



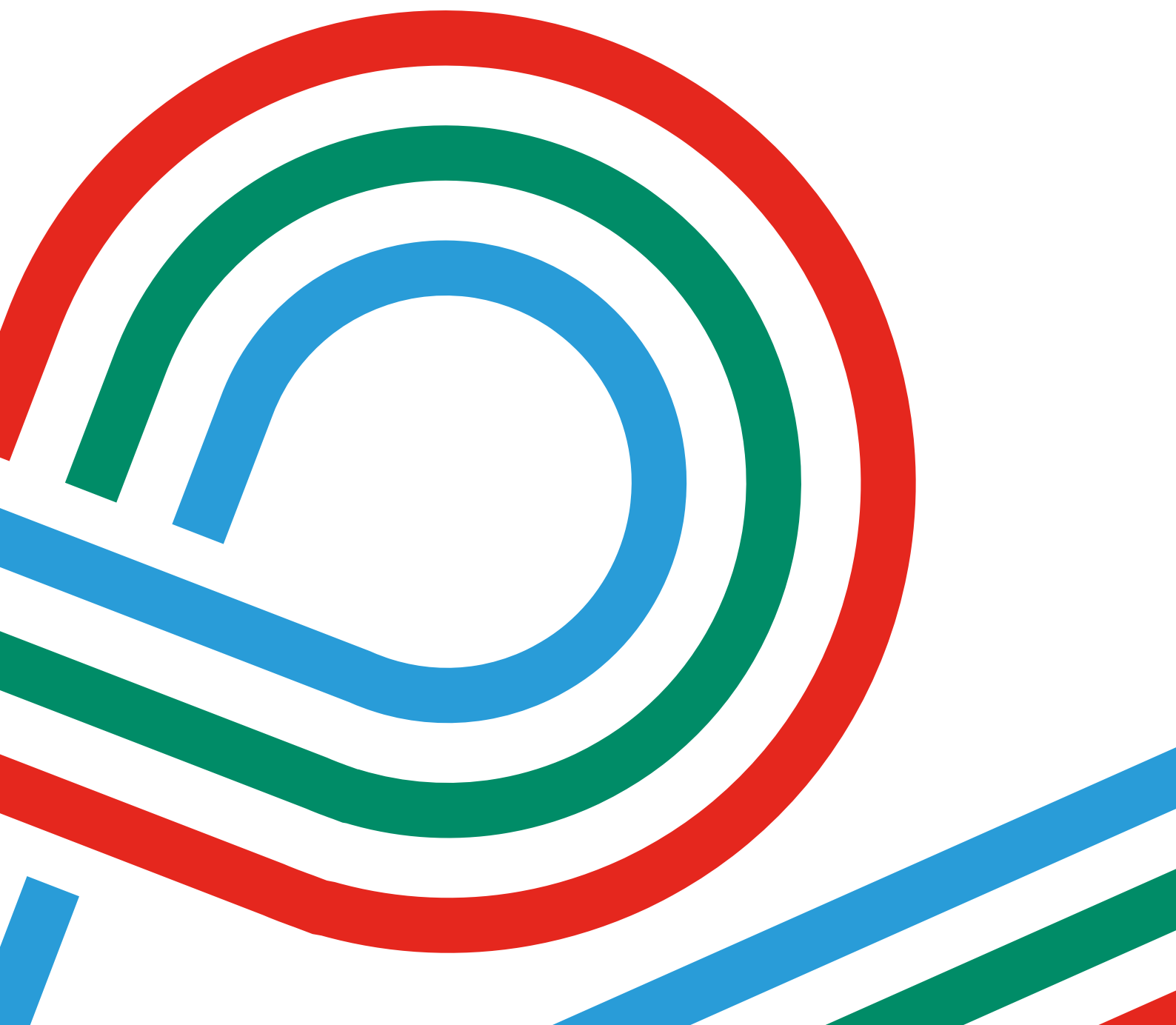
Formula SAE Italy 2026

Handbook

September 2-6

Riccardo Paletti Circuit

Varano de' Melegari



Formula SAE Italy 2026

#FSAEItaly
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FSAEItaly

www.formula-ata.it

Formula SAE Italy is organized by
ANFIA - Associazione Nazionale Filiera Industria Automobilistica
www.anfia.it

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Introduction

Official Handbook

The Formula SAE Italy 2026 will follow the FSG Rules 2026, with some exceptions and additions listed below. The Driverless Class 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 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 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. 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 Fornovo Taro
office

+39 0525 2114

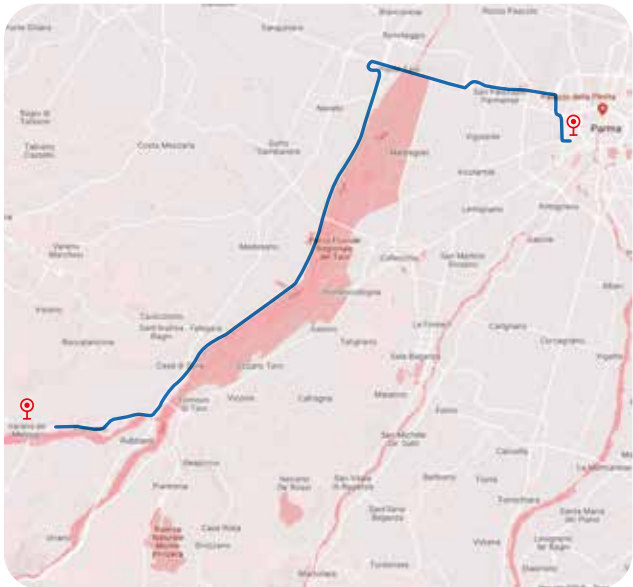
Parma Hospital

+39 0521 702111 – 703111

First aid service

+39 0521 703084

direction



Borgo Val di Taro Hospital

+39 0525 9701

First aid service

+39 0525 970216, ext. 4216

direction



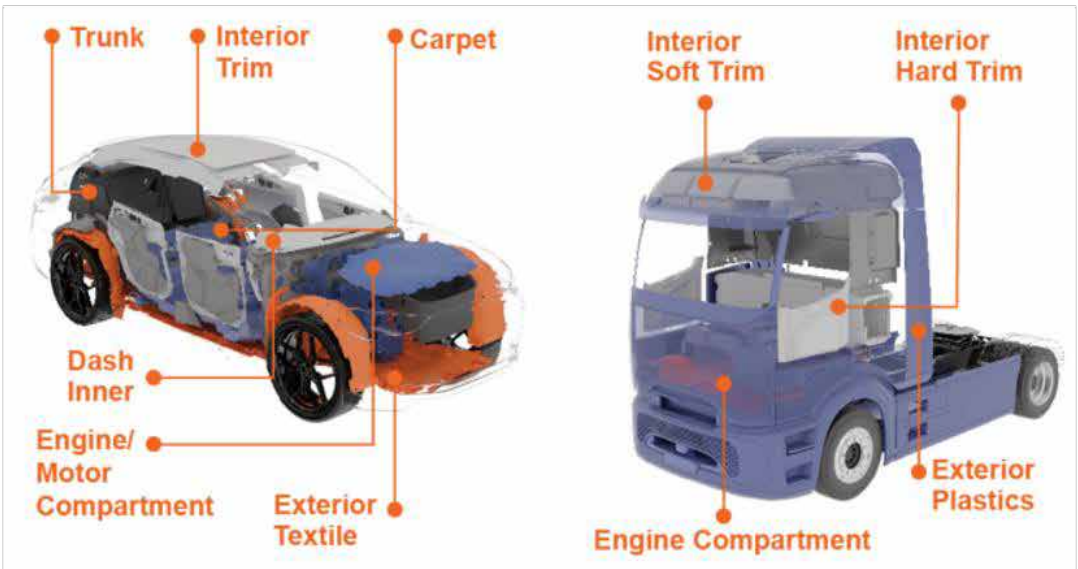
What should i do in case of electric shock?

- 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.

Adler Pelzer Group

Adler Pelzer Group is a worldwide leader in the design, engineering and manufacturing of acoustic and thermal components and systems for the automotive sector. With key value-added activities in-house, we deliver components optimizing acoustic performance and increasing thermal efficiency of vehicles. The products are engineered to each specific vehicle need of our customers. Headquartered in Hagen, Germany, Adler Pelzer Group has built a network of manufacturing plants, research and design facilities close to the main automotive hubs in the major geographic regions.

