fields

Special Awards



Best social networker on FSAE Italy App

Reward for the most active student on the Social Wall of FSAE Italy 2025 App

- I-Pad

Twenty-year anniversary contest

Best custom-designed celebratory logo of the event created by a team participating in FSAE Italy 2025. Award presentation by Silvio Angori, President of ANFIA Car Design and Engineering Group

- Trophy
- Celebrative t-shirts for the team members and recruitment opportunities by the companies of ANFIA Car Design and Engineering Group

Overall Event

Trophies

- Most friendly team
- Class 1EV+1DV / 1CV+1DV 1st classified team

Business Presentation Event

- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Cost Event

- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Design Event

- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Acceleration

- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Autocross

- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Skid Pad

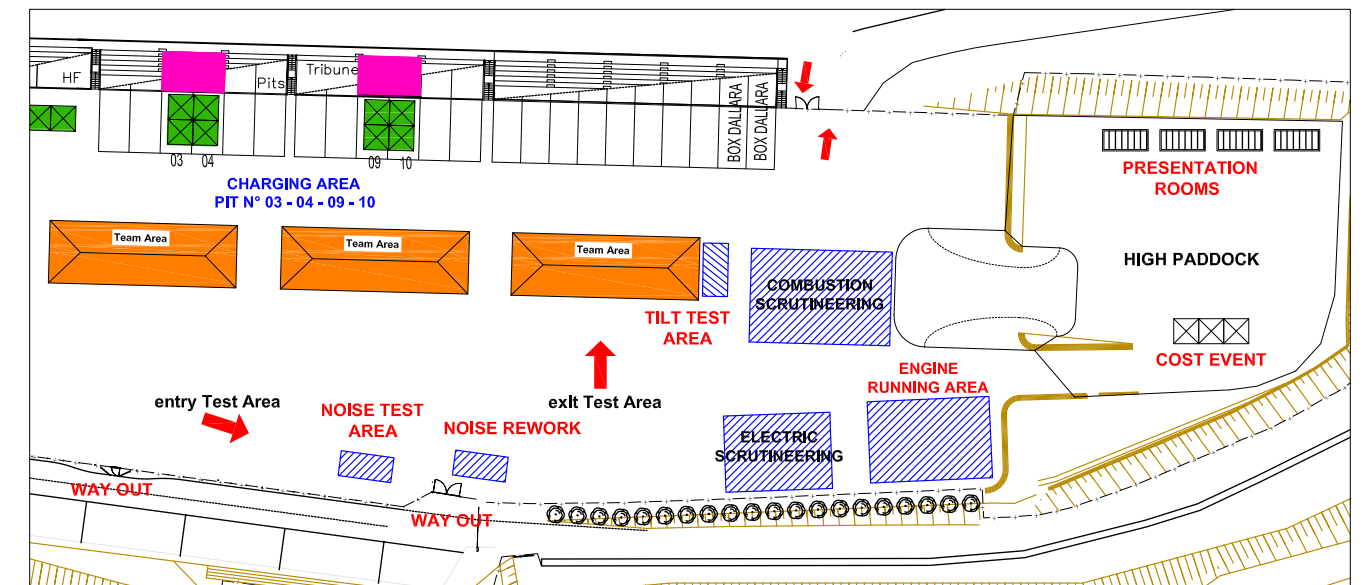
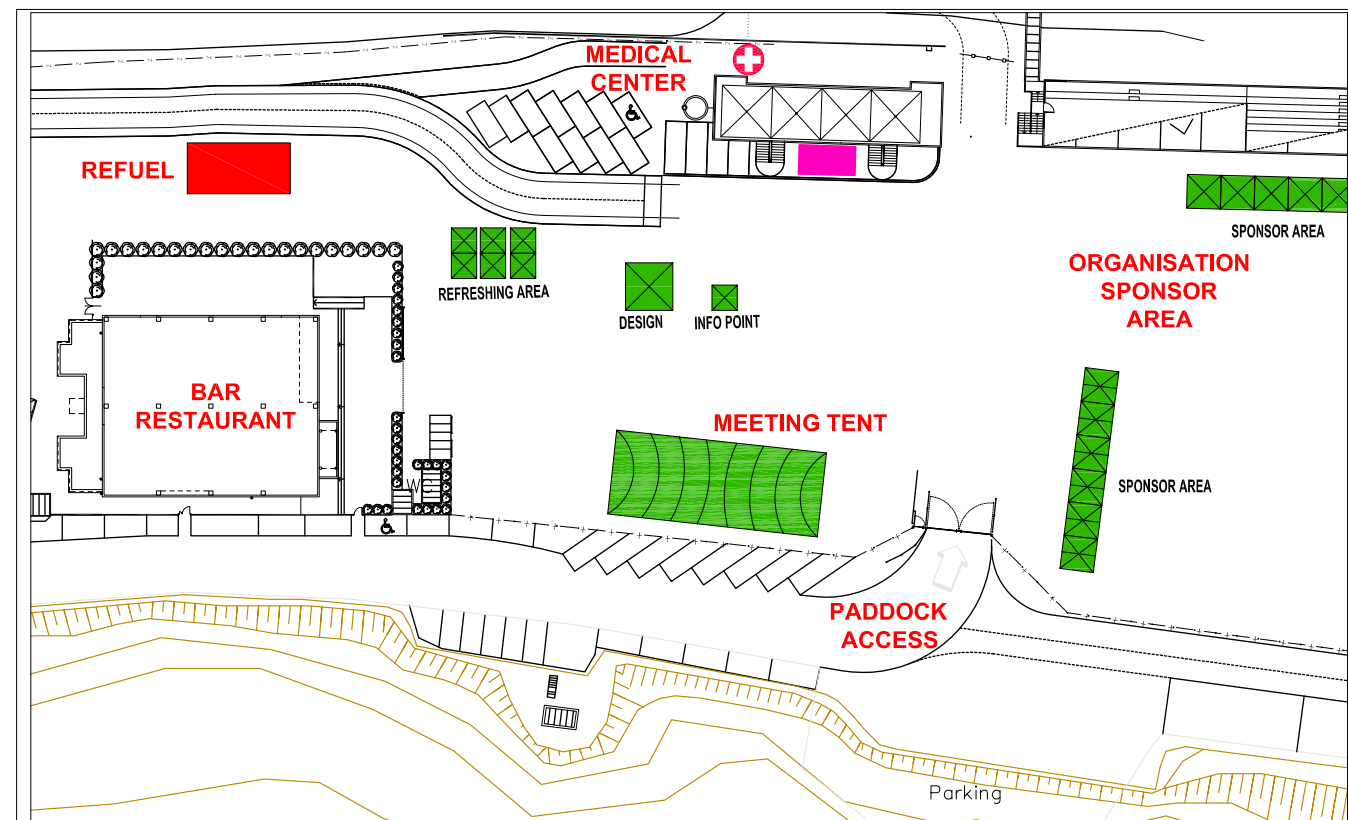
- Class 1CV 1st classified
- Class 1EV 1st classified
- Class 1DV 1st classified

Other Special Awards



Class 1EV 1st classified in the Design Event Trophy

Site Plan



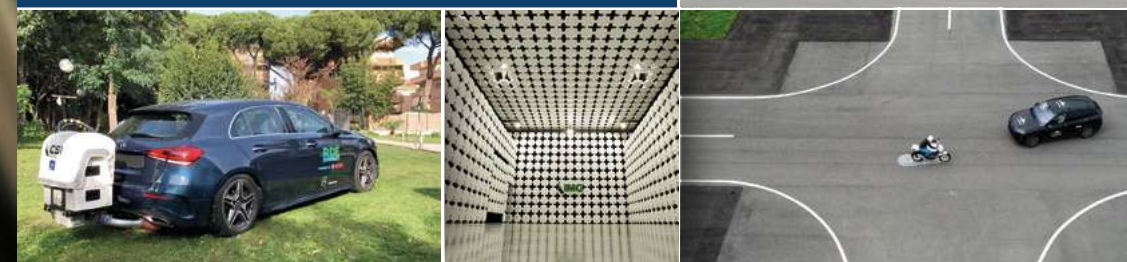
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Fleet Management



Hybrid & Full Electric
Vehicle Testing



System & Component
Development



Data Acquisition
& Predictive
Product Behaviour



NVH



Cyber
Security



Official Schedule

Tuesday, September 9

15:00 - 19:00 Camping Check-in @ Camping

Wednesday, September 10

8:00 Site Opens

8:30 - 12:00 Camping Check-in @ Camping
8:30 - 13:00 Registration for all Classes, Team Leaders, Faculty Advisors, ESO/ASR and Drivers
Registration @ Entrance Registration Office, Pit set up
Energy Meters Delivery @ Entrance Registration Office
Registration for Volunteers, Technical Inspectors and Staff @ Paddock Registration Office
11:00 - 12:00 Briefing Volunteers & Technical Inspectors @ Scrutineering Area

13:00 - 14:30 Lunch Break*

14:00 - 16:00 Registration for all Classes, Team Leaders, Faculty Advisors ESO/ASR and Drivers
Registration @ Entrance Registration Office, Pit set up
Energy Meters Delivery @ Entrance Registration Office
Registration for Volunteers, Technical Inspectors and Staff @ Paddock Registration Office
14:30 - 19:00 Technical Inspections 1CV/1DV/1EV @ Scrutineering Area
19:30 - 20:30 Team Leaders Briefing @ Meeting Tent
21:00 - 21:45 Opening Ceremony (with ANFIA presentation)

22:00..... Site Closes

Thursday, September 11

7:30 Site Opens

8:00 - 8:30 Briefing Volunteers & Technical Inspectors @ Scrutineering Area
8:30 - 13:00 Refuelling area opens @ Paddock Refuel Station
9:00 - 13:00 Technical Inspections 1CV/1DV/1EV @ Scrutineering Area
9:00 - 13:00 Tilt, Noise & Rain Tests 1CV/1DV/1EV @ Scrutineering Area
9:30 - 10:00 Business Presentation Judges Briefing @ Business Presentation Rooms
10:00 - 13:00 Business Presentation Event (All Classes) @ Business Presentation Rooms
12:00 - 13:00 Cost Judges Briefing @ Cost Event Area

13.00 - 14.30 Lunch Break*

14:00 - 19:00 Refuelling area opens @ Paddock Refuel Station
14:30 - 17:30 Business Presentation Event (All Classes) @ Business Presentation Rooms
14:30 - 17:30 Cost Event (All Classes) @ Pits
14:30 - 19:30 Technical Inspections 1CV/1DV/1EV @ Scrutineering Area
14:30 - 19:30 Tilt, Noise & Rain Tests 1CV/1DV/1EV @ Scrutineering Area
18:30 - 19:30 Business Presentation Finals 1DV @ Meeting tent
19:30 - 20:00 Tablet Users Briefing @ Business Presentation Rooms
20:00 - 20:30 Design Judges Briefing @ Meeting tent
20:45 Judges & Sponsors Welcome Cocktail Party @ Giorgione’s Restaurant

21:00..... Site Closes

Friday, September 12

7:30 Site Opens

8:00 - 8:30 Briefing Volunteers & Technical Inspectors @ Scrutineering Area
8:00 - 12:00 Battery Charging Class 1DV/1EV @ Charging Area
8:30 - 9:00 Design Judges Registration and Photo @ Paddock Registration Office
8:30 - 12:30 Technical Inspection 1CV/1DV/1EV @ Scrutineering Area
8:30 - 13:00 Refuelling area opens @ Paddock Refuel Station
9:00 - 9:40 Design Judges Briefing @ Design Event Area
9:00 - 12:00 Cost Event (All Classes) @ Pits
9:00 - 12:30 Brake Test 1CV/1EV @ Brake Test Area
9:00 - 12:30 Tilt, Noise and Rain Tests 1CV/1DV/1EV @ Scrutineering Area
9:00 - 13:00 Business Presentation Event 1CV/1EV @ Presentation Rooms
9:30 - 12:30 Engine Running Area Open @ Scrutineering Area
9:30 - 12:30 Emergency Brake Test 1DV @ Straight before the hairpin
9:30 - 12:30 Practice Area 1CV/1EV @ Practice Area
10:00 - 13:00 Design Event (All Classes) @ Pits
13:00 - 14:00 Drivers Briefing @ Meeting tent

