



Formula SAE Italy 2026 Handbook

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Formula SAE Italy 2026

September, 2nd - 6th

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

Introduction

The Formula SAE Italy 2026 will follow the FSG Rules 2026, with some exceptions and additions listed below.

The Formula Driverless 2026 will follow FSG rules with few exceptions.

The Cost & Manufacturing will follow FSG rules and the Business Plan Presentation 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 of helping 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 note that some of the maps of this handbook will be updated in the definitive handbook released next July.

Formula SAE is an educational event where all the students have the possibility to learn while having fun: this also means keeping good behavior all time.

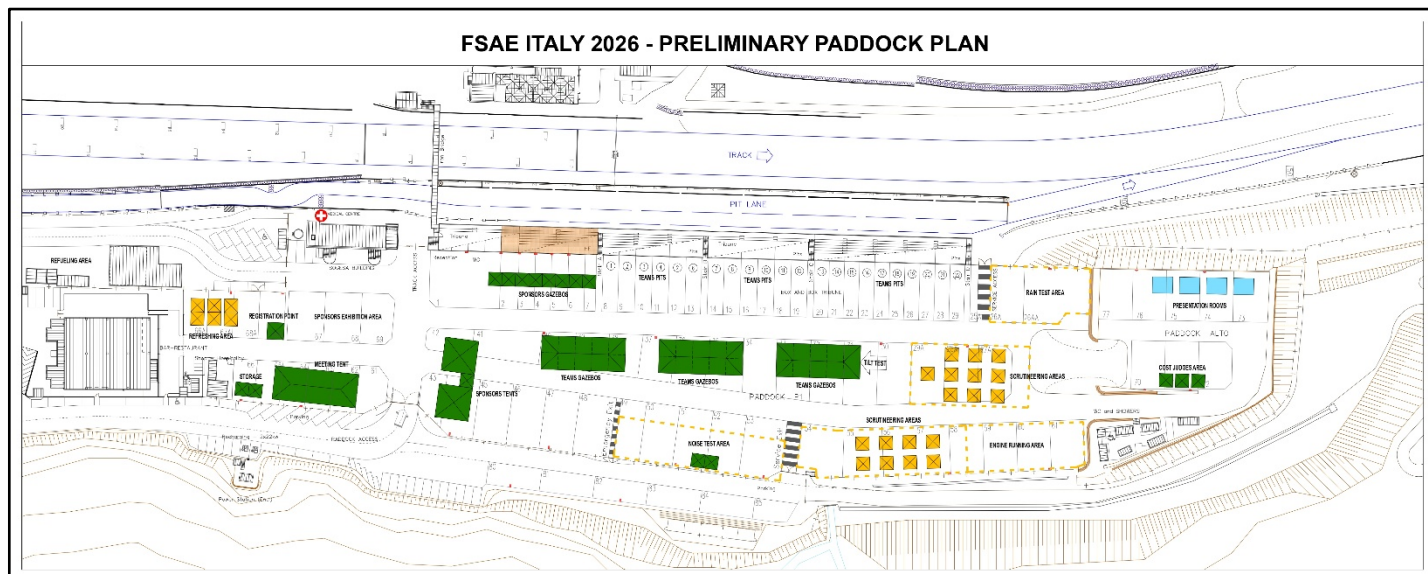
A damage deposit of €250 is required from all teams participating in the event; this measure has been introduced due to ongoing thefts and damage to facilities within the campsite and event areas.

The deposit will be refunded only if no damage or theft occurs anywhere in the campsite or event areas during the event.

Further information and the payment link will be sent to all registered teams.

Moreover, there will be a zero-tolerance policy for any form of violence, hate crime and political chanting.

Site Plan, Teams' Pits and Scrutineering Area



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.