Our Core Solutions: Acoustics & Soft Trim | Plastics & Composites



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



Raffaele Fregonese
Formula SAE Italy Director



Miriam Gangi
Event Organization and Communication Manager



Anja Hermann Pratulon
Head of Dynamics



Silvio La Tassa
Head of Mechanical Inspections



Federica Morlino
Event Organization and Teams' Relation Manager



Roberto Prete
Safety Manager



Luca Veneroso
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 Manager



Nicola Tertulliani
Head of Formula Electric

Executive Committee



Giorgio Brunelli
Dynamics Security Manager



Piero Ciadamidaro
Scoring Manager



Giacomo Danisi
Head of Design Judges



Carlo Giorgioni
Head of Cost Judges



Enrico Rebaudo
Business Plan Presentation Manager



Nicola Rizzini
Volunteers Coordination Manager



Ilaria Santantonio
Business Plan Presentation Manager

Media Group



Alessio Bergadano
Photographer



Leonardo Florida
Social Media Manager



Fabrizio Giuliano
Video Maker



Andrea Napolione
Social Media Manager



Giuseppe Pagano
Video Maker



Giorgio Perottino
Photographer



Edoardo Piva
Photographer



AUTOMOBILI 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!



#Lamborghini #DrivingHumansBeyond



Business Plan Presentation Committee

ASSETTATI	Giovanni	Italdesign	Ultra Limited Series Body Development
BARONCHELLI	Samuele	PwC	Director, responsible for automotive suppliers
BASSI	Alberto	Dallara Group	Industrial Controller
CAVIGLIA	Alberto	Plug and Play	Manager
CILLIS	Giuseppe	ETAS – Driving Embedded Excellence	Sales Manager
COSTARIEL	Matteo	Global Marketing Architecture	Senior Partner
DEITINGER	Laura	Assoknowledge	President
DENTAMARO	Chiara	Dumarey Flowmotion	Industrial controller
ESPOSITO	Erika	Reinova SPA	Key Account Manager
GRASSI	Luca	Danisi Engineering	Key Account Manager
GULLÌ	Carmelo	SKF Global Automotive	Global Business Development Manager – Powertrain for Passenger and Electrical Vehicles
MAVARO	Manfredi	Bending Spoons Operations	Blokkeeper
RABEL	Franz	Formula Student Austria	Head of Business Plan Presentation
REBAUDO	Enrico	Dumarey Group	Sales Director
ROMITO	Alessio	Dallara Group	Digital Innovation Manager
SANTANTONIO	Ilaria	Piaggio	Commercial Product Analyst
SCARSELLI	Marco	Dumarey Automotive Italia	Sales Representative
SCIOLARI	Alessandro	Assoknowledge	Scientific Director
SOPPELSA	Nicole	Nexia Audirevi	Junior Auditor
SPERATI	Maurizio	Altair	Specialized Account Executive – Simulations (Enterprise/ Motorsport)
TARDITO	Maurizio	Podium Engineering	Sales & Business Development Manager

Cost & Manufacturing Discipline Committee

BERTOLINO	Luca	Muviq	Global Community Manager
BOSCHETTO	Carlos	Dallara Group	Design Engineer
CECCONI	Leonardo	University of Florence	Research fellow
CEGLIA	Antonio	Tetrapak	Project Manager
DA SILVA	Noellie	Dallara	Mechanical Engineering Intern, Design Management Group
DELLA ROSSA	Michele	Davide Campari - Milano NV	FP&A Specialist
DONDO	Paolo	MESAP Innovation Cluster	Technology manager
GIORGIONI	Carlo	Formula SAE Italy	Head of Cost Judges
GONZALEZ	Santiago	Dallara Automobili	Project Maintenance Engineer
LEUCCI	Cristian	Stellantis Group	Thermal Management Lead
LOPARCO	Denis	GARRETT Advancing Motion	ePWT Validation Leader
LORENZON	Francesco	Maserati	Homologation Manager
MARINELLI	Piermanuel	Recaro Automotive	Composite R&D Engineer
MARTIN	Sara	Automobili Lamborghini	Process Management
MESTRONI	Luca	Gruppo AB	Sales Intelligence e Market Analyst
MONEGATTI	Marco	DALLARA Automobili	Sales Specialist
MULE'	Letizia	Hitachi	Business Office Manager
NUMAN	AY Ahmet	Siemens	Intern
PAREO	Domenico	Automobili Lamborghini	Electrics & Electronics Technical Project Leader
PERALDO	Giuseppe	Accenture	After Sales Planning Manager
PICCOLILLO	Denis	DALLARA Automobili	Design Engineer
PINTO	Valerio	BOSCH CVIT – Bari	Senior Design Engineer
PRATI	Giovanni	Ambrosi	Plant Controller
RUSSO	Carmela	Racing Bulls	Process Engineer
RUSSO	Davide	Stellantis Group	48V BSG Global Assistant Chief Engineer
SARTORI	Marco	Equan	Proposal Engineer
SCARANGELLA	Filippo	/	System Engineer
SILATCHOM	Fabrice	KION INDUSTRIAL TRUCKS & SERVICES EMEA	Senior Category buyer
SINGH	Indrepreet	Enegan	Energy Consultant
TOPINI	Giacomo	Automobili Lamborghini	Motorsport Procurement
VALENCIA FLORES	Diego Alexander	JLR SVO / Tata Technologies Europe	Test support Engineer
VITRANI	Stefano	Italdesign	ADAS Development Engineer
WOLPERT	Swen	Robert Bosch Automotive Steering	Steering Manager Resident Engineer

Engineering Design Discipline Committee

AIMO BOOT	Marco	Iveco Group	Innovation & Advanced Engineering - Head of Vehicle Electrification
ALLOCCO	Alessandro	Centro Ricerche Fiat	Senior Propulsion Controls Engineer
ANNICCHIARICO	Claudio	Meccanica 42	CEO
BADIA	Tiziano	Bugatti Rimac Italy	Project Lead Design
BASILICI	Marco	Centro Ricerche Fiat	Innovation Project Leader
BATTIMAZZA	Alessio	Stellantis Group	Product Quality Engineer
BIFFALI	Pierpaolo	Iveco Group	Head of Powertrain Projects & Product Engineering
BIGNOTTI	Luca	Valkyr	CEO
BOMBACE	Luca	Automobili Lamborghini	CAE engine engineer
BORDINA	Fabio	ANFIA	IATF Oversight manager, Quality manger, Training design manager
BRANCALEONI	Pier Paolo	Università di Parma	Assistant Professor
CALCIANO	Enrico	Stellantis Group	Electrical Thermal Incident Manager
CALDERINI	Daniele	Dallara Group	Track Performance Lead Engineer
CASALE	Simone	Danisi Engineering	Head of Project Manager
CERIELLO	Giovanni	DTS	Fuel system Chief engineer & validation manager
CINÀ	Pietro Alessandro	Stellantis Group	Chassis and Dynamics business manager
CIRLINI	Federica	AVL Italia	Project Manager Specialized
COELI	Paolo	Stellantis Group	EE - Regional Planning - Customer, Market and Competitive Intelligence
COLOMBO	Maurizio	/	Vehicle Expert
CONCARI	Nando	Dallara Group	Vehicle Design Technical Advisor
CONTARDI	Mattia	Iveco Group – FPT	Head of eDrives Development
CUOMO	Raffaele	Automobili Lamborghini	E/E Vehicle Architecture Engineer
DAL MASO	Gianmarco	Pirelli	R&D Modelling -Vehicle and Tyre Performance Engineer
DANISI	Giacomo	Danisi Engineering	CEO
DE VITA	Luca	ANFIA	Area Relazioni Istituzionali & Affari Legali - Area Tecnica e Affari Regolamentari
DEL TORO	Paolo	Iveco Group	Head of Powertrain Benches Operations & Prototypes
DELLA RAGIONE	Diego	Scuderia Ferrari F1 Team	Composites Design Engineer
DI PIERRO	Simone	Formula SAE Italy	Head of Formula Electric
ESPOSITO	Claudio	Robert Bosch	Lead System Engineer
ESPOSTO	Daniele	Valkyr	General Manager
ESPOSTO	Filippo	DTS	Product Engineering Staff
FERRARA	Ferdinando	Stellantis Group	STLA Brain FEA xEV Validations Lead
FERRARIS	Alessandro	BeonD	CEO
FONTANA	Andrea	Pirelli	R&D FEA Modelling Engineer
FRANZÒ	Andrea	Automobili Lamborghini	Drive System Requirement and Architecture Manager
FREGONESE	Raffaele	Stellantis Group	Propulsion Systems - Global Electric Vehicle Charging Architecture
GIANNINI	Marco	Fast Charge Engineering	CEO
GRIVA ZABERT	Matteo	Italdesign	Engineering Project Manager
GUCCIONE	Stefano	SGConsulting	Automotive Expert
GUSMERINI	Luca	Automobili Lamborghini	EV component – vehicle mechatronic integration
IMPINNA	Fabrizio	FLAG MS	Co-CEO
LA TASSA	Silvio	Danisi Engineering	Head of Engineering
LANCIA	Edoardo	Maserati	Project Responsible Chassis
LAVIOLA	Francesco	Iveco Group	Testing Operations Manager
MANA	Mattia	Valeo	System Engineer
MARRAZZO	Massimiliano	Mercedes AMG High Performance Powertrains	F1 Subsystem Confirmation, Validation and Reliability Engineer
MASUCCI	Salvatore	Ferrari	Engine Development Manager
MERLIN	Marco	Ycom	Project Director
MIANO	Carlo	Cheetah Engineering	Owner
MIRABELLA	Valentino	Stellantis Group	Vehicle Dynamics Virtual Analysis Engineer
MORSONE	Giulio	Automobili Pininfarina	Battista Vehicle Line Director
MUNGIELLO	Aniello	Università di Napoli Federico II	Ph.D. @Department of Electrical Engineering and Information Technology (DIETI)
NEBBIO	Gianluca	Bosch Engineering	Customer Chief Engineer
NOTARO	Raffaele	Stellantis Group	In-Vehicle Network Development Technical Lead
OLLINO	Paolo	/	Manufacturing Technical Specialist
PAGLIARANI	Gianluca	ASK Industries	PD Audio System - Platform Architect System
PIERRO	Gennaro	MAGNA PT	Engineer Serial Support
PIRASTRU	Margherita	Stellantis Group	Additive Manufacturing and Milling Manager – Prototypes & Pilot operation