13:00 - 14:30 Lunch Break**

14:00 - 14:30 Track Show @ Acceleration
14:00 - 18:00 Design Event (All Classes) @ Pits
14:00 - 19:00 Refuelling area opens @ Paddock Refuel Station
14:30 - 18:30 Acceleration 1DV @ Straight before the hairpin
14:30 - 19:00 Battery Charging Class 1DV/1EV @ Charging Area
14:30 - 19:00 Technical Inspection 1CV/1DV/1EV @ Scrutineering Area
14:45 - 19:00 Engine Running Area Open @ Scrutineering Area
14:45 - 19:00 Tilt, Noise and Rain Tests 1CV/1DV/1EV @ Scrutineering Area
15:00 - 18:00 Transponders Delivery @ Scrutineering Area - Noise Test
15:00 - 18:30 Practice Area 1CV/1EV @ Practice Area
15:00 - 19:00 Brake Test 1CV/1EV @ Brake Test Area
16:30 - 17:30 Business Presentation Finals 1EV @ Meeting tent
18:00 - 19:00 Business Presentation Finals 1CV @ Meeting tent
19:00 - 19:45 Design Judges Buffet
19:15 - 20:00 Panoramic Photograph @ Acceleration
20:00 - 21:00 Design Finals - Class 1CV @ Meeting tent
21:00 - 22:00 Design Finals - Class 1EV @ Meeting tent

22:15..... Site closes

Saturday, September 13

7:30 Site Opens

8:00 - 8:30 Briefing Volunteers & Technical Inspectors @ Scrutineering Area
8:00 - 13:00 Battery Charging Class 1DV/1EV @ Charging Area
8:30 - 9:00 Acceleration Show @ Acceleration
8:30 - 13:00 Refuelling area opens @ Paddock Refuel Station
9:00 - 13:00 Engine Running Area Open @ Scrutineering Area
9:30 - 12:30 Acceleration 1CV/1EV @ Acceleration
9:30 - 12:30 Skidpad 1CV/1EV @ Skidpad
9:30 - 12:30 Tilt, Noise and Rain Test 1CV/1DV/1EV @ Scrutineering Area
9:30 - 12:45 Feedback Static Events @ Meeting tent
9:30 - 13:00 Brake Test 1CV/1EV @ Brake Test Area
9:30 - 13:00 Practice Area 1CV/1EV @ Practice Area

13:00 - 14:30 Lunch Break*

14:00 - 19:00	Refuelling area opens @ Paddock Refuel Station
14:30 - 15:00	Autocross Course Walk @ Track Area
14:30 - 19:00	Engine Running Area Open @ Scrutineering Area
14:30 - 21:00	Battery Charging Class 1DV/1EV @ Charging Area
15:00 - 19:00	Brake Test 1CV/1EV @ Brake Test Area
15:00 - 19:00	Practice Area 1CV/1EV @ Practice Area
15:00 - 19:30	Skidpad 1DV @ Skidpad
15:30 - 18:30	Autocross 1CV/1EV @ Track Area
20:15 - 21:00	Drivers Briefing @ Meeting tent
21:15.....	Pasta party @ camping area

21:00..... Site closes

Sunday, September 14

6:45 Site opens

7:00 - 14:00	Battery Charging Class 1DV/1EV @ Charging Area
8:30 - 13:00	Refuelling area opens @ Track Refuel Station
9:00 - 9:30	Course Walk @ Track Area
9:30 - 13:00	Autocross 1DV @ Skidpad
9:30 - 13:00	Engine Running Area Open @ Scrutineering Area
10:00 - 11:00	Endurance Event Combined Class 1CV/1EV+1DV @ Track Area
10:30 - 17:00	Parc fermé Class 1CV/1EV @ Track Area
11:00 - 17:00	Endurance Event 1CV/1EV+1DV @ Track Area

13:00 - 14:30 Lunch Break*

14:00 - 19:00	Refuelling area opens @ Track Refuel Station
14:00 - 19:00	Trackdrive 1DV @ Skidpad
20:30 - 21:30	Closing Ceremony

22:00..... Track Area closes

**The restaurant of the circuit will be opened from 11.45 to 14.30, in order not to be crowded inside.*

***On Thursday September 11th, and on Friday September 12th, from 1:00 PM to 2.00 PM the tables of the restaurant will be reserved to Design Event judges, Business Presentation Event judges, Cost Event judges, Technical inspectors and Staff, due to their tight programme of the day. Please, plan to have lunch in other timeslots if you don't belong to these categories.*

This programme could be subject to changes

(for the updates during the event, you have to check the notice board onsite and also the push notifications on FSAE Italy App)

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

The pits set up will start on Wednesday, September 10th for all participating teams.

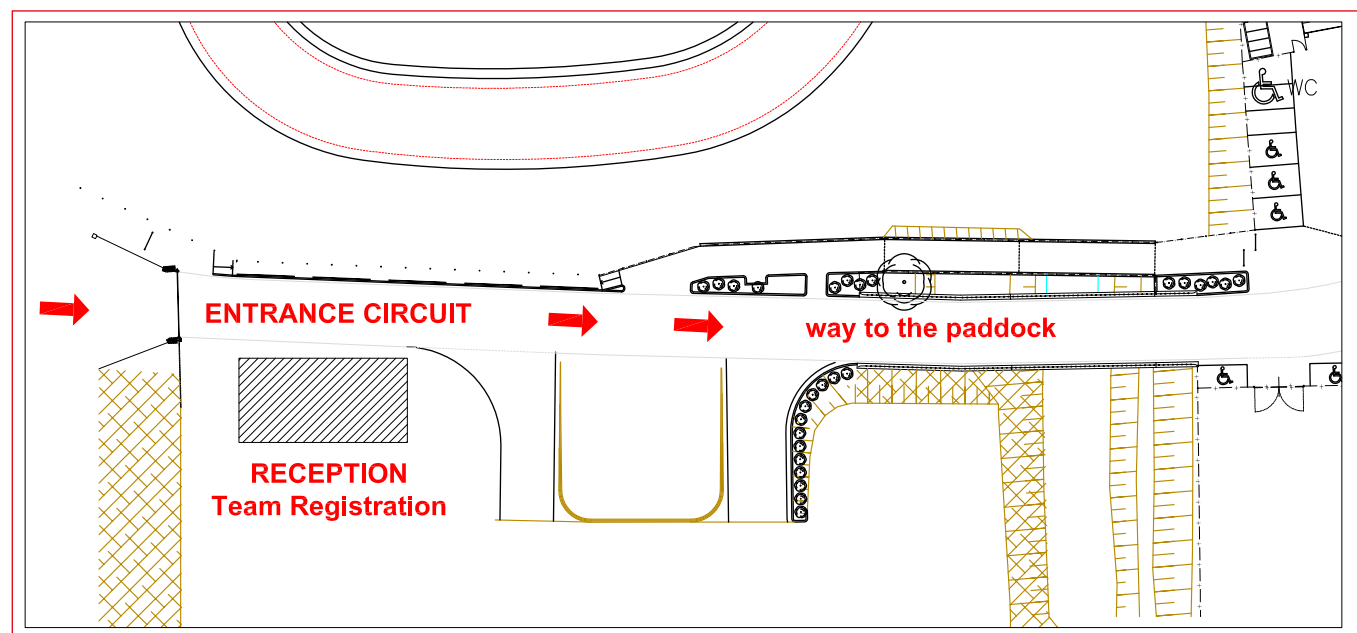
All teams vehicles have to wait before entering the event site for unloading their cars and materials. Please follow the instructions of the officials. Walking speed is the maximum allowed speed in the venue.

ONLY 1 vehicle will be authorized to enter the paddock, with the green P sticker shown on the windscreen, but after the unload it shall be parked in the free parking area at the entrance of the Varano Circuit.

On Sunday, September 14 all teams must vacate the pits and additional gazebos by the closing time of the circuit (22.00). It is forbidden to stay in the circuit overnight and also to leave there the cars.



Registration and information



Registration of team members

Upon arrival at the Varano Circuit, the Team Leader ONLY must register the team at the Reception Desk by:

- 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.
- 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.

When:

- Wednesday, Sept. 10th, 8:30 - 13:00 and 14:00 - 16:00

Where:
Circuit Entrance

Event Organization:
Miriam Gangi - Federica Morlino - Claudia Rossi - Anna Maria Costa - Mariangela Sciorati

Then the Team Leader will receive badges for all the team members, additional team members, team guests, the dynamic area passes for drivers which must be worn at all times and the green P sticker for parking inside the circuit for the unloading and uploading operations.

No pass will be handed to any team member except the Team Leader. After the registration all the other team members will be allowed to enter the circuit.

Energy meter delivery

The energy meter will be delivered on Wednesday, September 10th, from 8:30 to 13:00 and from 14:00 to 16:00 at the Registration Office at the Circuit Entrance.

Trasponder delivery

The car transponders will be delivered on Friday, September 12th, from 15:00 to 18:00 at the Scrutineering Area - Noise test. 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's responsibility to return it back at the registration office (before the Closing Ceremony).

Registration of Faculty Advisor

Faculty Advisors are kindly requested to register at the Reception Desk on Wednesday, September 10th, from 8:30 to 13:00 and from 14:00 to 16:00 together with his/her team.

Drivers registration

In total, a minimum of 3 and a maximum of 4 drivers are allowed for each team. 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 register and submit all the necessary documents at the drivers' registration desk on Wednesday, September 10th, from 8:30 to 13:00 and from 14:00 to 16:00. Drivers will receive a written briefing and will sign it for the receipt. 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.

ESO / ASR registration

Electric teams, including driverless car equipped with electrical powertrain, must register at least 1 ESO (Electrical Safety Officer) or 1 ASR (Autonomous System Responsible) for driverless teams.

ESOs/ASRs are requested to register at the Reception Desk on Wednesday, September 10th, from 8:30 to 13:00 and from 14:00 to 16:00. ESOs/ASRs 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 5 days of the event. Entrance is free in the public areas and grandstands while inside the paddock it is on payment. Guided Tours will be also organized only on Saturday and Sunday. Tickets can be bought at the Registration Office and can be paid cash or by credit card or online (<https://www.ciaotickets.com/it/formula-sae>), where you can buy a daily electronic ticket or a 2/3/4 days subscription, which you can show at the entrance directly from your mobile phone, or print it on your own printer.

TARIFFS	TICKET	REDUCED TICKET (ONLY FOR PERSONS AGED UP TO 18)
ONE DAY	€ 12,00	€ 5,00
TWO DAYS	€ 22,00	€ 8,00
THREE DAYS	€ 33,00	€ 12,00
FOUR DAYS	€ 44,00	€ 16,00
FIVE DAYS	€ 55,00	€ 20,00

GUIDED TOUR ONLY SATURDAY AND SUNDAY (IN ADDITION TO THE REGULAR TICKET): € 08,00

Under-age participants must be always accompanied by an adult, who will be responsible for any dangerous action they will cause to themselves, other persons and facilities. Pets are NOT allowed, except guide dogs. **It is highly recommended for spectators to wear closed-toe shoes.**

Formula Driverless

Formula Driverless (class 1DV) follows the FSG DV Rules with some exceptions which you can find in the Information & Rules 2025. The division between Static and Dynamic events is maintained. The cars will take part in all the dynamic events in autonomous mode only, without any human driver sitting inside. All the vehicles should allow for a human-driven mode according to the rules for performing the brake test. The minimum number of human drivers is 1 for each driverless team.

Static Events

1DV Statics Events are the same (Business, Cost and Design) of the other classes with a few differences. The Cost event will follow FSG model and a new rule for the Business Presentation event has been defined in 2021 in collaboration with FS Austria. Only one panel of judges is planned for the Design Event, that follows a precise list of evaluation items. The judgement of the design of the car isn't separated from the autonomous system judgement even if judges are focused on this latter. There aren't Design Finals for 1DV class.

Track Marking

All Driverless Events Track Marking are described in the FSG Handbook 2025 in chapter 7.5:

DE7.5.1 The markings of all dynamic events will have the following characteristics:

- The track is marked with cones.
- The left borders of the track are marked with small blue cones.
- The right borders of the track are marked with small yellow cones.
- Exit and entry lanes are marked with small orange cones.
- Big orange cones will be placed before and after start, finish and timekeeping lines.
- If not defined otherwise in chapter D of the FSG rules, the maximum distance between two cones in driving direction is 5m. In corners, the distance between the cones is smaller for a better indication.
- The start, finish and time keeping lines as well as keep out zones around the time keeping equipment are marked with red, orange or pink paint.
- Additionally for skid pad, autocross and trackdrive, track limit lines on either side of the track and entry/exit lanes may be marked with yellow, green or white paint.
- There are no track limit lines for acceleration and Emergency Brake System (EBS)-test.

Timekeeping equipment may be surrounded by additional cones outside of the track boundary.

DE7.5.3 The cones used at the competition are equal to the cones listed in Table 3 despite that there could be letters "FSG" on the black/white band of the cones (white/black respectively).