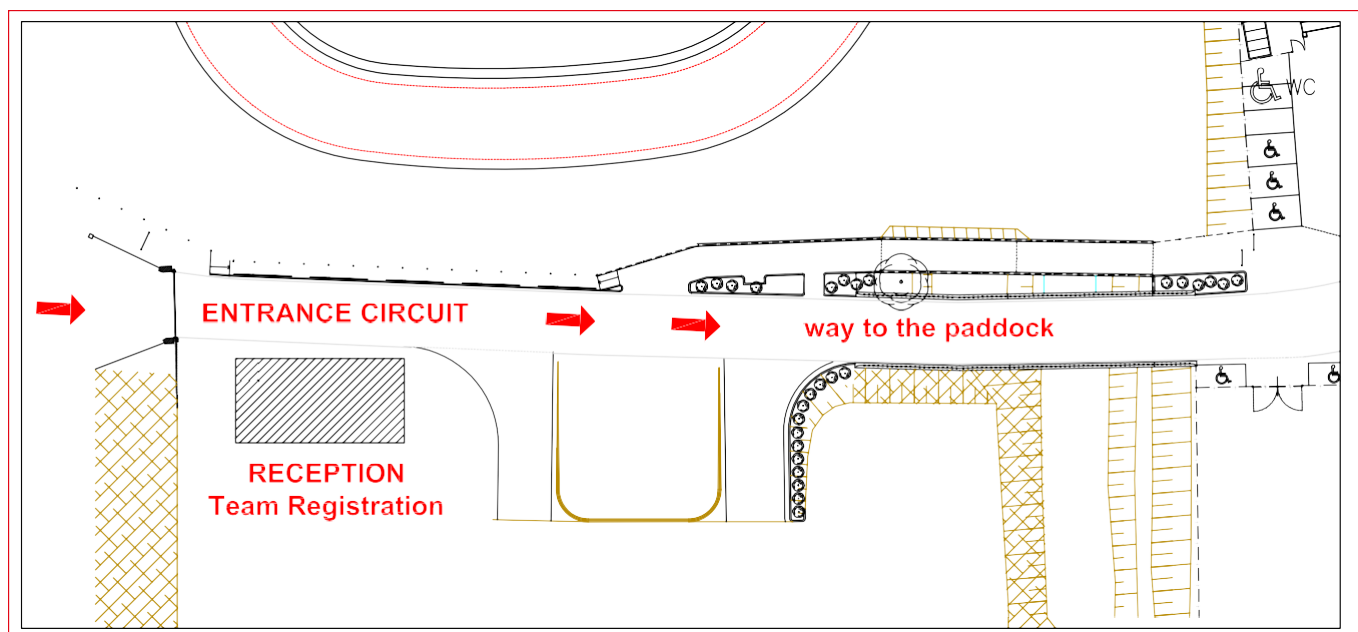
Pit set up

The pits set-up will start on Wednesday, September 2nd for all participating teams.

On Sunday, September 6th all teams must leave the pits and additional gazebos by the closing time of the circuit (22:00). It is forbidden to stay in the circuit overnight and to leave the cars there too.

Further details will be communicated later.

Registration and Information



Registration of team members

Upon arrival at the Varano Circuit, on Wednesday Sept. 2nd the Team Leader ONLY must register the team at the Reception Desk by bringing all the necessary documents and communicating any changes in the list of team members previously submitted.

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.

Faculty Advisors are kindly requested to register at the Reception Desk together with the Team Leader.

Energy meter delivery

The energy meter (EM) will be available for the event and delivered *at the Registration Office at the Circuit Entrance* during the registration phase.

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 disciplines: data used to calculate the efficiency scoring will be read in the Parc Fermé.

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

Transponder delivery

The car transponders will be delivered on Friday, September 4th 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 discipline, it will be Team Leader's responsibility to return it back at the registration office (before the Closing Ceremony).

Drivers registration

In total, a minimum of 3 and a maximum of 4 drivers are allowed for each team.

Drivers are requested to register and submit all the necessary documents at the drivers registration desk on Wednesday, September 2nd, 2026. Further details will be communicated later.

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 2nd, 2026. Further details will be communicated later on.

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. At Registration Office are available daily electronic ticket or a 2/3/4 days subscription, to show at the entrance directly from mobile phone, or print it on your own printer.

Under-age participants must be always accompanied by an adult, who will be responsible for any dangerous action they will cause to themselves, other people 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 FSAE ITALY 2026 - Information & Rules. The division between Static and Dynamic disciplines is maintained. The cars will take part in all the dynamic disciplines in autonomous mode only, without any human driver sitting inside. All 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 Disciplines

1DV Statics Disciplines are the same (Business, Cost and Design) of the other classes with a few differences. The Cost & Manufacturing will follow FSG model and a new rule for the Business Plan Presentation has been defined in 2021 in collaboration with FS Austria.

Only one panel of judges is planned for the Engineering Design, 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 Disciplines Track Marking are described in the FSG Handbook 2026 in chapter 7.5:

DE7.5.1 The markings of all dynamic disciplines 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 chalk.
- 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



small yellow cone
single black stripe

WEMAS
400.000013.01.10

228 mm × 228 mm × 325 mm
0.45 kg



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.