POERIO	Nicola	Stellantis Group	Director, SW
PRIMON	Alfredo	Centro Ricerche Fiat	Head of BMS innovation team at CRF/Stellantis
RAFFONE	Enrico	Stellantis Group	Global Responsible for Autonomous Driving Vehicle Motion Control Software Engineering
RICCI	Claudio	Danisi Engineering	Head of Advanced Vehicle Dynamics (AVD)
RICCIARDI	Francesco	Bylogix	CEO
ROSSO	Davide	Stellantis Group	Discipline Manager – Calibration & Application Sangone Site Responsible
SACCHI	Matteo Eugenio	Stellantis Group	Vehicle Dynamics Global performance specialist
SCAMARDI	Luca	Magna PT	End of Line data Analyst
SCIPIONE	Luca	Pirelli	R&D Product - Tyre Development Single Seater
SEGALINI	Fabio	Automobili Lamborghini	Motorsport Engineering Coordinator
SPAGGIARI	Patrizio	LIFETOUCH	CEO & CTO
TEKAYA	Amir	/	Technical Consultant – Whole Vehicle Test Automation, Integration and SW Validation
TERTULLIANI	Nicola	Ferrari	ADAS Component Development Responsible
VOLPE	Giuliano	Stellantis Group	Global Responsible of Battery Packs Architecture, Core Design and Components
ZAHARIA	Daniele Simone	Bugatti-Rimac	System Engineering Manager



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a JVC KENWOOD Company

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speed was born

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IS A PART OF VISIT EMILIA
ROMAGNA

Awards

Formula SAE Italy 2026

Sponsor Special Awards



Award for the best Car/Resources balance

Award presentation by Andrea Pontremoli, CEO and General Manager Dallara

- Trophy
- Cheque of € 700



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

Award presentation by Chiara Gotra and Gabriele Moggi, Ferrari HR Diversity & Inclusion

- Trophy
- Ferrari caps



Motorsport Engineering Mentorship Award - Awarded to the first-place winners of 1EV and 1CV classes

Award presentation by Riccardo De Filippi, Head of Marelli Motorsport

- Trophy
- 4 hours of technical consulting with the Marelli Motorsport team

Special Awards



Best social networker on FSAEItaly 26 App

Reward for the most active student on the Social Wall of FSAEItaly 26 App

- iPad Wi-Fi 256GB

Overall event - Trophies

Most friendly team

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

Business Plan Presentation

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

Cost & Manufacturing Discipline

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

Design Engineering Discipline

- 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

Trackdrive

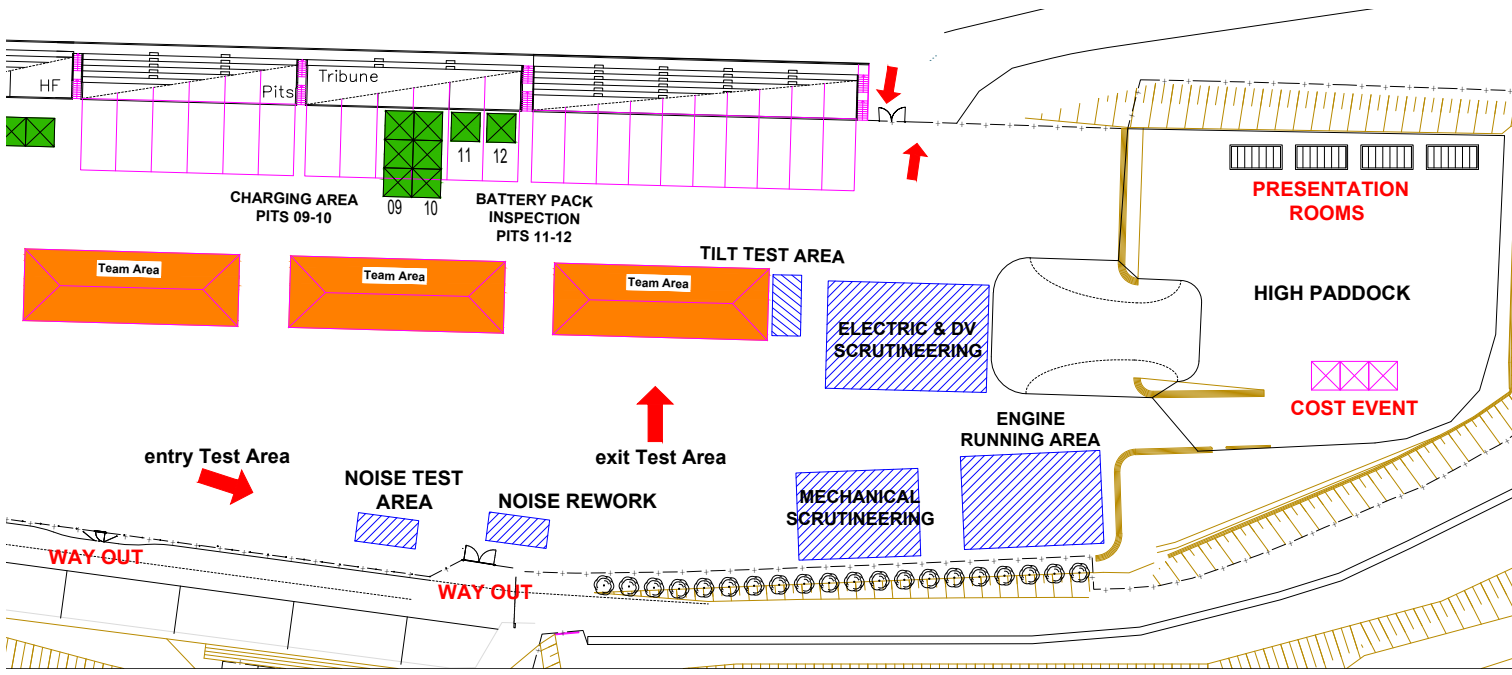
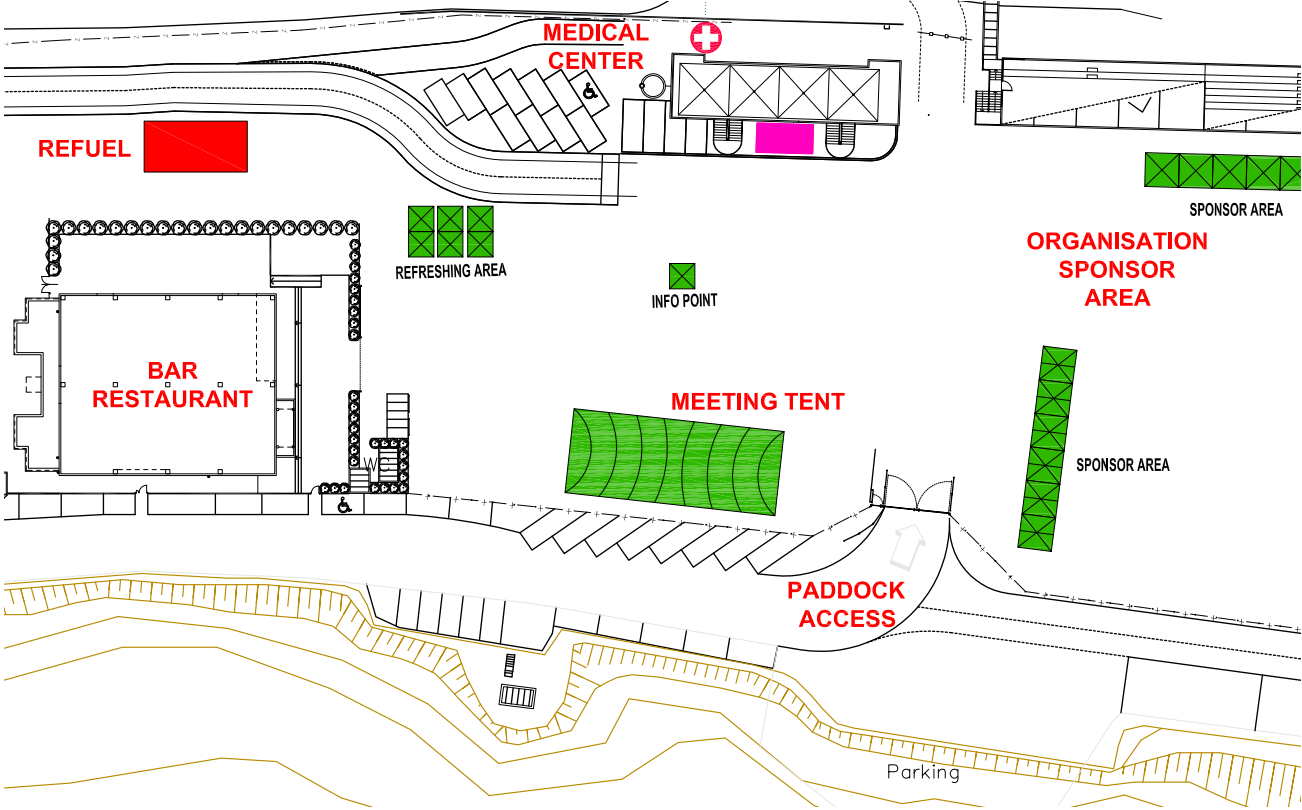
- Class 1DV 1st classified