DE7.5.4 The manufacturer WEMAS7 does not sell the cones to end customers, but they may be purchased from baustellenabsicherung24.de.



big orange cone
two white stripes

WEMAS
307.610500.00.00

285 mm × 285 mm × 505 mm
1.05 kg



small orange cone
single white stripe

WEMAS
400.000013.00.00

228 mm × 228 mm × 325 mm
0.45 kg



small yellow cone
single black stripe

WEMAS
400.000013.01.10



small blue cone
single white stripe

WEMAS
400.000043.00.00

Table 3: Cone specs

DE7.5.5 There are the following limitations mainly resulting from the Hockenheim track conditions and organizational/authorizational issues:

- The lines may not be perfectly and continuously drawn.
- There may be further markings, to those mentioned above, that are not part of the track (e.g. markings, including cone position markings, lines from other events or different colored surface, etc.) on or close to the track which will not be removed by the officials.
- There may be (stacked) spare cones standing at the track side at distinguishable distance.
- There is time keeping equipment next to the track that could be recognized as cone.
- No special artificial landmarks are provided by officials. The team must not place additional landmarks on the track or inside the dynamic area.
- No map data is provided by the officials.

DE7.5.6 Figures 2, 3 and 4 visualize the track layout descriptions given in D5.1, D4.2.4 and D8.1.

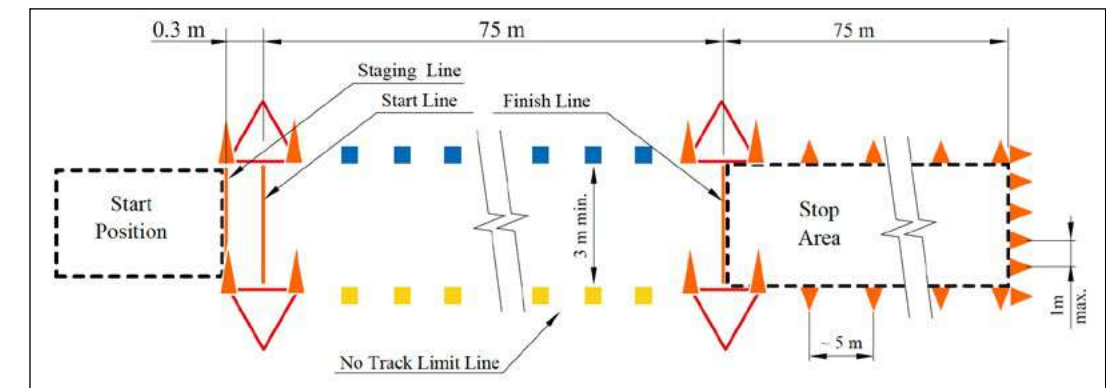


Figure 2: Acceleration according to D 5.1

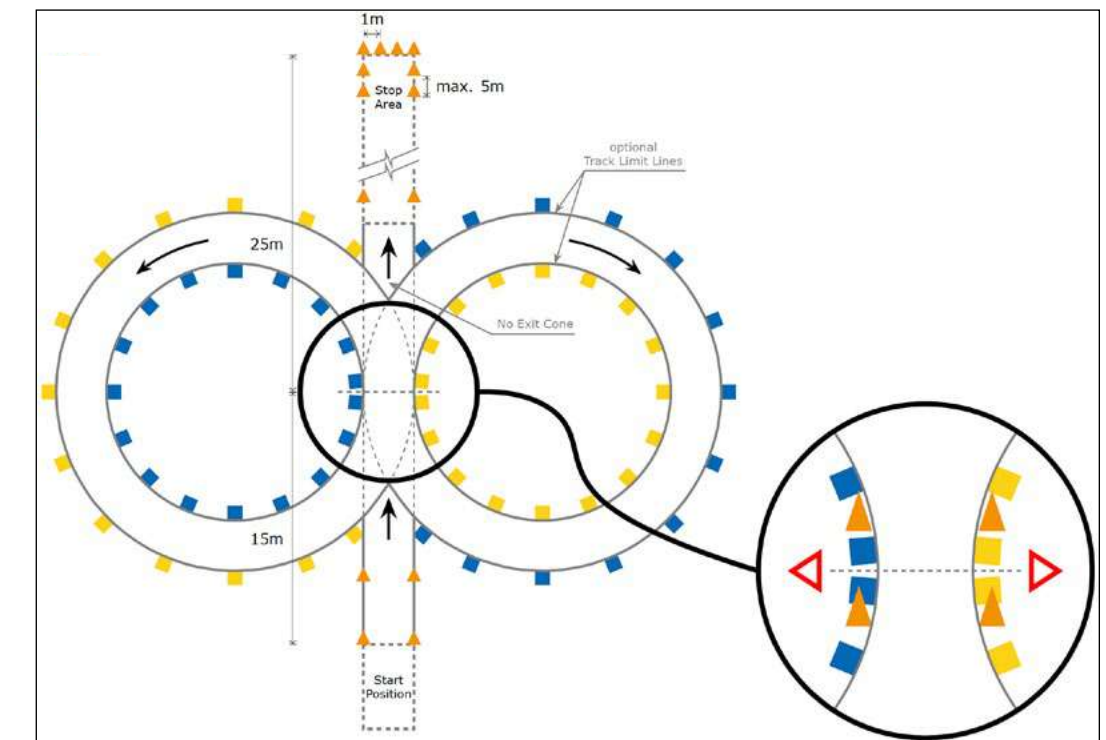


Figure 3: Skidpad according to D 4.2.4

- Yellow / Blue Cone
- ▲ Small / Big Orange Cone
- ◁ Red TK Marking & TK Equipment (Shape undefined)

All lines chalk-marked.

Logger messages and signals

The team must provide DV system information via CAN every 100ms with the following messages:

CAN-ID	Name	Length	Format	Unit	Scale
0x500	DV driving dynamics 1	8 B			
	Speed_actual	bit 0-7	unsigned	km/h	
	Speed_target	bit 8-15	unsigned	km/h	
	Steering_angle_actual	bit 16-23	signed	°	0.5
	Steering_angle_target	bit 24-31	signed	°	0.5
	Brake_hydr_actual	bit 32-39	unsigned	%	
	Brake_hydr_target	bit 40-47	unsigned	%	
	Motor_moment_actual	bit 48-55	signed	%	
	Motor_moment_target	bit 56-63	signed	%	
0x501	DV driving dynamics 2	6 B			
	Acceleration longitudinal	bit 0-15	signed	m/s2	1/512
	Acceleration lateral	bit 16-31	signed	m/s2	1/512
	Yaw rate	bit 32-47	signed	° /s	1/128
0x502	DV system status	5 B			
	AS_status_off		1		
	AS_status_ready		2		
	AS_status_driving	bit 0-2	3		
	AS_status_emergency		4		
	AS_status_finished		5		
	ASB_EBS_state_deactivated		1		
	ASB_EBS_state_initial_checkup_passed	bit 3-4	2		
	ASB_EBS_state_activated		3		
	AMI_state_acceleratio		1		
	AMI_state_skidpad		2		
	AMI_state_trackdrive	bit 5-7	3		
	AMI_state_braketest		4		
	AMI_state_inspection		5		
	AMI_state_autocross		6		
	Steering_state	bit 8	bool		
	ASB_redundancy_state_deactivated		1		
	ASB_redundancy_state_engaged	bit 9-10	2		
	ASB_redundancy_state_initial_checkup_passed		3		
	Lap_counter	bit 11-14	unsigned		
	Cones_count_actual	bit 15-22	unsigned		
	Cones_count_all	bit 23-39	unsigned		

Dynamic Events

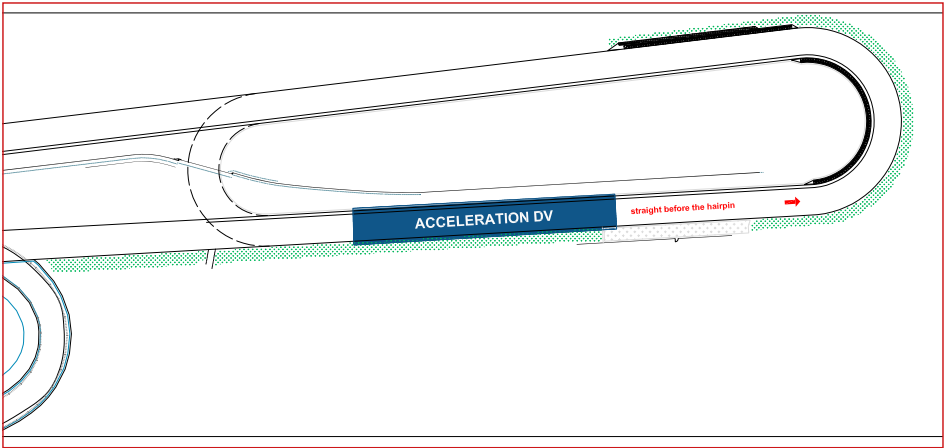
Driverless cars compete in the following Dynamic Events:

- Acceleration - 2 attempts
- Skidpad - 2 attempts
- Autocross - 3 attempts
- Trackdrive - 4 attempts

ACCELERATION

When: Friday, September 12th, 14:30 - 18:30

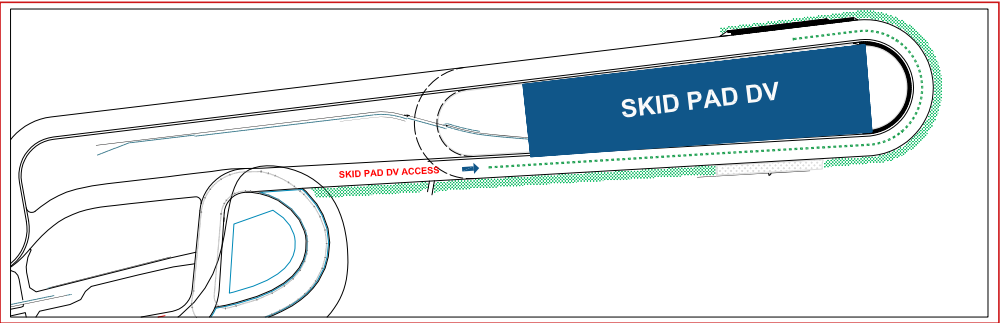
Where: @ Straight before the hairpin



SKIDPAD

When: Saturday, September 13th, 15:00 - 19:30

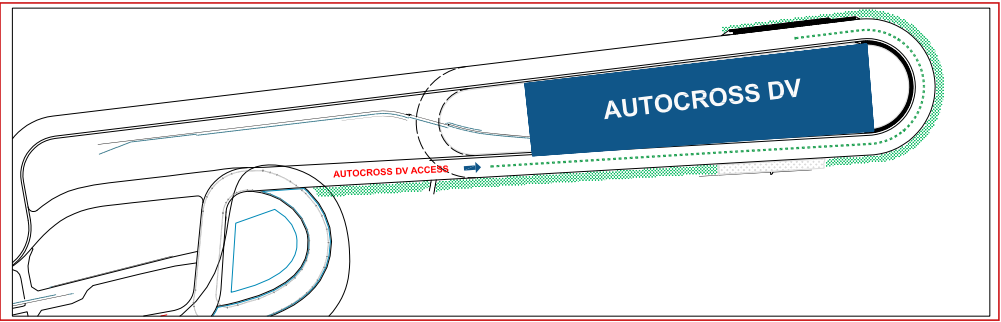
Where: @ Skidpad



AUTOCROSS

When: Sunday 14th September, 9:30 - 13:00

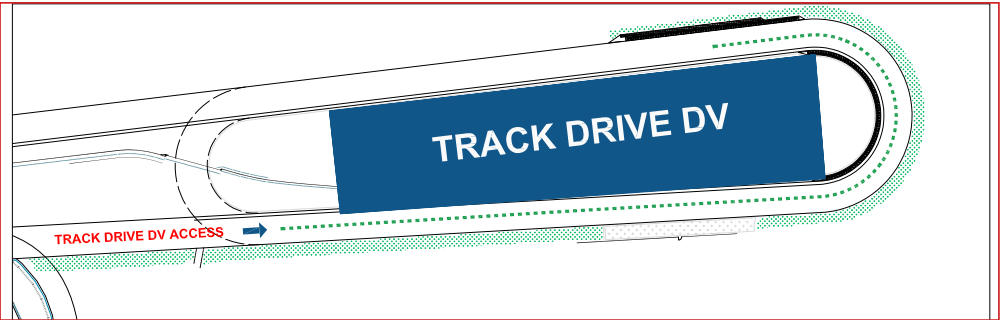
Where: @ Skidpad



TRACKDRIVE

When: Sunday 14th September, 14:00 - 19:00

Where: @ Skidpad



General Rules

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 Formula Student regulation apply. It is forbidden to walk on the gravel traps of the Circuit.
Team members must leave the Circuit during the night, within the scheduled time.

Ask questions

If you have a question - ask!
If you have any questions about any part of the competition, schedule, procedures, rules or anything else, just ask to the Team's relation Officer.
Rule questions may be presented to the technical inspectors.
It all starts with asking and remember, there are no dumb questions.
Please: do not have fear to fail by asking anything you need or clarify any doubt you might 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 close to a running engine. You can help us make sure everyone knows what's being announced by passing the announcements along to your teammates and other teams in your area.
This is important and we appreciate your help.