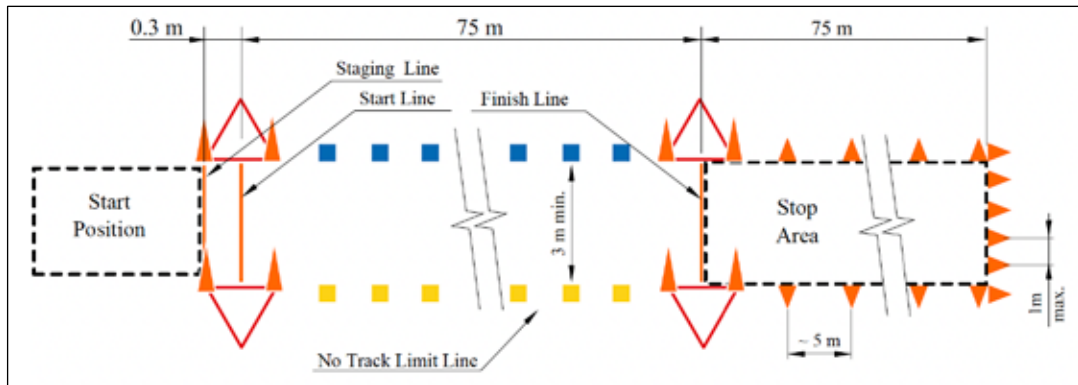


Figure 2: Acceleration according to D 5.1

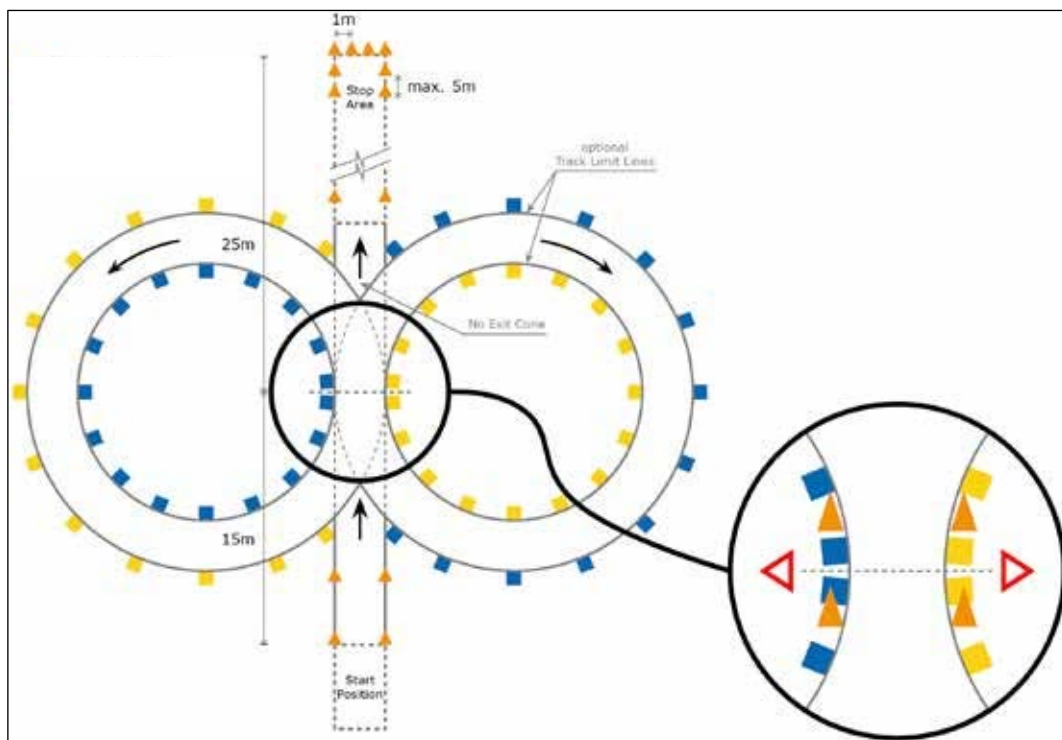


Figure 3: Skid Pad according to D 4.2.4

All lines chalk-marked.

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

Logger messages and signals

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

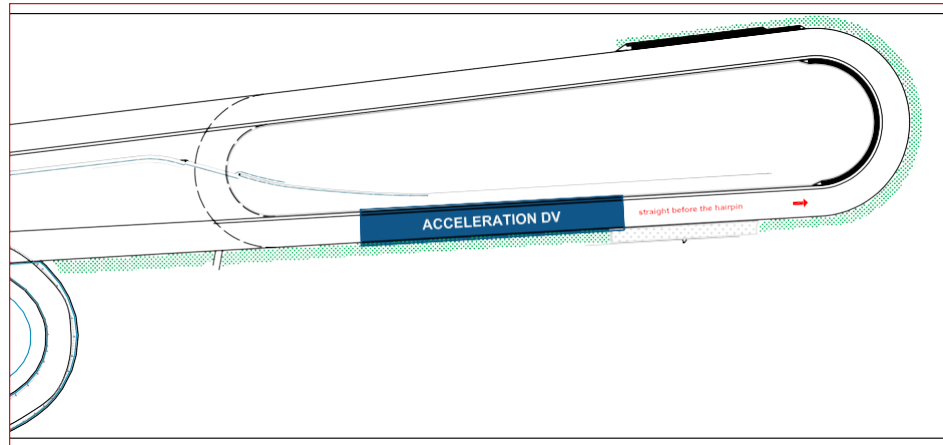
CAN-ID	Name	Length	Format	Unit	Scale
0x500	DV driving dynamics 1	8 B			
	Speed_actual	bit 0-7	unsigned	km/h	
	Speed_target	bit 8-15	unsigned	km/h	
	Steering_angle_actual	bit 16-23	signed	°	0.5
	Steering_angle_target	bit 24-31	signed	°	0.5
	Brake_hydr_actual	bit 32-39	unsigned	%	
	Brake_hydr_target	bit 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/s ²	1/512
	Acceleration lateral	bit 16-31	signed	m/s ²	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_Skid Pad		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 Disciplines

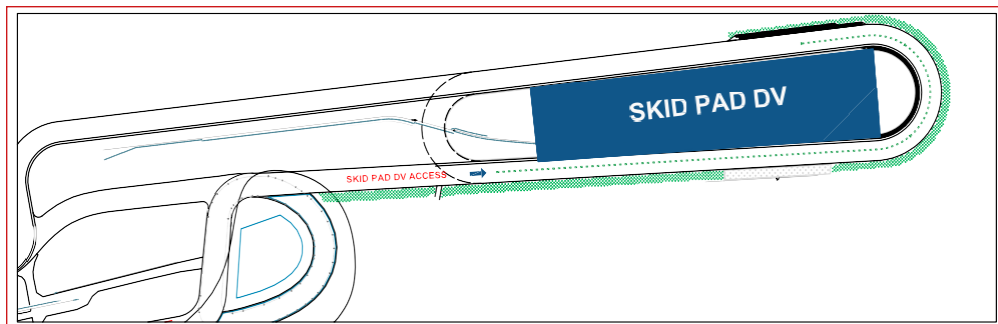
Driverless cars compete in the following Dynamic Disciplines:

- Acceleration - 2 attempts
- Skid Pad - 2 attempts
- Autocross - 3 attempts
- Trackdrive - 4 attempts

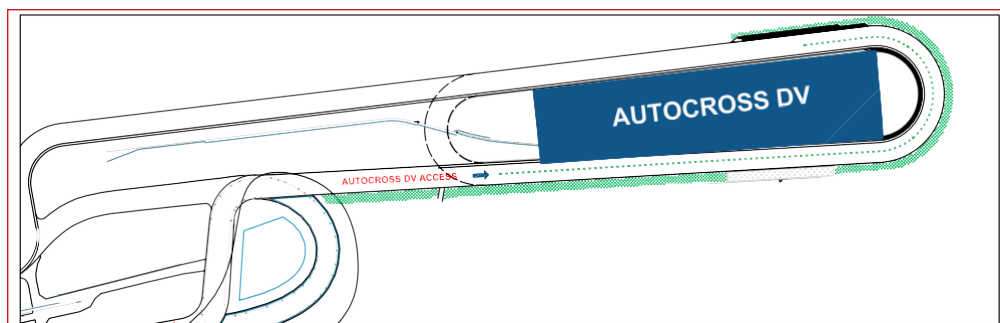
ACCELERATION



SKID PAD



AUTOCROSS



TRACKDRIVE



General Rules

Pits are located inside the garages of the Varano Circuit and some additional gazebos. 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 the Team's registration Office. **Rule questions may be presented to the technical inspectors.**

It all starts with asking and -remember-there are no dumb questions: please do not be afraid 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!