Other Special Awards



- Class 1EV 1st classified in the Design Engineering Discipline Trophy

Site Plan



MASTERING ENERGY



Are you ready to demand the utmost from your performance?
Visit Brembo at Formula SAE Italy.



A futuristic robot with a white and black body stands next to a Formula 1 car in a high-tech environment. The robot is looking at the car, and the car has red lights on its front. The background is a blurred, futuristic setting with red and white elements.

bylogix

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THE FUTURE
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& CONTROL SYSTEMS

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SCAN ME

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Official Schedule

Tuesday, September 1

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

Wednesday, September 2

8:00 **Site Opens**
8:30 – 12:00 Camping Check-in @ **Camping**
8:15 – 8:45 Registration for Volunteers, Technical Inspectors and Staff @ **Paddock Registration Office**
8:30 – 13:00 Registration for all Classes, Team Leaders, ESO/ASR and Drivers Registration @ **Entrance Registration Office, Pit set up**
Energy Meters Delivery @ **Entrance Registration Office**
9:00 – 9:30 Briefing Volunteers & Technical Inspectors @ **Scrutineering Area**
9:30 – 13:00 Technical Inspections 1DV/1EV @ **Scrutineering Area**
13:00 – 14:30 **Lunch Break***
14:00 – 16:00 Registration for all Classes, Team Leaders, 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**
14:00 – 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 3

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 – 9:30 Business Plan Presentation Judges Briefing @ **Business Plan Presentation Rooms**
9:00 – 13:00 Tilt, Noise & Rain Tests 1CV/1DV/1EV @ **Scrutineering Area**
10:00 – 12:30 Business Plan Presentation (All Classes) @ **Business Plan Presentation Rooms**
12:00 – 13:00 Cost & Manufacturing Discipline Judges Briefing @ **Cost & Manufacturing Discipline Area**
13.00 – 14.30 **Lunch Break****
14:00 – 19:00 Refuelling area opens @ **Paddock Refuel Station**

14:00 – 18:30 Business Plan Presentation (All Classes) @ **Business Plan Presentation Rooms**
14:30 – 18:30 Cost & Manufacturing Discipline (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**
19:30 – 20:00 Tablet Users Briefing @ **Business Plan Presentation Rooms**
20:00 – 20:30 Engineering Design Discipline Judges Briefing @ **Meeting tent**
20:45 Judges, Senior Technical Inspectors & Sponsors Welcome Cocktail Party @ **Dallara Academy**
21:00 **Site Closes**

Friday, September 4

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 Engineering Design Discipline Judges Registration and Photo @ **Paddock Registration Office**
8:30 – 13:00 Technical Inspections 1CV/1DV/1EV @ **Scrutineering Area**
8:30 – 13:00 Refuelling area opens @ **Paddock Refuel Station**
9:00 – 9:20 Engineering Design Discipline Judges Briefing @ **Meeting tent**
9:00 – 12:00 Business Plan Presentation (All Classes) @ **Presentation Rooms**
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 Cost & Manufacturing Discipline (All Classes) @ **Pits**
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**
9:30 – 13:00 Engineering Design Discipline (All Classes) @ **Pits**
13:00 – 14:00 Drivers Briefing @ Meeting tent
13:00 - 13:15 Communications to the five finalist teams of the Business Plan Presentation @ **their boxes**
13:00 – 14:30 **Lunch Break****
14:00 – 14:30 Track Show @ **Acceleration**
14:00 – 18:00 Engineering Design Discipline (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 Inspections 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**
16:00 – 19:00 Business Plan Presentation Finals (All Classes) @ **Meeting tent**
19:00 – 19:45 Engineering Design Discipline Judges Buffet

19:15 – 20:00	Panoramic Photograph @ Acceleration
20:00 – 21:00	Engineering Design Discipline Finals – Class 1CV @ Meeting tent
21:00 – 22:00	Engineering Design Discipline Finals – Class 1EV @ Meeting tent
22:15	Site closes

Saturday, September 5

7:30	Site Opens
8:00 – 13:00	Battery Charging Class 1DV/1EV @ Charging Area
8:00 – 8:30	Briefing Volunteers & Technical Inspectors @ Scrutineering 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
9:00 – 13:00	Business Plan Presentation Feedback @ Business Plan Presentation Rooms
9:30 – 12:45	Cost & Manufacturing Discipline and Engineering Design Discipline Feedbacks @ Meeting tent
9:30 – 13:00	Acceleration 1CV/1EV @ Acceleration
9:30 – 13:00	Skidpad 1CV/1EV @ Skidpad
9:30 – 13:00	Tilt, Noise and Rain Tests 1CV/1DV/1EV @ Scrutineering Area
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 – 19:00	Autocross 1CV/1EV @ Track Area
19:30 – 20:30	Drivers Briefing @ Meeting tent
20:30 – 21:30	Statics Award Ceremony
21:30	Pasta party @ Camping area
22:00	Site closes

Sunday, September 6

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 3rd, and on Friday September 4th, from 1:00 PM to 2.00 PM the tables of the restaurant will be reserved to Engineering Design Discipline judges, Business Plan Presentation judges, Cost & Manufacturing Discipline 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