Two ways radios

Two ways radio are used both by teams and by STAFF.
Please, make sure to use CCTCS/DCS squelch and not to use the same frequencies of the staff: **point penalties** may apply!

Be on time

The schedule is included in the Student Handbook and posted online. Possible modifications are communicated online and through announcements.
It is Team's responsibility to be on time.

Be careful

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

Bring your documentation

When Teams come to tech inspection, they must bring all the documentation and correspondence connected to SES submission, Impact Attenuator Data Report and any Rules Questions submitted.
The inspectors do not have this material and Teams may need it to answer questions about their 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.

Event Closing Times

Remember that Acceleration and Skid Pad close at exactly the time communicated by the officials.
The 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.
It is Team's responsibility to verify that the information has been received by the appropriate people.

Removing Cars Overnight

Removing the car from the track overnight is forbidden.

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, raincoats and comfortable closed-toe shoes.

Have Fun, Drive Safe, Use Common Sense

WHERE PHYSICAL MEETS DIGITAL

Meccanica 42 provides a **real-time toolchain** for every stage of the vehicle development cycle enabling fast, continuous, and reliable testing, integration, and validation.

Passes and Allowed Areas

Paddock & Track



Formula SAE Italy
September 10-14 2025
Riccardo Paletti Circuit
Varano de' Melegari

Staff

Main Sponsor





Formula SAE Italy
September 10-14 2025
Riccardo Paletti Circuit
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Technical Inspector

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Dynamic Pass

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Press Pass

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Judge

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Paddock Only




Formula SAE Italy
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Riccardo Paletti Circuit
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Team Leader

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Formula SAE Italy
September 10-14 2025
Riccardo Paletti Circuit
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Team Member

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Guest

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Visitor

Main Sponsor



Bicycles, Skateboards, Rollers, Scooters and other similar vehicles

They are NOT allowed inside the paddock. Also push scooters are NOT allowed. Only fitting staff will be allowed to use them exclusively during facilities fitting days. The security service is allowed to take the badge away from team members who will not comply with this rule. The badge return will be upon penalties to the team, depending on its 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, camping stoves and microwave ovens included. Smoking is strictly 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. **University photographers/videographers, team members and all students in general are NOT allowed to use drones.** Only the event official media team and the previously authorized journalists will be allowed to use them.

Limit and penalty Each university is limited to one (1) photographer/videographer, **who will have to register for the competition and sign all required waivers and privacy policy.** 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 accredited 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 independent dynamic area access without 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 ANFIA 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 being pushed in and out of the area.
- The refueller must be able to accomplish 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 cellphone is allowed in the area. Open fuel containers are not allowed. As soon as the car is re- fueled 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 the 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 to lift 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:

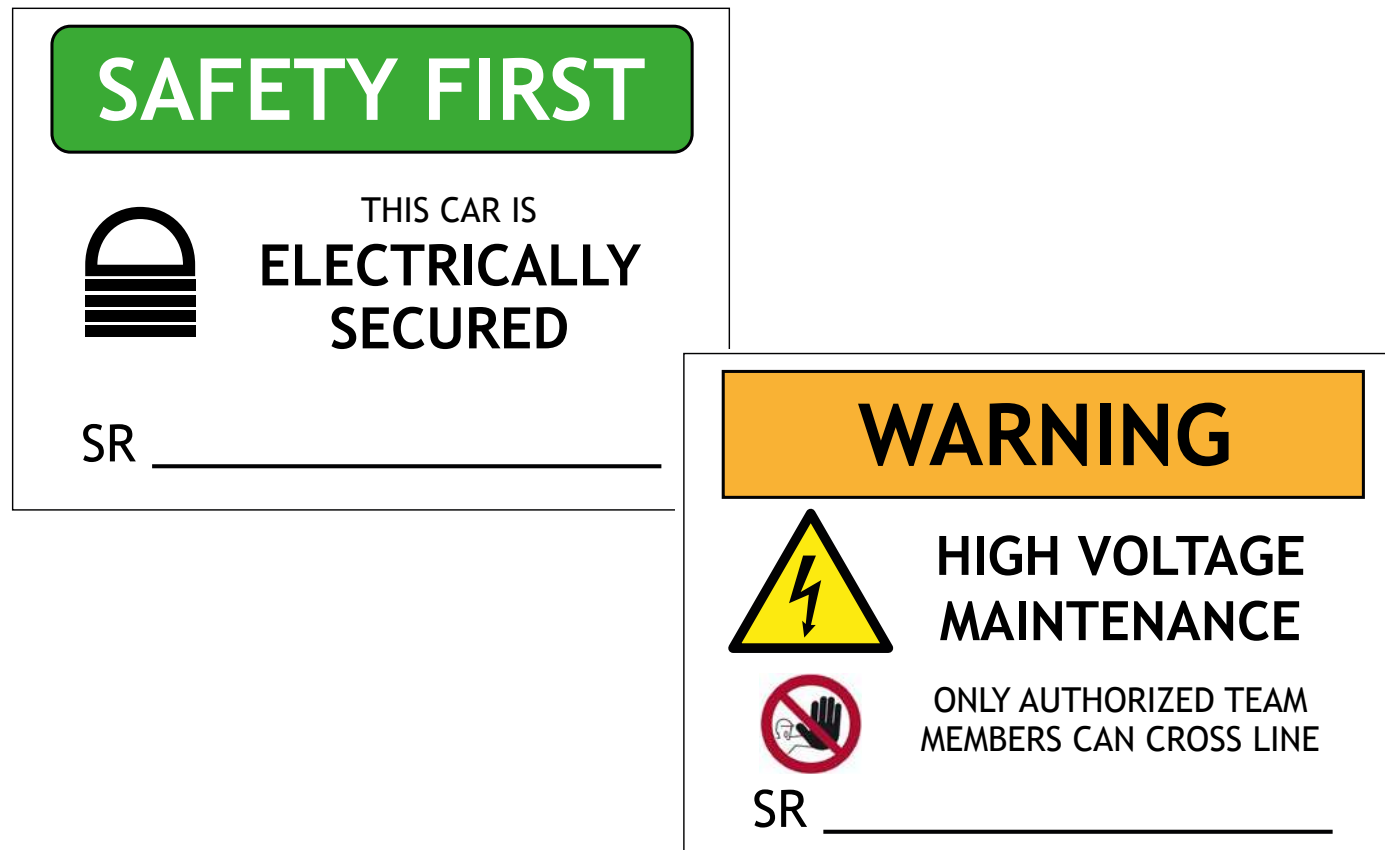
1. Be sure the Team Safety Responsible is supervising the activity and a team member who is not involved in the activity is present and can intervene in case of emergency.
2. Separate the car with a red or orange tape (not provided by the organization).
3. Install a yellow sign declaring the high voltage hazard. (See the image below). The sign shall include the name of the Safety Responsible. It is team's responsibility to expose the sign in A4 format near the car in a visible position.
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 needed. 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.

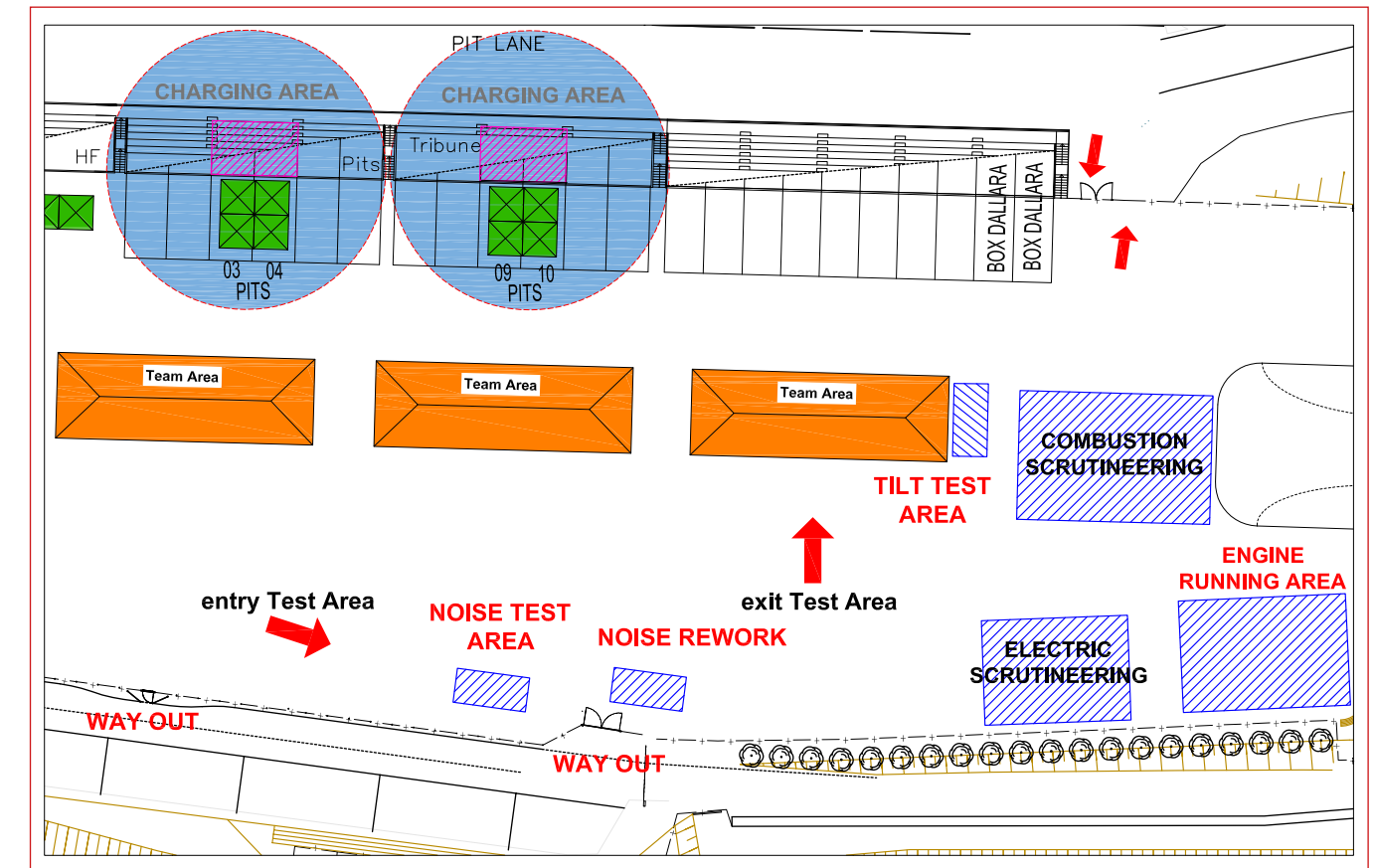
A car not having passed the E-scrutineering yet, when moved around or taken to the static events MUST have the HVD disconnected.

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.



Charging Electric Vehicles



Accumulators can be recharged exclusively in the two designated charging areas. No charging is allowed during the night.

Both the Team Safety Responsible and at least one more team members have to be present during the charging.

Only two team members of each team are allowed in the charging areas. Accumulators must be removed from the car for charging within a removable accumulator container and placed on the accumulator container hand cart for charging.

While charging, the accumulator container has to report a label with the following information:

1. Team number.
2. Approximate time at which the recharge will end.
3. Name of Safety Responsible.

Charging will be allowed only after the electrical technical inspection.

The charging area is equipped with the following AC socket-outlets:

- Single-Phase 230V 50Hz 16A 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-outlets. If not, the team has to replace it with a compatible one or bring compliant adapter.

Where:
Charging Areas

beond

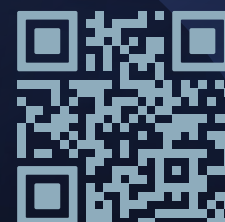


The evolution of mobility starts with you

We lead in advanced engineering, testing, and battery pack development. Discover how you can unlock your potential and drive innovation with us.



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Battery Pack Inspection - test description

All battery packs utilized in the competition vehicles will be subject to a mandatory technical inspection aimed at verifying full compliance with the Formula SAE Italy 2025 ruleset and applicable safety standards.

The inspection process will be conducted by qualified personnel, in collaboration with the event's official Technical Inspection team.

The inspection will include a detailed assessment of the mechanical integrity of the battery enclosure, verification of electrical insulation, correct implementation and functionality of safety systems such as the Accumulator Management System (AMS) and proper integration of connectors and service components.

Special attention will be paid to safety and:

- Conformity of electrical insulation for all high-voltage components
- Proper labeling and identification
- Functional tests of safety systems (AMS fault detection and response)

The inspection procedure will involve both visual checks and, where required, instrumental measurements to verify insulation resistance and continuity of the protective parts. The outcome of the inspection must be fully compliant before the vehicle is cleared for further stages of technical inspection and dynamic events.