In case staff detects interference on radio channel, a kind request to switch to another channel will be dispatched on the channel.

Be on time

The schedule is included in the Student Handbook and posted online.

Possible modifications are communicated online and through announcements.

It is all and exclusively Team's responsibility to be on time.

Be careful

Don't take any risk when working on the 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 Teams to pass tech, and pass it easily, but they need Teams help to make it happen.

Don't run

Running sends message to 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.

Car must have crossed the starting line by that time or 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 racetrack 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.

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

The staff is solely responsible for authorizing photographers/spotters to enter the dynamic discipline 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.

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 discipline area.

Unauthorized photographers will lead to a penalization of their team:

- 1st time: 5 points;
- 2nd time: 10 points;
- 3rd time: 50 points.

Properly accredited photographers/spotters representing universities may only access the dynamic discipline area while their teams are running (in the track) 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 Refueling Area subjected to the following prescription:

only one car may enter the Refueling 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 Refueling Area. No cellphone is allowed in the area. Open fuel containers are not allowed. As soon as the car is refueled 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, no one 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.

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 having not passed the E-scrutineering yet, when moved around or taken to the static disciplines **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 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 per 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.

Battery Pack Inspection - test description

All battery packs used in the competition vehicles will be subject to a mandatory technical inspection aimed at verifying full compliance with the Formula SAE Italy 2026 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 disciplines.

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; further details and locations will follow later.

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 considered.

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.

Remind: an official welder will not be present on site.

DYNAMIC AREA ACCESS

All the Track Area of the Varano Circuit will be defined as "Dynamic Area".

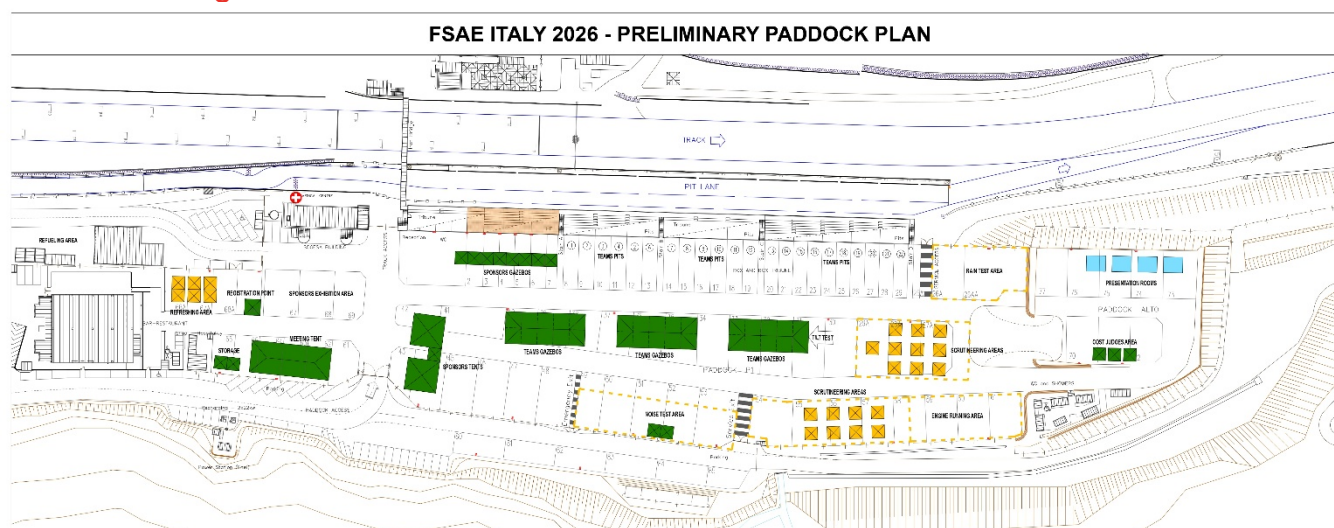
Only the cars waiting to attend the specific test may enter the "Dynamic Area".

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 ARE MANDATORY!

Scrutineering



Scrutineering is held on Wednesday, Thursday and Friday.

During the registration, or in any case before the start of the technical inspections, you will be informed about the order in which they will be scrutinized according to a list updated by the Technical Committee. Please fill in the first part of the technical inspection sheet, regarding tires, before queuing and line up with everything you need: further details will follow later

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

E-technical inspectors will mark different approved parts (i.e. insulation monitoring device, accumulator containers, energy meter, tires, rims etc.).

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

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 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.

Rules Question Documentation - If a Team submitted a rules question and received an interpretation from the Rules Committee, it must 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)!

Tilt, Rain, Noise & Brake Test

TILT TEST

Before proceeding to the tilt test team must 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: vehicles 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.