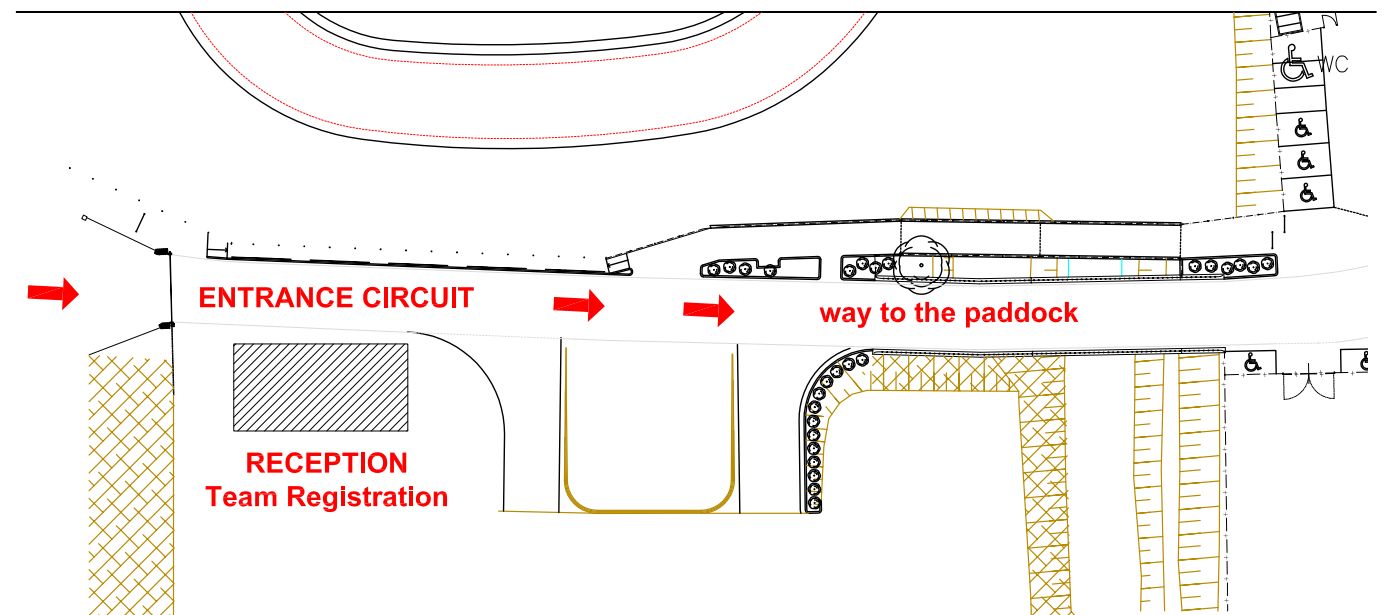
The pits set up will start on Wednesday, September 2nd for all participating teams.

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 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.

Registration and Information



Team Members' registration

Upon the arrival at the Varano Circuit, the Team Leader ONLY must register the team at the Teams' Registration Desk at the Circuit Entrance 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.

Then, the Team Leader will receive a bag with all the badges for all the team members, additional team members, team guests, the dynamic area passes for drivers (which must be always worn to enter the track) and the green P sticker to park inside the circuit for unloading and uploading operations.

No pass will be handed to any team member except the Team Leader. After receiving the bag, the Team Leaders must give all the badges to their team's members, starting from Drivers and ESO/ASR, which will have to register and/or pick up their material at their dedicated space at the registration desks (already wearing their badges).

In the badges bag, there will also be a press pass, which can be used by the team's photographer/videographer to enter the circuit during his/her team dynamic tests. After the registration all the team members will be allowed to enter the circuit.

When
Wednesday, Sept. 2nd,
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



Energy meter delivery

The energy meter (EM) will be available for the event and delivered on Wednesday, September 2nd, from 8:30 to 13:00 and from 14:00 to 16:00 at the Teams’ Registration Office at the Circuit Entrance, right after the team registration, at the desk located next to the registration one.

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.

Teams are required to procure the following connectors:

Binder 99-0430-19-04

Bulgin PXPPAM12FIM08ASTPG9

These connectors are necessary to ensure the correct installation of the energy meters (EM) on your vehicles.

The event organization will no longer provide these connectors free of charge. Therefore, each team must bring their own. Failure to have the required connectors may result in the inability to install the energy meters.

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 paddock registration desk before the closing ceremony of the event.

Transponder delivery

The car transponders will be delivered on Friday, September 4th, 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).

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 2nd, 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 2nd, 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. 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). At Teams’ Registration Office at the Circuit Entrance are available daily ticket or a 2/3/4 days subscription, to 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

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 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 Events

1DV Statics Events 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 2026 Driverless Specifications in chapter DS1:

DS1.1

- 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 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.

DS1.2

The cones used at the competition are equal to the cones listed in Table 3.

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	small orange cone	small yellow cone	small blue cone
two white stripes	single white stripe	single black stripe	single white stripe
WEMAS 307.610500.00.00	WEMAS 400.000013.00.00	WEMAS 400.000013.01.10	WEMAS 400.000043.00.00
285 mm × 285 mm × 505 mm	228 mm × 228 mm × 325 mm		
1.05 kg	0.45 kg		

Table 3: Cone specs

DS1.4

There are the following limitations mainly resulting from 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 disciplines 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.

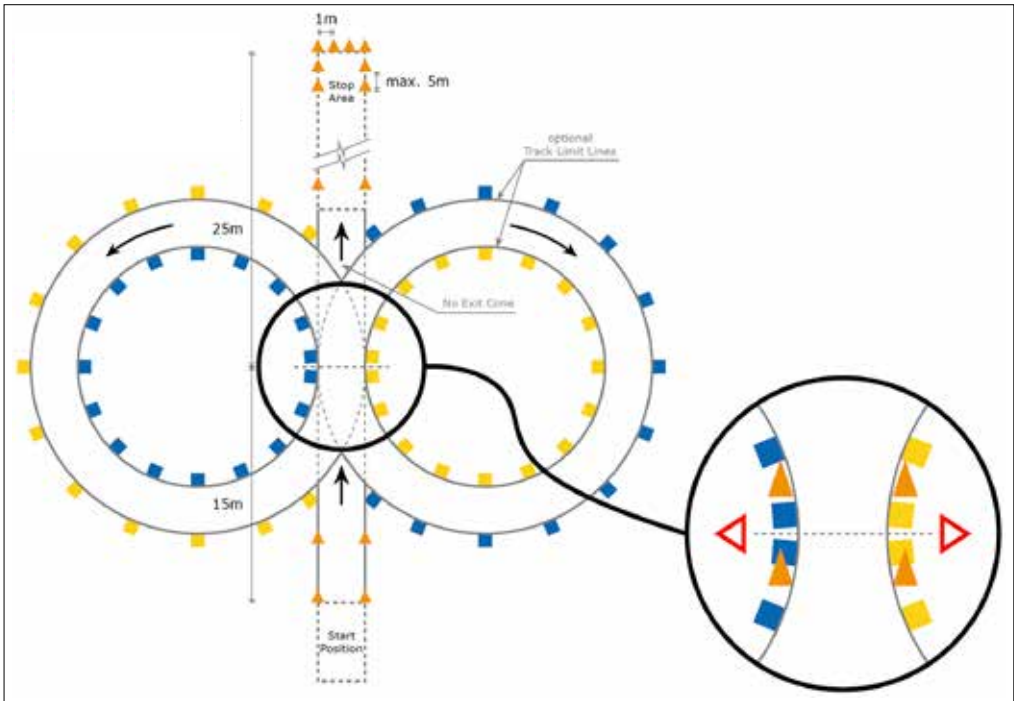
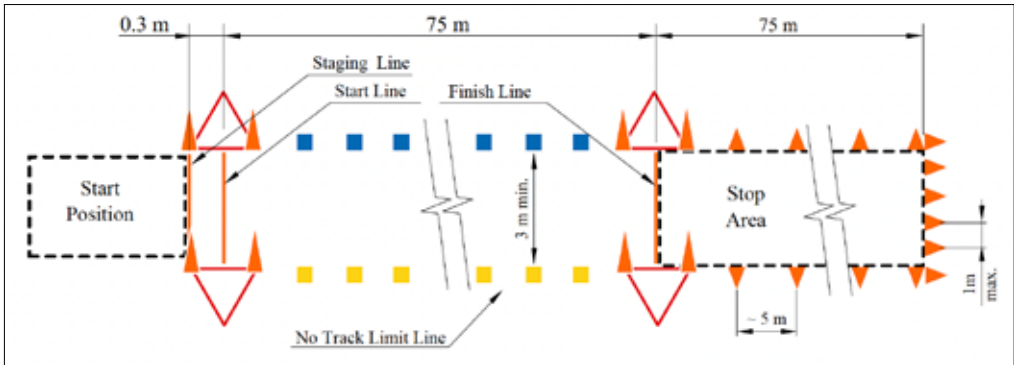


Figure 3: Skid pad according to D 4.2.5

DS1.5

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

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	%	
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_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		

All lines chalk-marked.