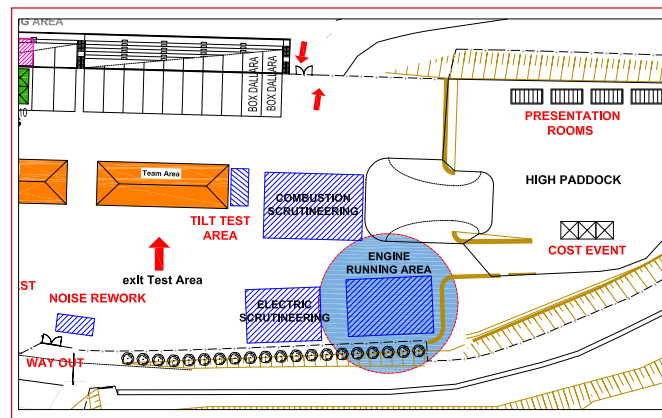
Engine Running

ENGINES CANNOT BE RUN IN THE PIT GARAGES.

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 disengaged.

The exhaust system may be very hot, pay attention.



Where:
Engine Running Area

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. We remind you that it will not be present an official welder on site.

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(s).

REMEMBER: CLOSED-TOE SHOES!



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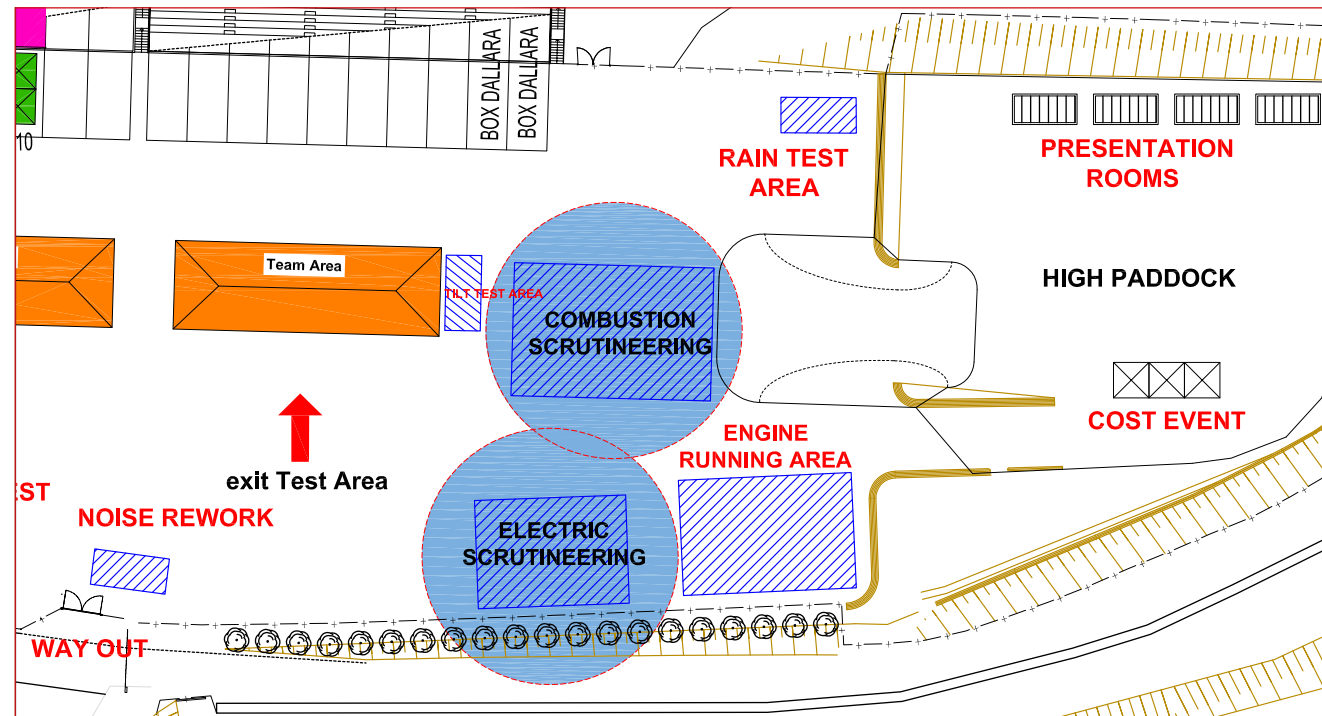


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Details driving Innovation



Scrutineering



When:

Wednesday 10th September, 14:30 - 19:00

Thursday, 11th September, 09:00 - 13:00 and 14:30 - 19:30

Friday, 12th September, 08:30 - 12:30 and 14:30 - 19:00

Where:

Scrutineering
Area

Heads of event:

Silvio La Tassa -
Mechanical Inspections

Pre-check the car.

During the registration, you will be informed about the order in which you will be scrutinized according to a list updated by the Technical Committee. Please fill the first part of the technical inspection sheet, regarding tires, before queuing and line up with everything you need.

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;
- EV only - Data sheets for all used parts in the tractive system;
- EV only - Approved technical document (ESF) signed by ESA;
- EV only - Tools and protection equipment as defined in the FSE rules;
- EV only - Spare accumulators;
- EV only - Clear pictures of parts not reachable during inspection (HV fuse box, ...);
- EV only - Spare samples of self-developed printed circuit with HV and LV;
- 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.

The technical inspections will be held inside the scrutineering areas of the circuit.

The only permitted modifications are according to rule IN 1.5.1, otherwise the car must be re-scrutinized and reapproved.

If your car isn't ready when your team is called, you'll lose your place in the queue and you will have to come back to the end of the inspection line.

The Technical Inspectors wish 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 take longer when scrutineers have to explain noncompliant items and the process is quicker if everything complies.

Please make inspection easier for 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 it uses unmarked parts or substituting marked parts: parts with broken seals are equivalent to being unmarked and seals must only be replaced by a 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 may allow exceptions to perform the mechanical technical inspection without having done the electric inspections, 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 is 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, ANFIA will not use a special device to check the compliance to the temperature limits.

PLEASE NOTE: It is 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 teams are progressing. No more than 3 cars will be allowed to queue.

If you miss your slot, please ask to the Technical inspections' team how to manage it.

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. GLV-master switch, TS-master switch have to be turned off.

Please remember that the Safety Responsible shall attend to E-technical inspection.

SMART HINTS

Self-inspection - Teams must self-inspect their car and be sure that it complies with the Rules before bringing it to tech inspection: use the tech inspection form you can find on the FSAE Italy Docs website during your self-inspection.

It's Team responsibility to properly prepare and self-inspect its car; if inspectors discover a large number of rules violations, or an incomplete self-inspection, then they may suspend their work and send the 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, "Impact Attenuator Data Requirement", and also copies of Impact Attenuator Data report and any related correspondence with the officials (IN5.1.1).

Monocoque Test Specimens - Monocoque builders must bring the test pieces required by Rule IN5.1.1 "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 (CV1.7.3)!

If you do not pass the inspection, please write down the name of the responsible of your inspector's team, so that you will be able to ask for him/her later.

Inspectors' and Chief Technical Inspectors' decisions concerning vehicle compliance are final and are not a subject of any discussion or appeal.

Energy Meter delivery

The energy meter will be delivered during the registration and a deposit of 50,00€ will be asked to each team and returned at the end of the event, only if the EM will be delivered as it was originally.

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 respected 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 meters, ask for the energy meters' responsible at the reception desk.

Please be aware that the energy meters NEED TO BE RETURNED to the registration desk before the closing ceremony of the event.

When:
Wednesday, September
10th, 08:30-13:00
and 14:00-16:00

Where:
Entrance Registration
Office

Heads of event:
FLAG-MS

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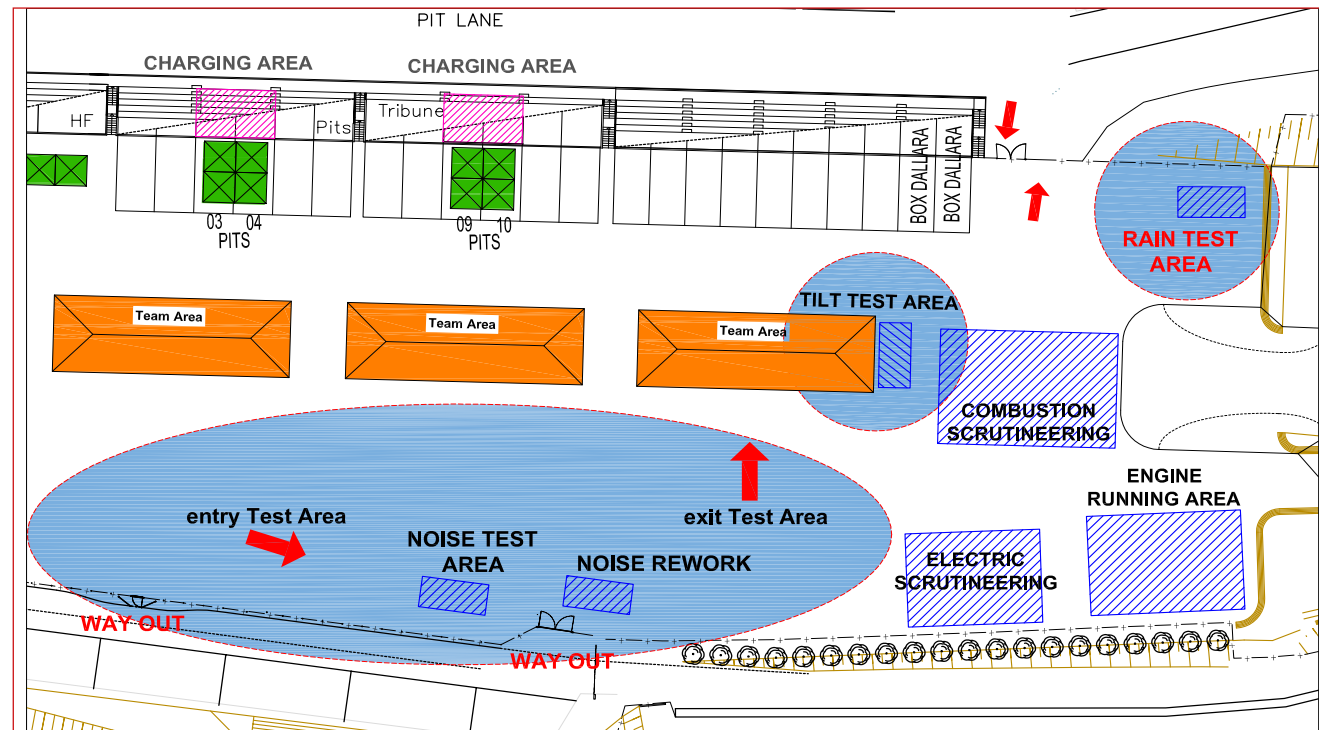
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Tilt, Rain, Noise & Brake Test



TILT TEST

Before proceeding to the tilt test team must refuel.

Follow specific safety guidelines while in the fueling area:

1. Engines must be turned off; cars have to be pushed to and from fueling.
2. Only the vehicle push crew and the driver are allowed to enter the fueling station: the driver must be outside of the vehicle.
3. Only the driver, in a driving suit, with vehicle fire extinguisher in hand, is permitted in the area as fuel is dispensed.
4. A permanent line mark must be used to indicate the "full" level.
NO TAPE
5. The tank has to be filled to that level each time you refuel.

No vehicle is permitted at this station until it has passed technical inspections. A maximum of four (4) team members with the dynamic pass, including the tallest driver, are allowed in this area; car must be completely filled with fuel, water and oils.

The tallest driver must be seated in the cockpit, completely dressed up (helmet, socks, gloves...) and belted in: if the test is passed another sticker is applied to the car.

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 Test.

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 under the stream of water of the rain test during the test itself.

When:

Thursday, September 11th, 09:00-13:00 and 14:30-19:30

Friday, September 12th, 09:00 - 12:30 and 14:45 - 19:00

Saturday, September 13th, 09:30 - 12:30

Where:

Scrutineering Area

When:

Thursday, September 11th, 09:00-13:00 and 14:30-19:30

Friday, September 12th, 09:00 - 12:30 and 14:45 - 19:00

Saturday, September 13th, 09:30 - 12:30

Where:

Scrutineering Area

READY-TO-DRIVE - SOUND TEST

Ready-To-Drive sound test will be checked during the e-technical inspections. In addition to sound characteristic, inspectors check that Ready-To-Drive signal is emitted only if all requirements are fulfilled (no fault for GLV system, brake pedal is pressed...).

When:

Thursday, September 11th, 09:00-13:00 and 14:30-19:30

Friday, September 12th, 09:00 - 12:30 and 14:45 - 19:00

Saturday, September 13th, 09:30 - 12:30

Where:

Scrutineering Area

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. 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.