READY-TO-DRIVE - SOUND TEST

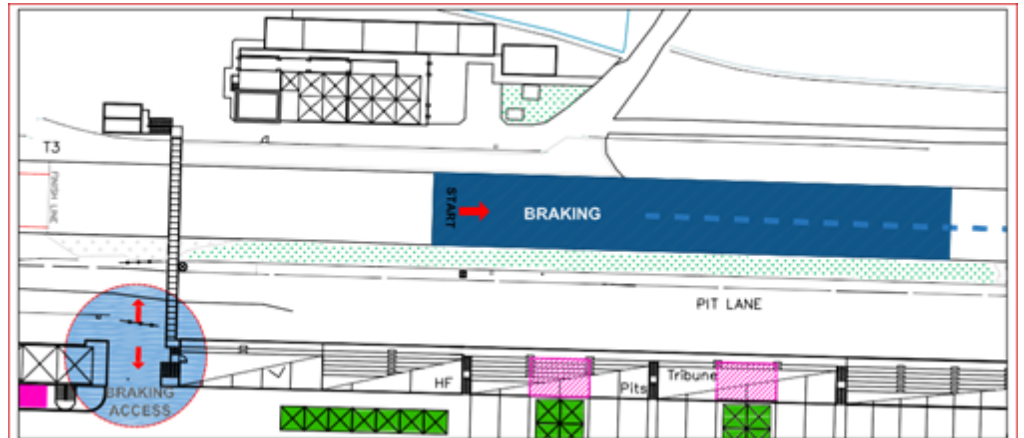
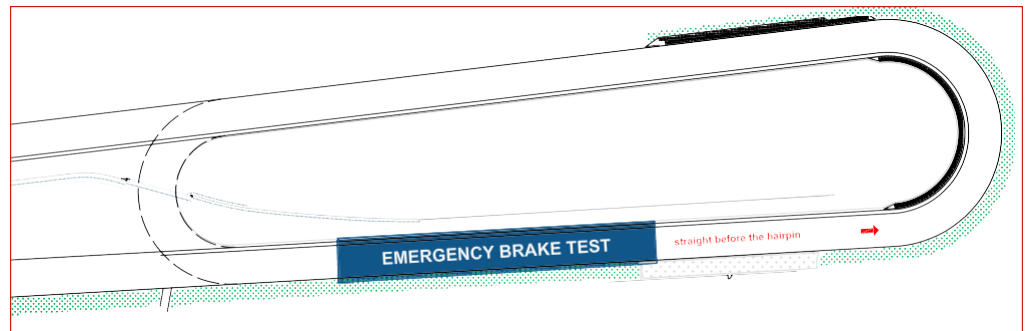
Ready-To-Drive sound test will be checked during the e-technical inspections. In addition to sound characteristic, inspectors check that Ready-To-Drive signal is emitted only if all requirements are fulfilled (no fault for GLV system, brake pedal is pressed...).

NOISE TEST

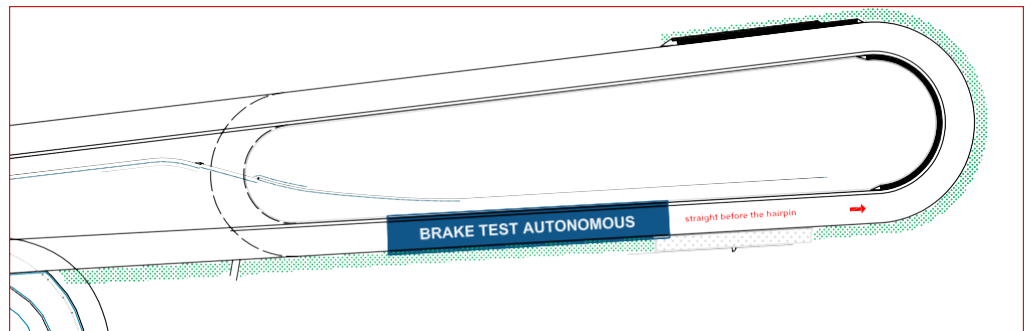
A car is allowed to noise test area once it has the scrutineering and tilt table stickers.

In order to check the RPM value, every team must provide a tool to monitor RPM directly from ECU (i.e. dashboard, lap-top). 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 disciplines: penalties may be assessed if the sound level exceeds the mandated maximum, and noise sticker can be removed by officials.

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



**EMERGENCY BRAKE
TEST - Class 1DV only**



COMBUSTION CARS - A car is allowed to enter the brake test area once it has the scrutineering and the tilt table stickers.

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 disciplines.

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 disciplines.

The brake test can be repeated every time an official deems it necessary.

Static Disciplines

Teams that want to receive feedback about their static disciplines can ask directly at the registration desk during registration.

BPP feedback will be held inside the presentation rooms A, B, C and D on Saturday 5th September from 9:00 to 13:00. If you drop out on the Stage 1, the respective teams will be informed additional about feedback possibilities

Cost and Design feedback will be held @ Meeting tent on Saturday 5th September morning from 9:30am to 12:45am: afterwards, no requests of feedback will be accepted.

Engineering Design

The Engineering Design will be held in each team pit.

The winner of the Engineering Design 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 Engineering Design will take up to 45 minutes.

ENGINEERING DESIGN FINALS

Engineering 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 the finals with their cars and whatever they think is needed for an engineering discussion.

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

Cost and Manufacturing

The Cost and Manufacturing will be held inside each team pit.

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

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

Teams have to present their vehicle at the designated time to the Cost and Manufacturing 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 and manufacturing discipline will take about 30 minutes.

Business Plan Presentation

The Business Plan Presentation will be held inside the presentation rooms A, B, C and D according to the schedule assigned to each Team; Teams failing to arrive on time for their assigned time-slot won't be allowed to make their presentation and consequently will get zero points for the disciplines 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 PLAN PRESENTATION FINALS

Business presentation finals will be held according to the schedules in the Meeting Tent.