Dynamic Events

Driverless cars compete in the following Dynamic Events:

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

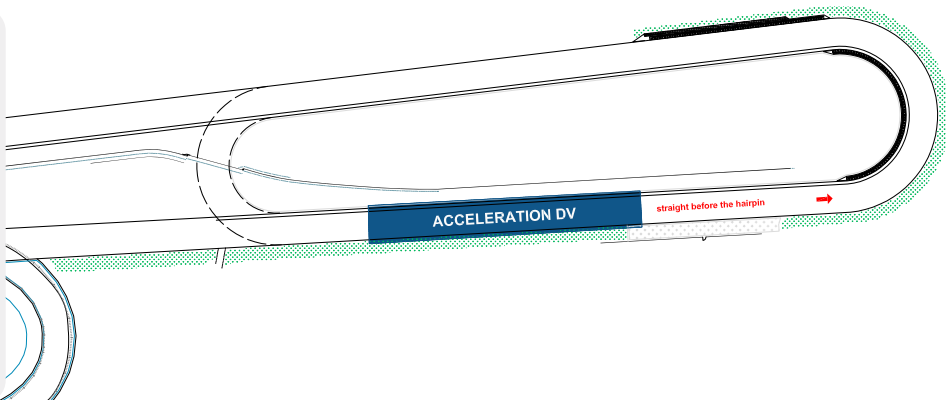
Acceleration

When

Friday,
September 4th,
14:30 – 18:30

Where

@ Straight before the
hairpin



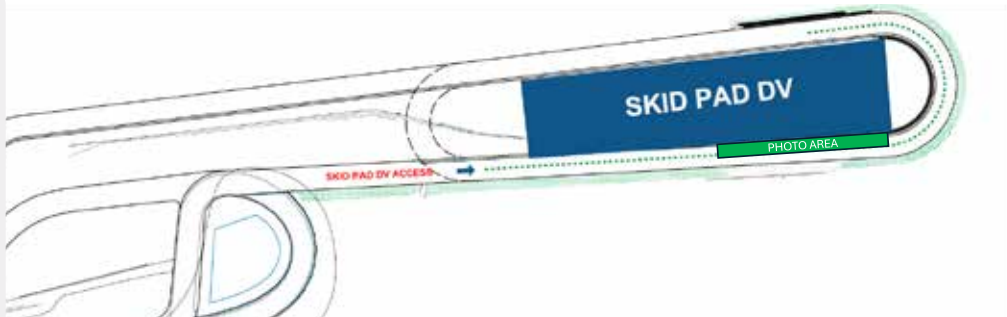
Skidpad

When

Saturday,
September 5th,
15:00 – 19:30

Where

@ Skid Pad



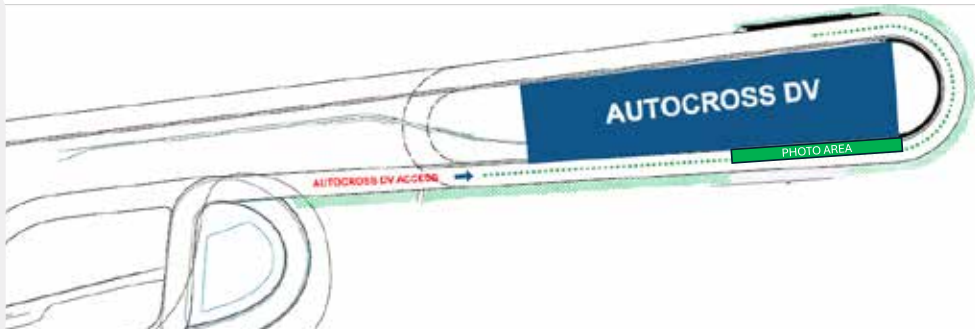
Autocross

When

Sunday
September 6th,
9:30 – 13:00

Where

@ Skid Pad



Trackdrive

When

Sunday
September 6th,
14:00 – 19:00

Where

@ SkidPad



General Rules

Pits are located inside the garage of the Varano Circuit and in 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 to the Team's registration 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!

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 Teams' 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 Teams to pass tech, and pass it easily, but they need Teams help to make it happen.

Paddock & Only



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 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.

Limit and penalty

Each university is limited to one (1) photographer/ videographer, **who will have to be included in the team members' final list 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 Refueling Area subjected to the following prescription:

- Only one car may enter the Refueling 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 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.

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, you should have received by e-mail from FSAE Italy Organizing Committee). 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, you should have received by email from FSAE Italy Organizing Committee). 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.

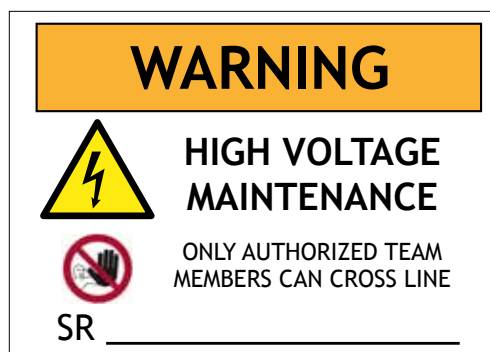
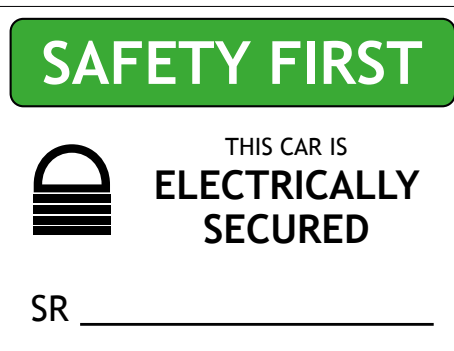
Basic maintenance and testing activities for the accumulator container is allowed in the recharging area; in case a team needs to perform advanced maintenance activity (e.g. grinding, drilling, etc.), the team may get authorization by a scrutineer who checks safe conditions are met in the pit area.

A car having not 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.



The Dumarey Group, founded in 1983 by Guido Dumarey, is an entrepreneurial, family-owned international business delivering advanced engineering services, systems, and components that power vehicles and industry.

Dumarey partners with OEMs and industrial organisations through the complete product lifecycle—from innovative design to industrialisation and production.

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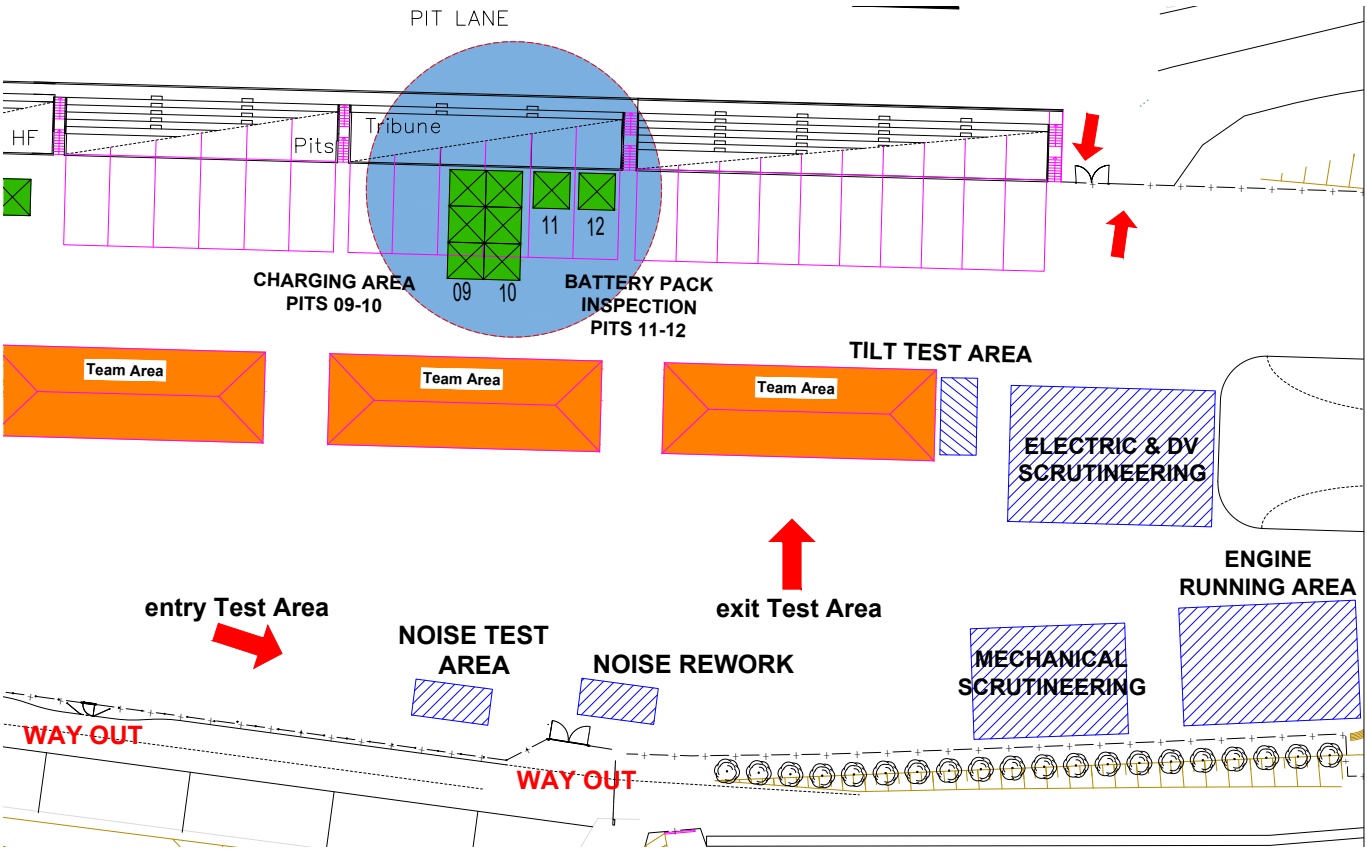
Operating across ten locations in Europe, the Americas, and Asia, our 2.500 strong team generates around 750 milion € in annual revenue.