When:

Thursday, September 11th, 09:00-13:00 and 14:30-19:30

Friday, September 12th, 09:00 - 12:30 and 14:45 - 19:00

Saturday, September 13th, 09:30 - 12:30

Where:

Scrutineering Area

BRAKE TEST - Class 1CV, 1EV, 1DV

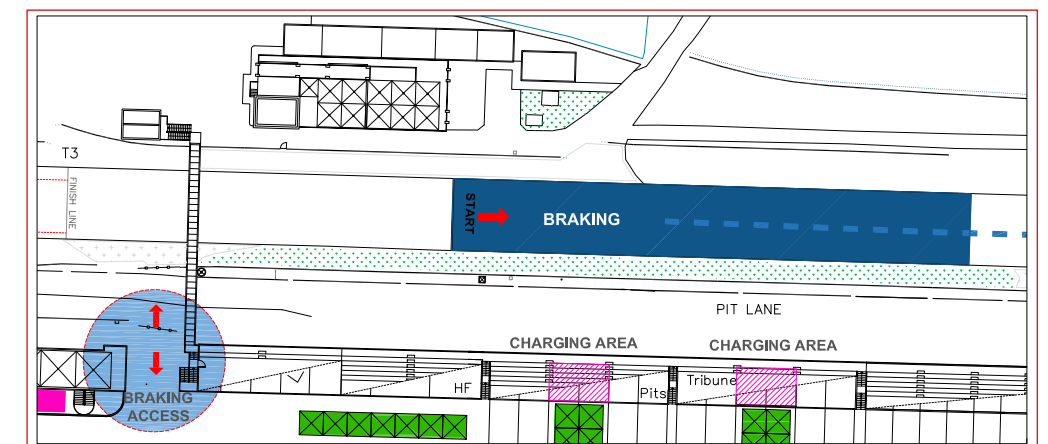
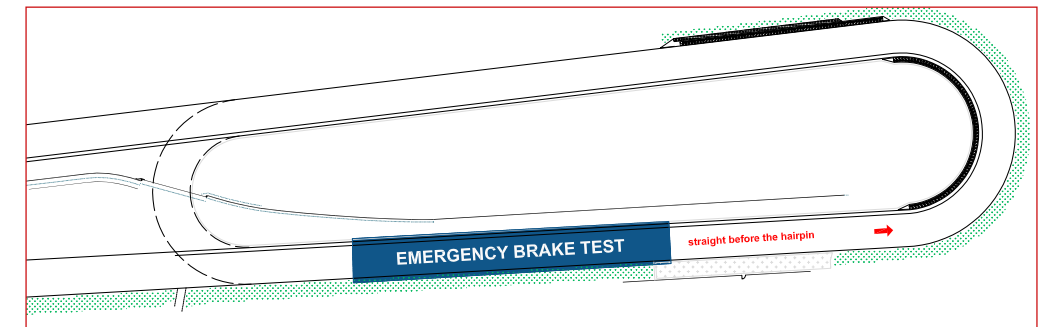
When:

Friday, September 12th, 09:00 - 12:30 and 15:00 - 19:00

Saturday, September 13th, 09:00 - 13:00 and 15:00 - 19:00

Where:

Brake Test Area



EMERGENCY BRAKE TEST - Class 1DV only

When:

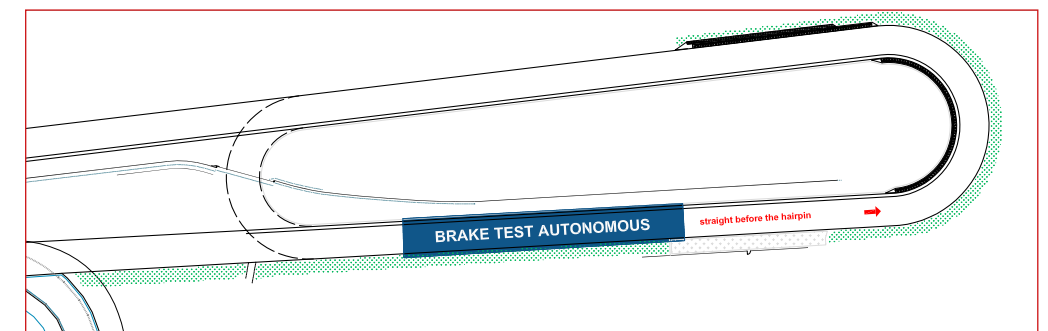
Friday, September 12th, 09:30 - 12:30

Where:

Straight before the hairpin

Head of event:

Francesco Ristori



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 test, 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.

Static Events

Teams that want to receive a feedback about their static events can ask directly at the registration desk during registration, to book a slot on Saturday 13th September at the event venue: afterwards, no requests 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 teams' 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 1EV and Class 1CV will be admitted. Finalist teams must attend to the finals with their cars and whatever they think is needed for an engineering discussion.

Design finals consist in one to one with the Design Committee, where team only talks with Judges unveiling all details of their project; no public is admitted"

Cost Event

The cost event will be held inside each team pit.

Team needs to show a printed copy of the Cost Report, plus one more printed or electronic.

The report will follow the guidelines set forth in the published rules. 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.

When:

Friday, September 12th,
10:00 - 13:00 and

14:00 - 18:00

Where:

Pits

When FINALS:

Friday, September 12th,
20:00 - 22:00

Where:

Meeting Tent

Head of event:

Giacomo Danisi

When:

Thursday, September
11th, 14:30 - 17:30

Friday, September 12th,
09:00 - 12:00

Where:

Pits

Head of event:

Carlo Giorgioni



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Business Presentation Event

The business presentation event will be held inside the presentation rooms A, B, C and D according to the schedule assigned to each Team; Teams that don't arrive on time for their assigned time-slot won't be allowed to make their presentation and consequently will get zero points for the event and be excluded for the following Stage (if applicable). The presentation rooms will be located in the "Paddock alto" and will be equipped with 50-inch TVs with HDMI cable (Type A). It is the team's responsibility to make sure that their laptops are suitable for connection: if not, judges might assign lower score based on the effective performance of the team or assign zero (0) points. In case the team is unable to perform the presentation.

The team shall convince the judges to be able to develop and deliver a comprehensive business model, which demonstrates their product could become a rewarding business opportunity that creates a monetary profit. This business model must be linked to the prototype race car or a specific component (tangible and intangible components) of it.

BUSINESS PRESENTATION FINALS

Business presentation finals will be held according to the schedules in the Meeting Tent. The three best classified Teams in Class 1DV, Class 1EV and Class 1CV will be admitted. The Business Presentation Committee has the right to admit to the final only two teams or even cancel the final for a single category in case the level of the 3 best teams does not reach a minimum rating which will be decided prior to the event.

When:

*Thursday, September 11th,
10:00 - 13:00 and 14:30 - 17:30*

*Friday, September 12th,
09:00 - 13:00*

Where:

Presentation Rooms

When FINALS:

**Class 1DV: Thursday,
September 11th, 18:30-19:30**

**Class 1EV: Friday, September 12th,
16:30 - 17:30**

**Class 1CV: Friday, September 12th,
18:00 - 19:00**

Where:

Meeting Tent

Head of event:

Enrico Rebaudo and Valentina Temporelli

Dynamic Events

GENERAL INFORMATION

The dynamics at Formula SAE Italy comply with the FSG rules. The team will receive the car transponder on Friday, September 12th, from 15:00 to 18:00 at the Scrutineering Area - Noise test.

To be allowed to compete in the dynamic events of the day, all drivers must sign the written drivers' briefing for receipt during the registration. Drivers must read carefully this document. In addition, they must attend an event dedicated briefing (i.e. the Friday meeting for Acceleration, Skid pad and Autocross, the Saturday meeting for the Endurance).

Any driver who fails to attend the dedicated briefing will be excluded from the corresponding events. The 4 team members need to have the dynamic pass to enter the dynamic area. If the dynamic event's captain declares damp or wet conditions, the announcements will be made at the dynamic area (at staging and alignment lines).

Closed-toed shoes are mandatory in all dynamic areas. Any team member with dynamic pass that fails to comply with this rule might not be allowed to enter the dynamic area. After each dynamic event and before the following one, please check for leakages, broken parts and fasteners.

FEV
feel evolution



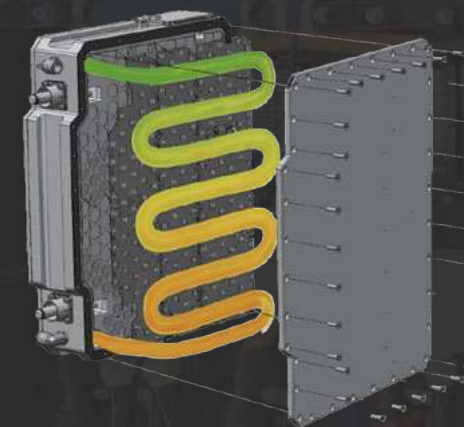
Think Different.
Make Different.



eXaV
ENGINEERING



**BATTERY SYSTEMS
FOR HIGH POWER APPLICATIONS**



Practice Area

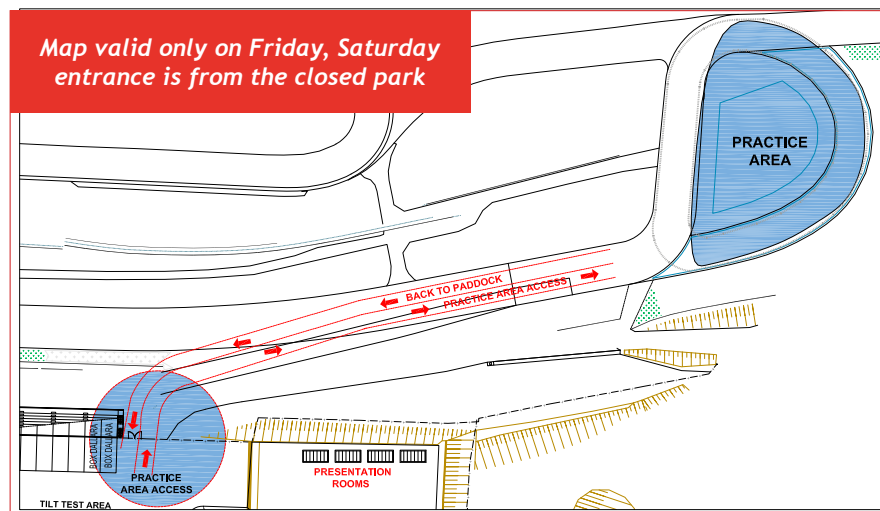
When and Where:

Class 1CV/1EV

Friday, September 12th, 9:30 - 12:30 and 15:00 - 18:30

Saturday, September 13th, 9:30 - 13:00 and 15:00 - 19:00

@ 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:

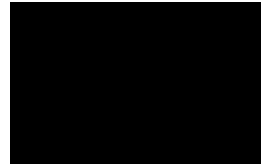
- Driver inside the cockpit, dressed up with a safety suit
- Fire extinguisher in the push-pull bar or accompanying the car
- The car must be pushed-pulled around.

The Practice Area will not be available on Sunday.

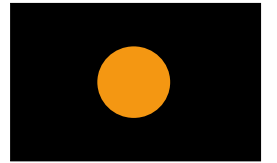
Flags

The following is a brief description of the flags that can be used with their meaning. Any variations from this list will be explained at the drivers' meetings.

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.



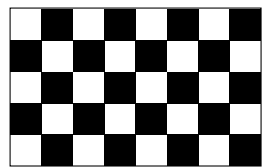
Black Flag - With Orange Dot - "Mechanical Black Flag" - Pull into the penalty box for a mechanical inspection of your car, something has been observed that needs closer inspection and that can be a fire that needs immediate extinguishing.



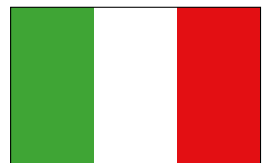
Blue Flag - Pull into the designated passing zone to be passed by a faster competitor. Obey the corner workers hand signals at the end of the passing zone to merge into competition.



Checkered 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.



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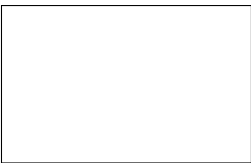


W4F traction inverter
400-800 V | 3.5 L | Peak power 120 kW

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.



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.