The five teams with the best ranking, regardless of the category, will be eligible for the Finals.

The BP Presentation Finals will be held only physically at the event site.

The Finals will consist in a 15 minutes presentation on stage without any Q&A session.

In case the teams will present the Pitch Video, the video shall be included into the 15 minutes.

Teams exceeding the given deadline will get a penalty.

The BP finals are a public event.

Dynamic Disciplines

GENERAL INFORMATION

The dynamics at Formula SAE Italy comply with the FSG rules. The team will receive the car transponder on Friday, at the Scrutineering Area - Noise test.

To be allowed to compete in the dynamic disciplines 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).

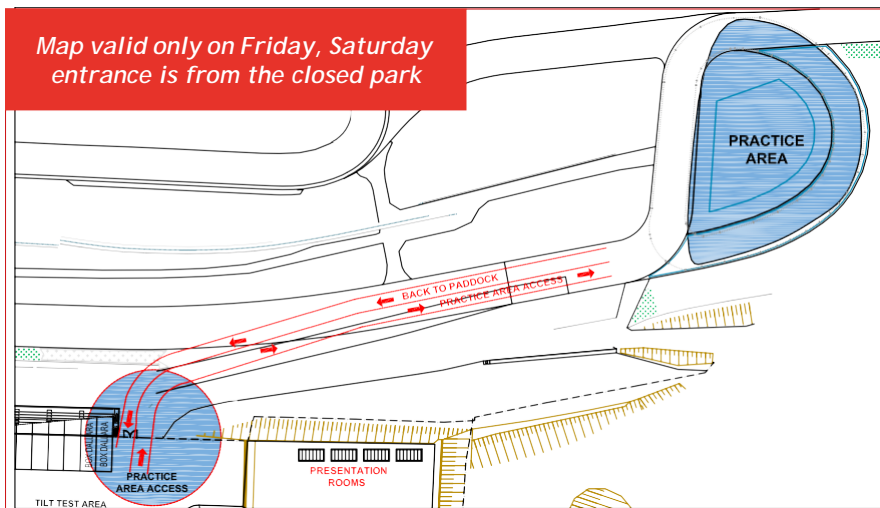
Any driver who fails to attend the dedicated briefing will be excluded from the corresponding disciplines. The 4 team members need to have the dynamic pass to enter the dynamic area.

If the dynamic discipline'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 discipline and before the following one, please check for leakages, broken parts and fasteners.

Practice Area



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

The practice area has the only purpose of checking the car's functionality and setting it up, simulating the driving condition of the track, not to test 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, it must be pushed at engine off.

The Practice Area will not be available on Sunday.

Acceleration Discipline - Class 1CV,1EV

Acceleration will run in parallel with the Skid Pad discipline.

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.

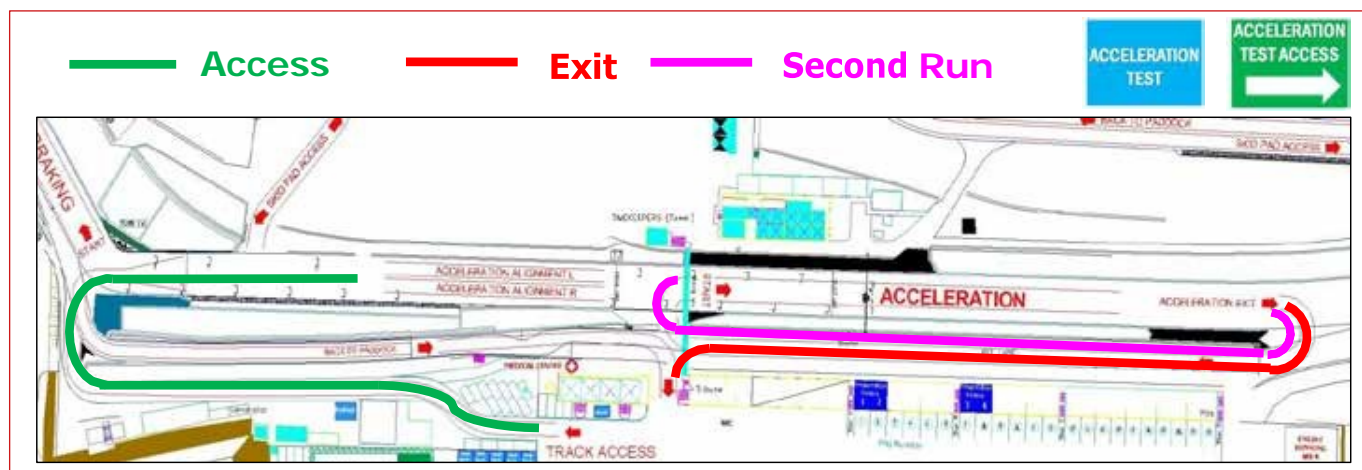
Each driver can take the second run immediately after the first one without going back to queue end.

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

The car must proceed slowly during the realignment for the second run.

Excessive speed will be cause for disqualification.

Only team members with "Dynamic Pass" may stay with their car on the waiting line.



Skid Pad Discipline - Class 1CV,1EV

Skid Pad will run in parallel with the Acceleration discipline.