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Charging Electric Vehicles



Where
Charging Areas

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 member 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.

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 events.

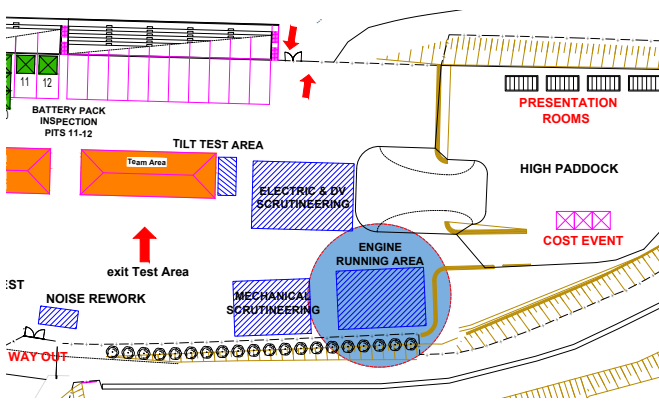
Engine Running

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 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. 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".

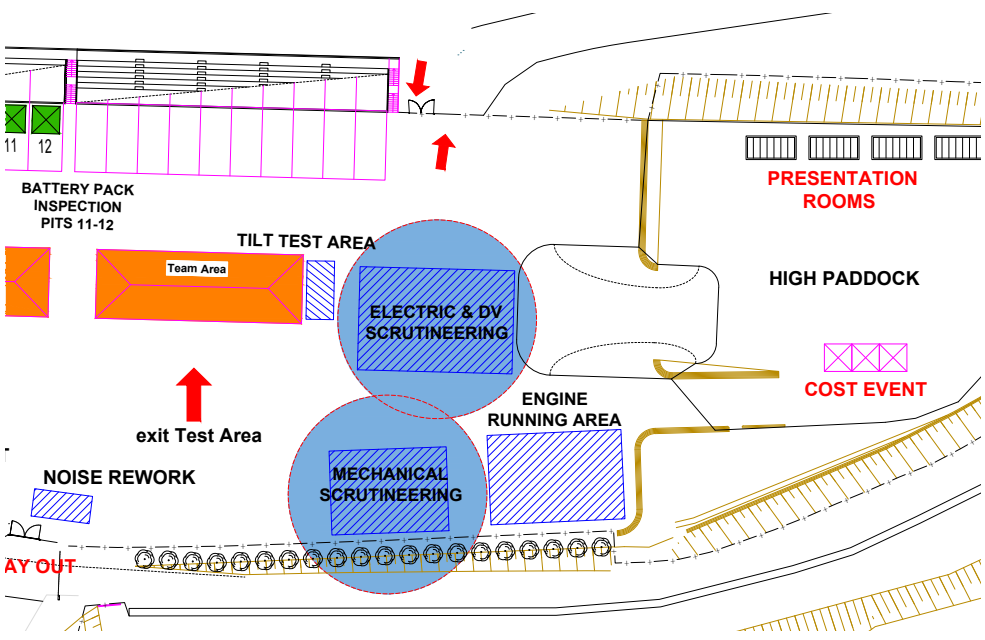
Only the cars waiting to attend the specific test may enter the "Dynamic Area".

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 are mandatory!

Scrutineering



When
Wednesday, September 2nd,
14:30 – 19:00
Thursday, September 3rd,
09:00 – 13:00 and 14:30 – 19:30
Friday, September 4th,
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, or in any case before the start of the technical inspections, 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.
- DV only – RES;
- All of your team's ASR.

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.

E-cars will have to undergo technical inspections in this order: battery pack inspection, charger inspection, e-technical inspections and finally mechanical inspections (and DV inspections in case of driverless cars).

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 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)!

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.



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With a legacy of over 70 years, Garrett Motion is a global leader in delivering differentiated solutions for emission reduction and energy efficiency.

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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 2nd,
08:30-13:00 and 14:00-16:00

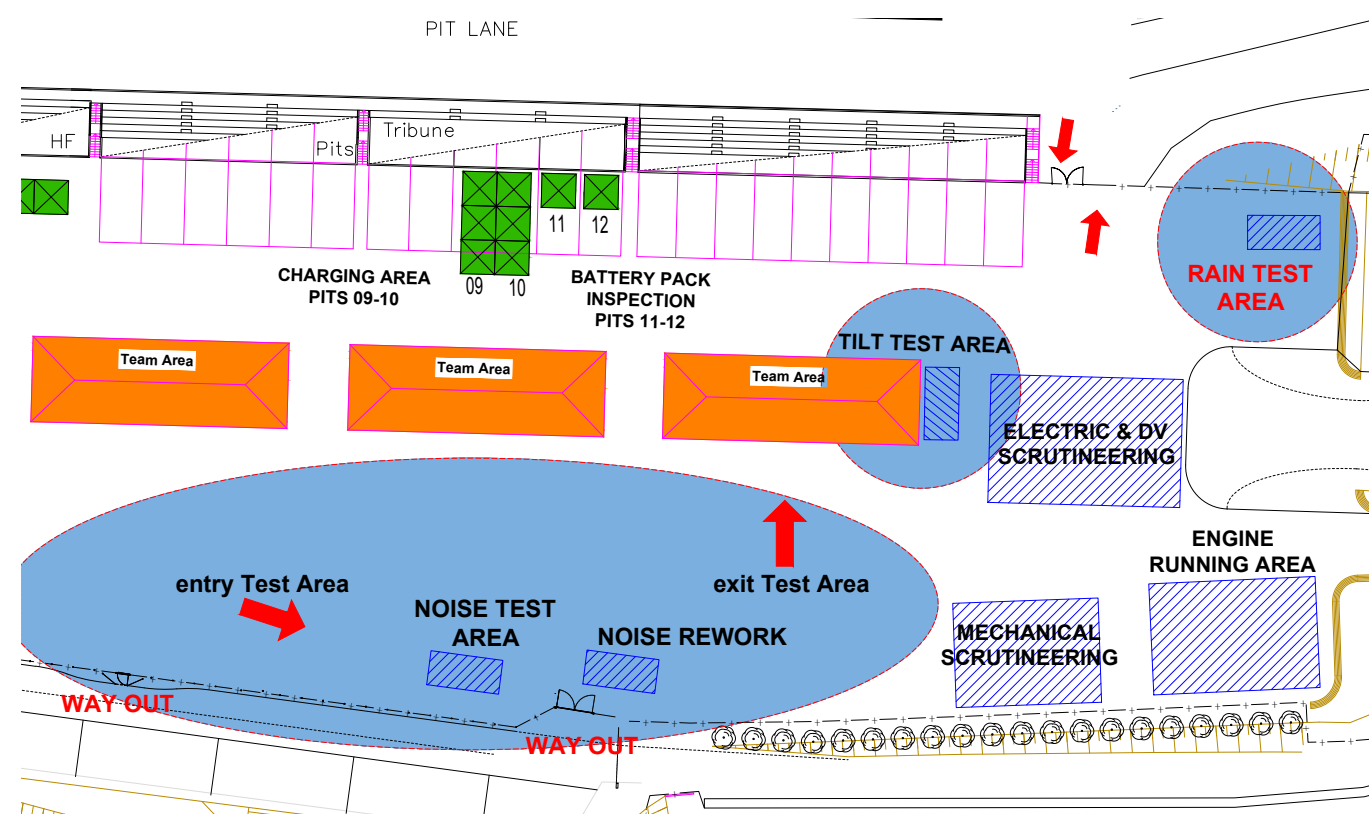
Where

Teams' Registration
Office at the Entrance of the circuit

Heads of event

FLAG-MS Representatives

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 3rd,
09:00-13:00 and 14:30-19:30
Friday, September 4th
09:00 – 12:30 and 14:45 - 19:00
Saturday, September 5th
09:30 – 12:30