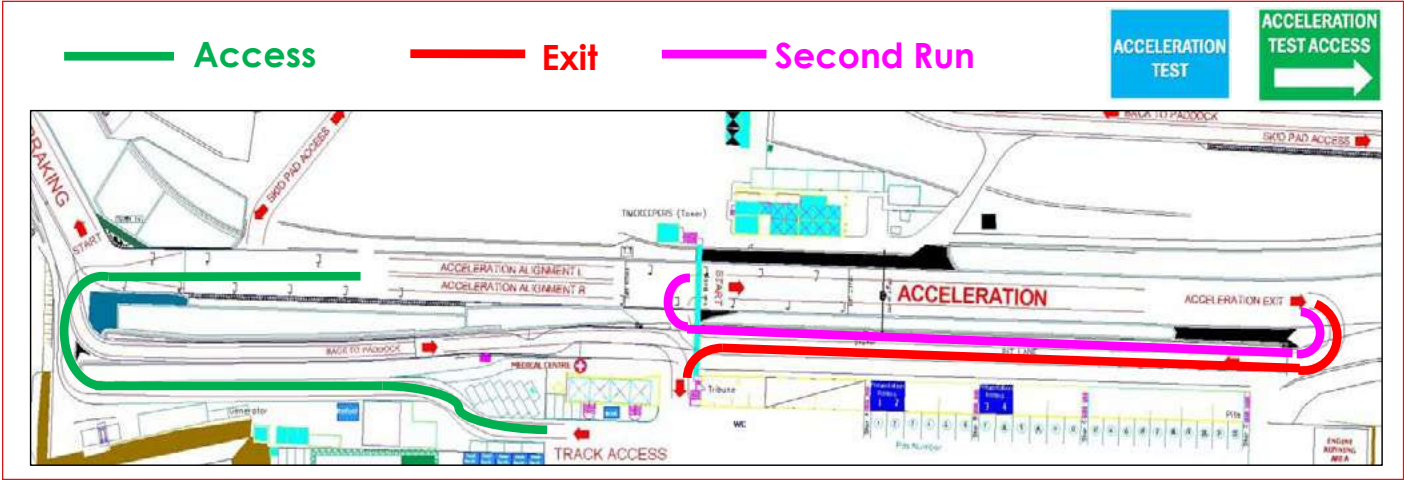
Track Initial Condition	Team's Current Tire Choice	Track Declared	Tire Change	Time Help	Allowed at Driver Change
Dry	Dry	Damp	Optional	10 minutes	Y
Dry	Dry	Wet	Mandatory	10 minutes	Y
Damp	Dry	Wet	Mandatory	10 minutes	Y
Damp	Rain	Wet	---	---	---
Damp	Dry	Dry	---	---	---
Damp	Rain	Dry	Optional	Zero	N
Wet	Rain	Damp	Optional	Zero	N
Wet	Rain	Dry	Optional	Zero	N

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 the scheduled time, 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.

Class 1DV:
When: Friday September 12th, 14:30 - 18:30
Where: Straight before the hairpin
Head of event: Francesco Ristori

Class 1CV, 1EV:
When: Saturday, September 13th, 9:30 - 12:30
Where: Acceleration
Head of event: Nicola Rizzini



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 the scheduled time, 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.

In total, a minimum of three and a maximum of four drivers are allowed for each team.

Class 1DV:

When:

Saturday, September 13th,
15:00 - 19:30

Head of event:

Francesco Ristori

Class 1CV, 1EV:

When:

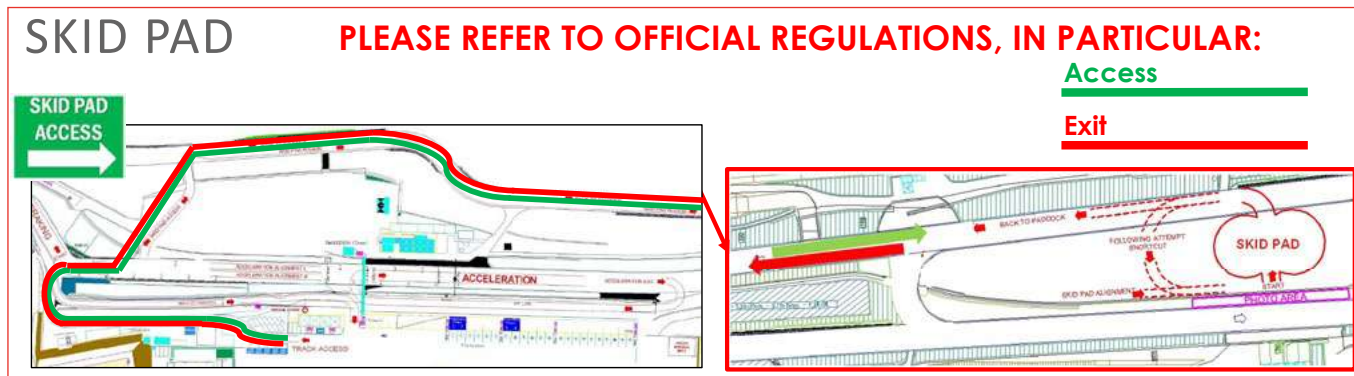
Saturday, September 13th,
9:30 - 12:30

Where:

Skidpad

Head of event:

Caterina Secchieri



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 18:30, no matter how long Teams have been in the queue and how long the waiting line is.

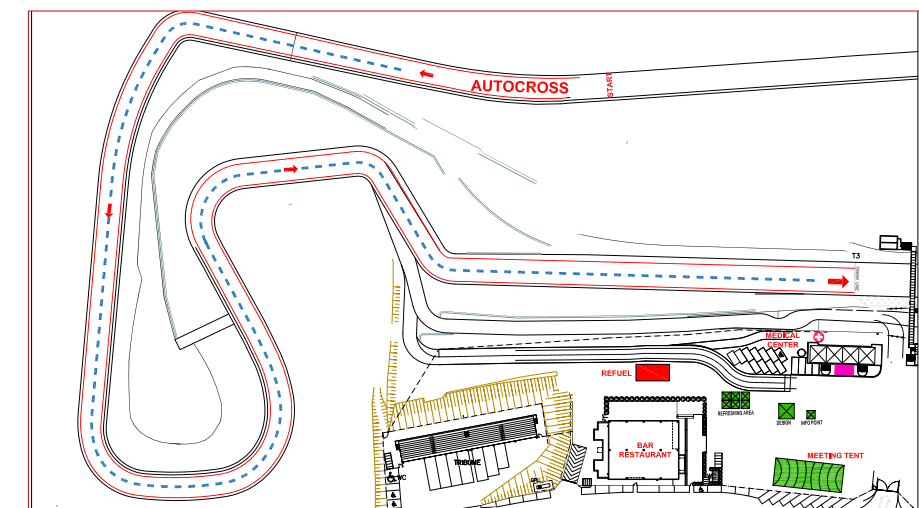
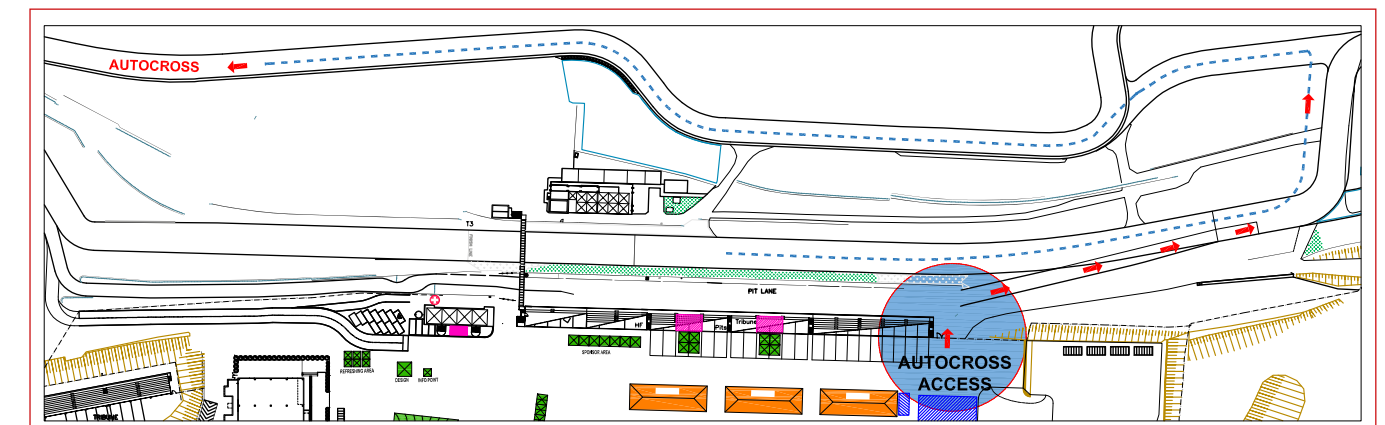
Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line.

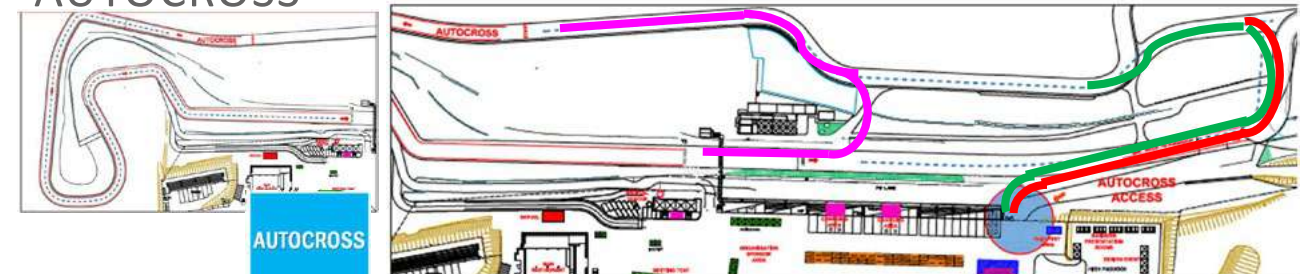
More than one car may be on the track at the same time; in case of delay due to yellow flag caused by other cars the run may be repeated immediately.

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.

Class 1CV, 1EV



AUTOCROSS



— Access — Exit — Second Run

When:

Sunday, September
14th, 9:30 - 13:00

Where:

Skidpad

Head of event:

Francesco Ristori

When:

Saturday,
September 13th,
15:30 - 18:30

Where:

Track Area

Head of event:

Anja Herrmann
Praturlon



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Endurance Event & Parc Fermé Procedure

The starting order for the event will be based primarily on the Autocross event results, to ensure that vehicles with similar speed will be on the track at the same time.

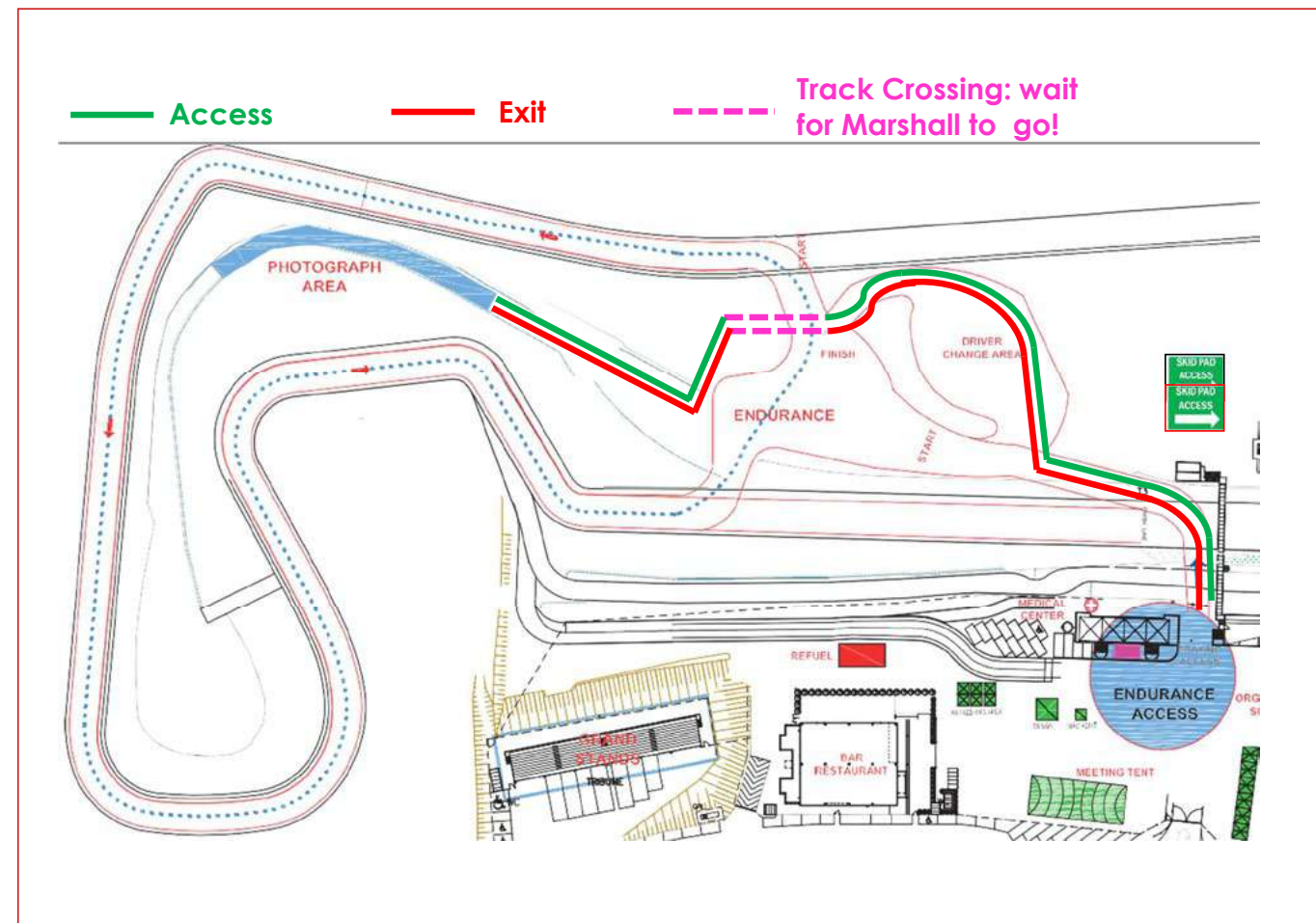
If a team did NOT score in the Autocross event, the vehicle running order will be based on the Skid Pad or Acceleration performance. Teams without a score in the Autocross event will be assigned a running order by the race direction.