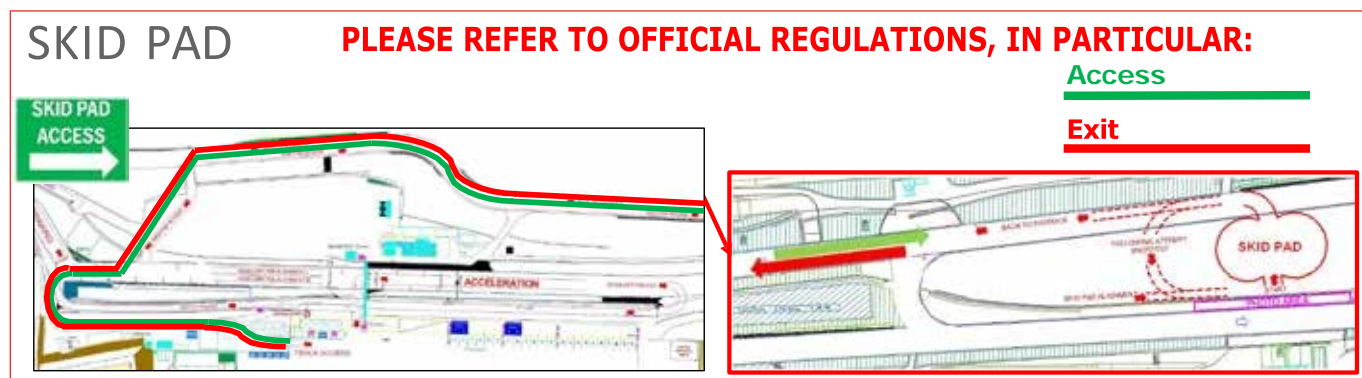
There will be 2 lanes, one for the first run and one for the second run.

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 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.



Autocross Discipline 1CV, 1EV

The autocross discipline will be held on the racetrack.

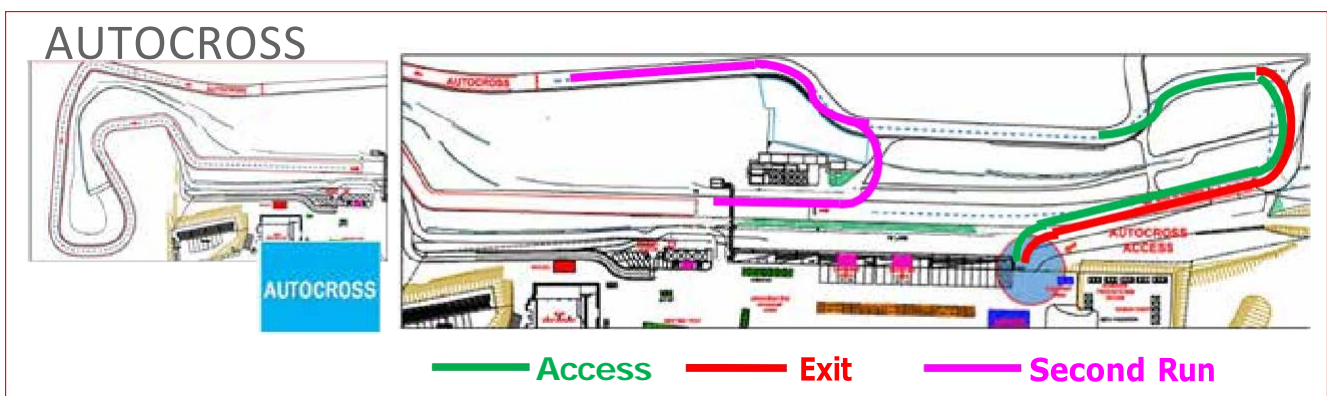
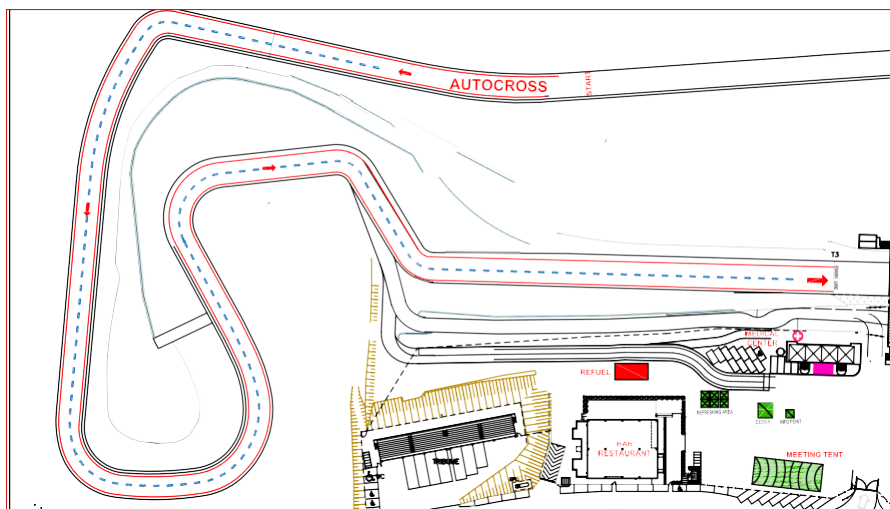
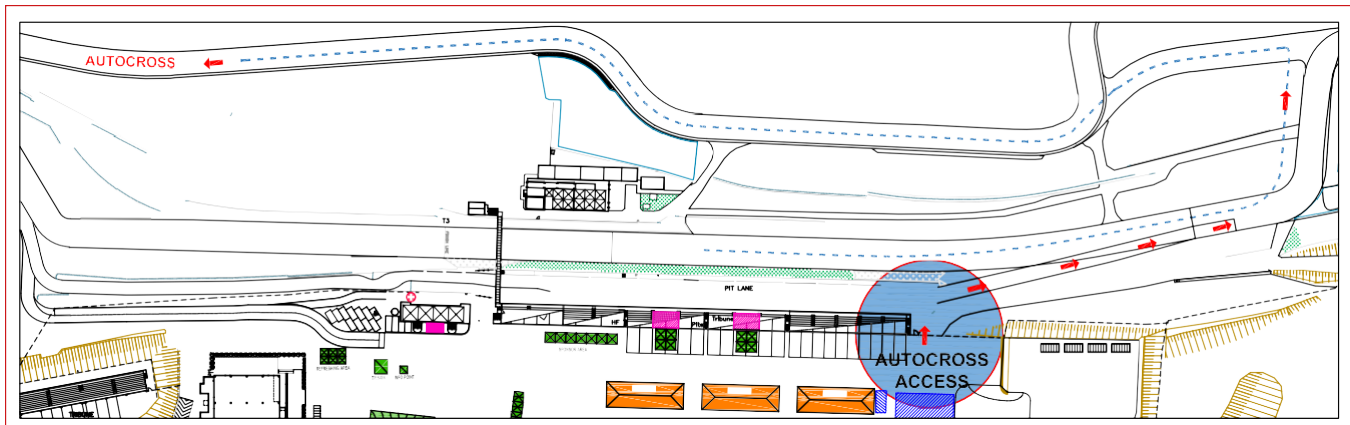
There will be 2 lanes, one for the first driver and one for the second driver.