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 of 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, the driver must wait for the flag signal before being allowed on the course.

When:
Sunday, September
14th, 10:00 - 17:00
Where:
Track Area
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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 the 2nd driver is allowed to enter the track. In addition to Rule D7.5, the team of Electric Vehicle is not allowed to reset any control unit during Driver Change nor power cycling GLVS master switch. In case vehicle requires power cycling GLVS master switch in order to activate tractive system, the team needs to request during technical inspection an 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 or other sign (e.g. lollipop) being shown at the end of the slow lane: not respecting this flag/sign 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. Team members are not allowed to enter the Parc Fermé before Officials communication.

Additional Endurance Penalties

The Chief Marshall/Director of Operations may disqualify a vehicle if, for any reason including driver inexperience and mechanical problems, it is too slow or being driven in a manner that, in the sole opinion of the event officials demonstrates an inability to properly control the car.

Results

The results of the static events will be published on FSAE Italy website (www.formula-ata.it) at the end of the statics without revealing the order of the first 3 classified teams. They will also be published at the circuit, near the Registration Office. The results of each 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 2025 organizers.

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

Teams may not protest for 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-points protest bail which will be forfeited if their protest is rejected.

The protest period expires 2 hours after the score has been published. Protest must be in written format and handed only by the team leader.

A team member's failure to comply with a decision specifically addressed to that team or team member will result in a twenty-five-point penalty.

Offensive Behavior

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

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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 scheduled on Tuesday, September 9th, 2025, from 15:00 to 19:00. It is MANDATORY for all teams to comply with the timetable. Please take the FINAL camping list with you, to report any changes on the already submitted list.

In order to avoid any difficulties in the registration management, at the campsite, the Team Leader only (or one team member only) will be allowed to register the team and will also be informed about their reserved area, which will be assigned by the organizers. It will be no longer possible to choose the camping spot, as it used to be in the past.

ARRIVAL AND DEPARTURE

- Teams' arrival: Tuesday, September 9th, 2025 from 15:00
- Teams' departure: Monday, September 15th, 2025 by 14.00.

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

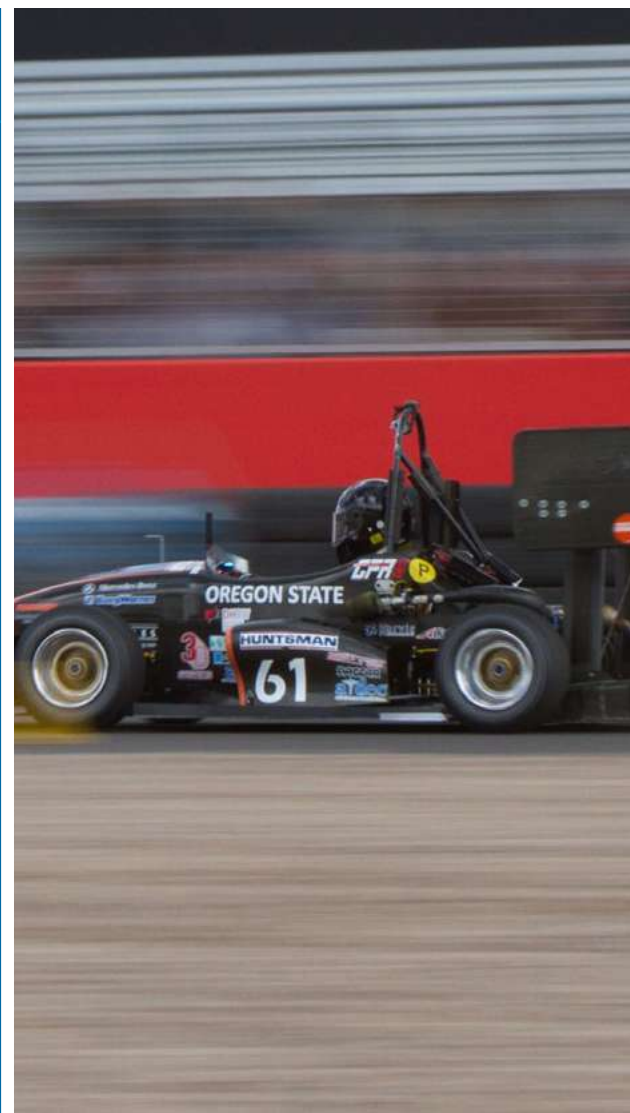
CHARGE AND DISCHARGE OPERATIONS

Vehicles (cars and small vans; no trucks) are allowed to enter in the campsite to unload all equipment. After discharging operations, vehicles MUST be parked in the free authorized parking areas, located in the Municipality of Varano de' Melegari (Authorized parking areas). Only ONE vehicle will be allowed to enter in the campsite during the 6 days of the event to charge and discharge materials and must be parked outside right after. Only one P will be given to all teams during the registration on September 10th, 2025.

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

Please note that also 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

Please pay attention to some behavior rules, in order to assure everyone's safety, peace and calm during the stay.

Therefore, everyone needs to comply with the following points:

1. RESPECT THE VENUE AND THE FACILITIES

The Municipality of Varano gives hospitality to all the FSAE Italy participants during the event, allowing them to use its football ground and inside facilities, so please leave the venue as you found it. Everyone needs to respect its own delineated space and the escape routes.

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 free authorized parking areas, located in the Municipality of Varano de' Melegari. If a vehicle is parked in a non-authorized area, it will be fined or removed by the municipal local police.

4. NOISE LEVELS

Since the campsite is located next to private houses, please keep noise levels under control. After midnight till 7.00 am please lower your voice and turn off the music.

5. OPEN FIRES

No open fires are permitted. Please use the appropriate barbecue equipment only in the two reserved areas and 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.

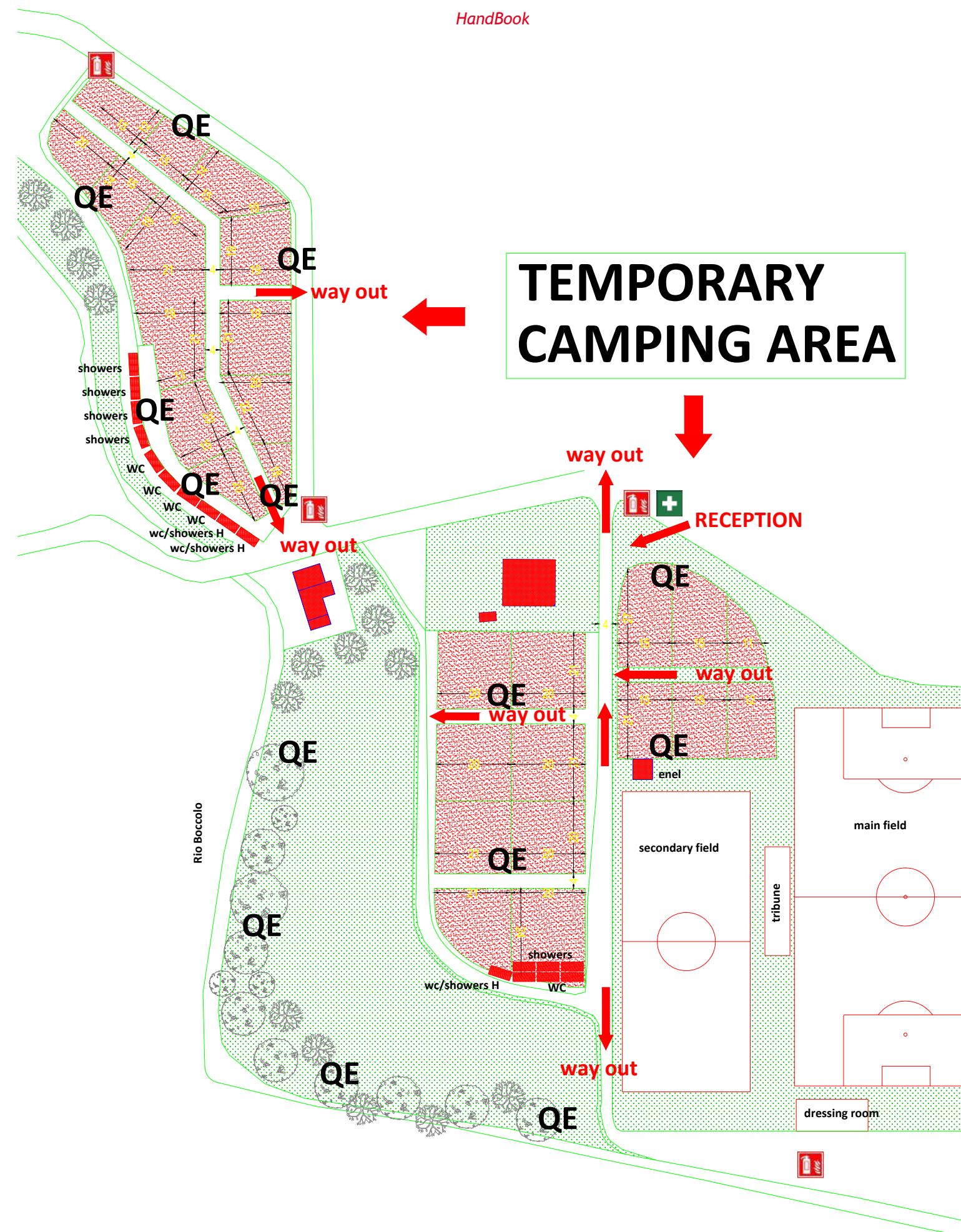
6. ELECTRICITY

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. In case of behavior against the rules, it could cost possible penalties which will affect your team's final result.

Rule-breaking behaviors can lead to penalties that will compromise the result of your team

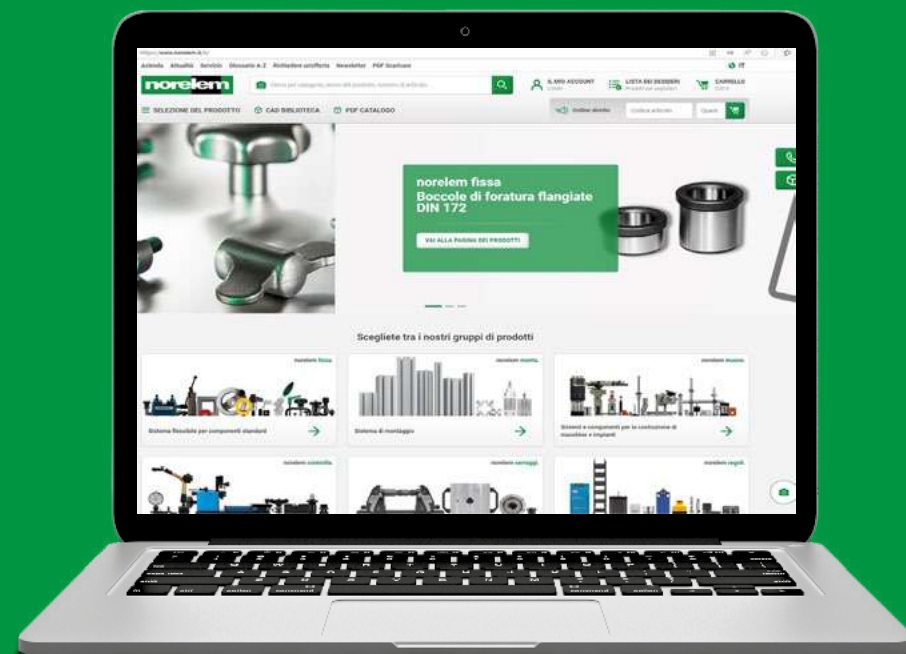






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Staff

Twenty 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!

Without you this event wouldn't be possible! Thank you!

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