The event WILL STOP AT A FIXED HOUR, 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 without going back to the queue end.

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

More than one car may be on 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.



Endurance Discipline & Parc Fermè Procedure

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

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

The circuit area of the endurance discipline 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.

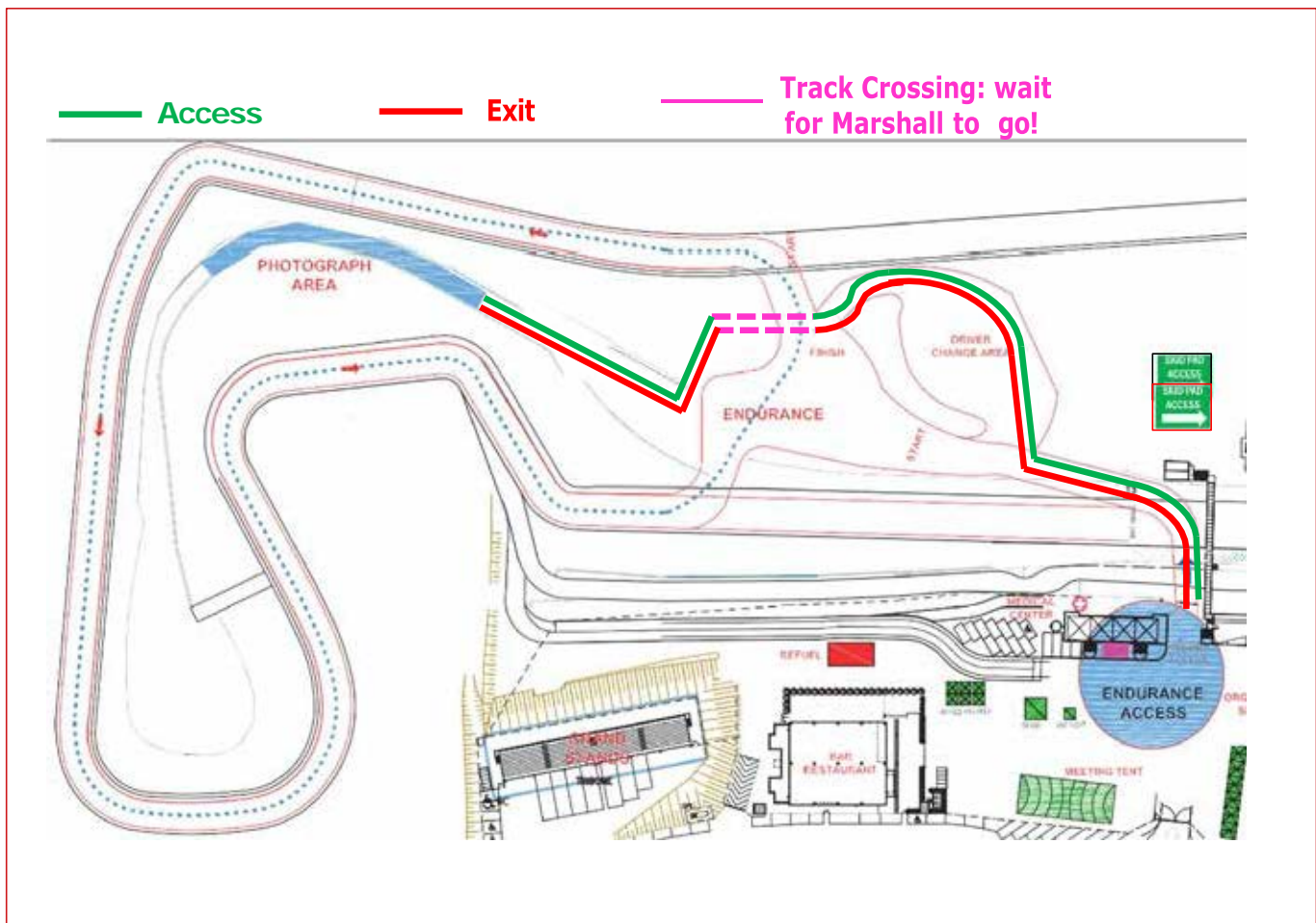
Following the established starting order, the starter will instruct the vehicles to be ready and line up at the entrance of the track.

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.



Results

The results of the static disciplines 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 discipline will be published as soon as they are ready near the Registration Office.

Offensive Behavior

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