Where

Scrutineering Area

When

Thursday, September 3rd,
09:00-13:00 and 14:30-19:30
Friday, September 4th
09:00 – 12:30 and 14:45 - 19:00
Saturday, September 5th
09:30 – 12:30

Where

Scrutineering Area

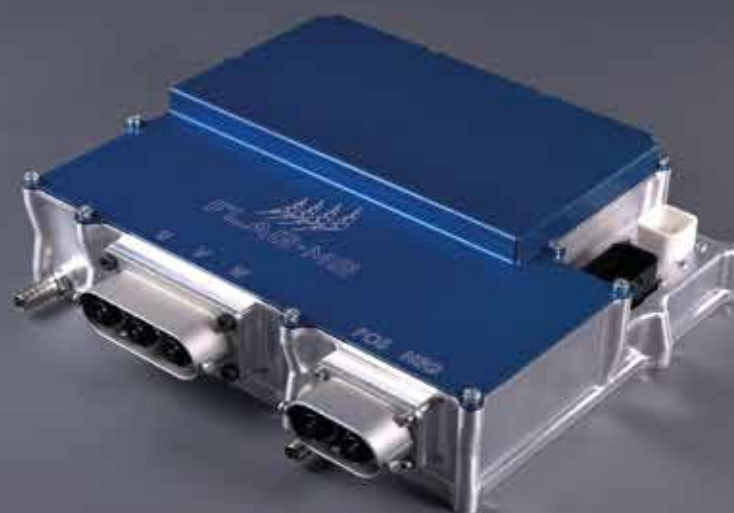


Ability and Resolution for e-Mobility Revolution

FLAG-MS core business is based on the electrification in the automotive, motorsport and special vehicle sectors.

Product development and R&D activities about Battery Pack, BMS, DC/DC and LV and HV Inverter are based on cutting-edge technologies. By working with us you can increase your knowledge of all the key components of an electric powertrain.

Be part of our team, apply for a position on our website.



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

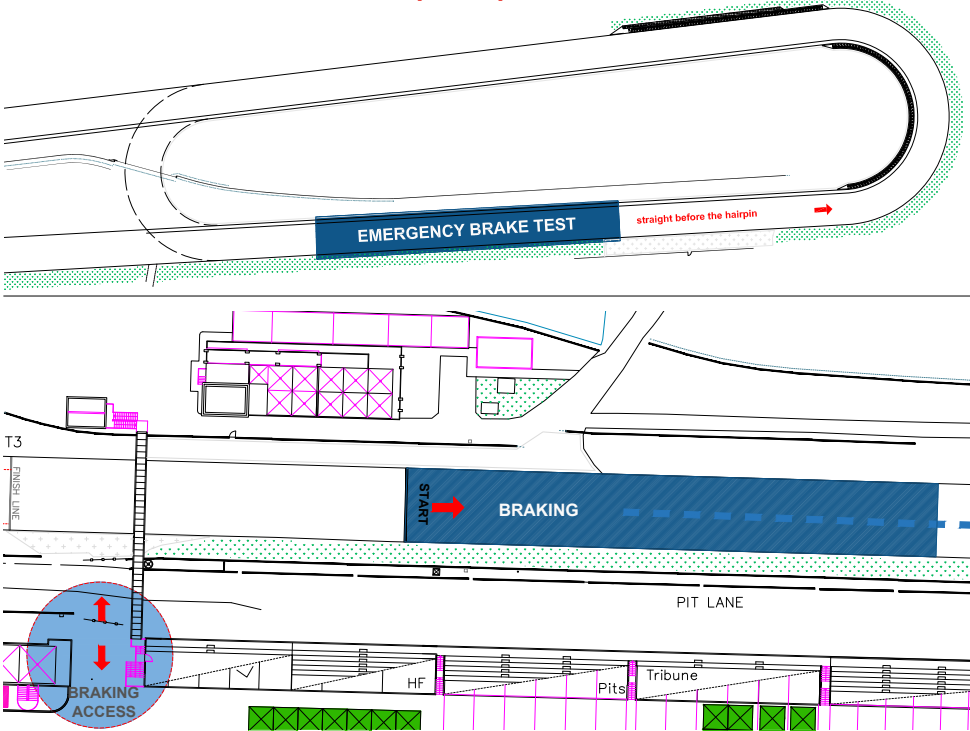
READY-TO-DRIVE - SOUND TEST

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

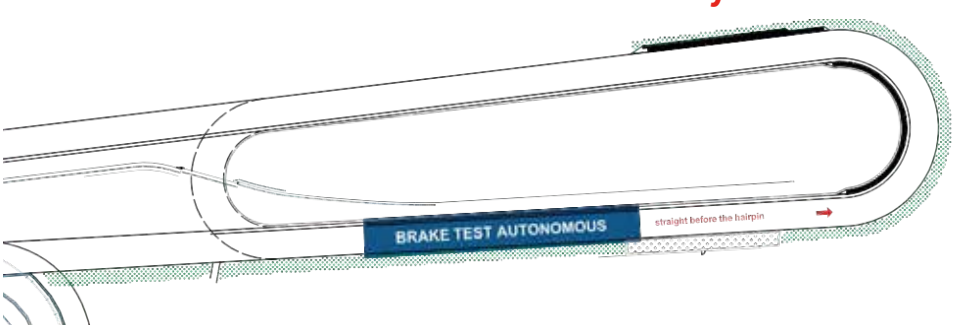
NOISE TEST

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 events: penalties may be assessed if the sound level exceeds the mandated maximum, and noise sticker can be removed by officials.

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



EMERGENCY BRAKE TEST - Class 1DV only



When
Thursday, September 3rd,
09:00-13:00 and 14:30-19:30
Friday, September 4th
09:00 – 12:30 and 14:45 - 19:00
Saturday, September 5th
09:30 – 12:30

Where
Scrutineering Area

When
Thursday, September 3rd,
09:00-13:00 and 14:30-19:30
Friday, September 4th
09:00 – 12:30 and 14:45 - 19:00
Saturday, September 5th
09:30 – 12:30

Where
Scrutineering Area

When
Friday, September 4th
09:00 – 12:30 and 15:00 - 19:00
Saturday, September 5th
09:30 – 13:00 and 15:00 – 19:00

Where
Brake Test Area

When
Friday, September 4th
09:00 – 12:30

Where
Straight before the hairpin

Head of event
Luca Veneroso

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.

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Static Disciplines

Teams that want to receive feedback about their static disciplines can ask directly at the Teams’ registration desk during registration. BPP feedback will be held inside the presentation rooms A, B, C and D on Saturday, September 5th from 9.00 a.m. to 13.00 p.m. If you drop out on the Stage 1, the respective teams will be informed about additional feedback possibilities. For Cost & Manufacturing and Engineering Design disciplines feedbacks will be held @ Meeting tent on Saturday, September 5th from 9.30 a.m. to 12.45 p.m.: afterwards, no requests of feedback will be accepted.

Engineering Design Discipline

The Engineering Design discipline will be held in each team pit. The winner of the Engineering Design discipline 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.

ENGINEERING DESIGN DISCIPLINE FINALS

Engineering Design discipline 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.

Engineering Design discipline 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.

When
Friday, September 4th,
10:00 – 13:00 and 14:00 – 18:00

Where
Pits

When FINALS
Friday, September 4th,
20:00 – 22:00

Where
Meeting Tent

Head of event
Giacomo Danisi

Cost & Manufacturing Discipline

The Cost & Manufacturing discipline will be held inside each team pit.

Team needs to show a printed copy of the Cost & 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 & Manufacturing Judges for Cost & Manufacturing Report review; teams 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 & 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 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. In case of conflict with other events, the teams shall inform the BP managers in advance.

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. Please note that judges should be treated as if they were potential investors or partners.

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

For the first time the Business Plan Presentation final will be unique for all Classes (including Class 3) and 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 final.

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

When
Thursday, September 3rd,
14:30 – 17:30
Friday, September 4th,
09:00 – 12:00

Where
Pits

Head of event
Carlo Giorgioni

When
Thursday, September 3rd,
10:00 – 13:00 and 14:30 – 17:30
Friday, September 4th,
09:00 – 13:00

Where
Presentation Rooms

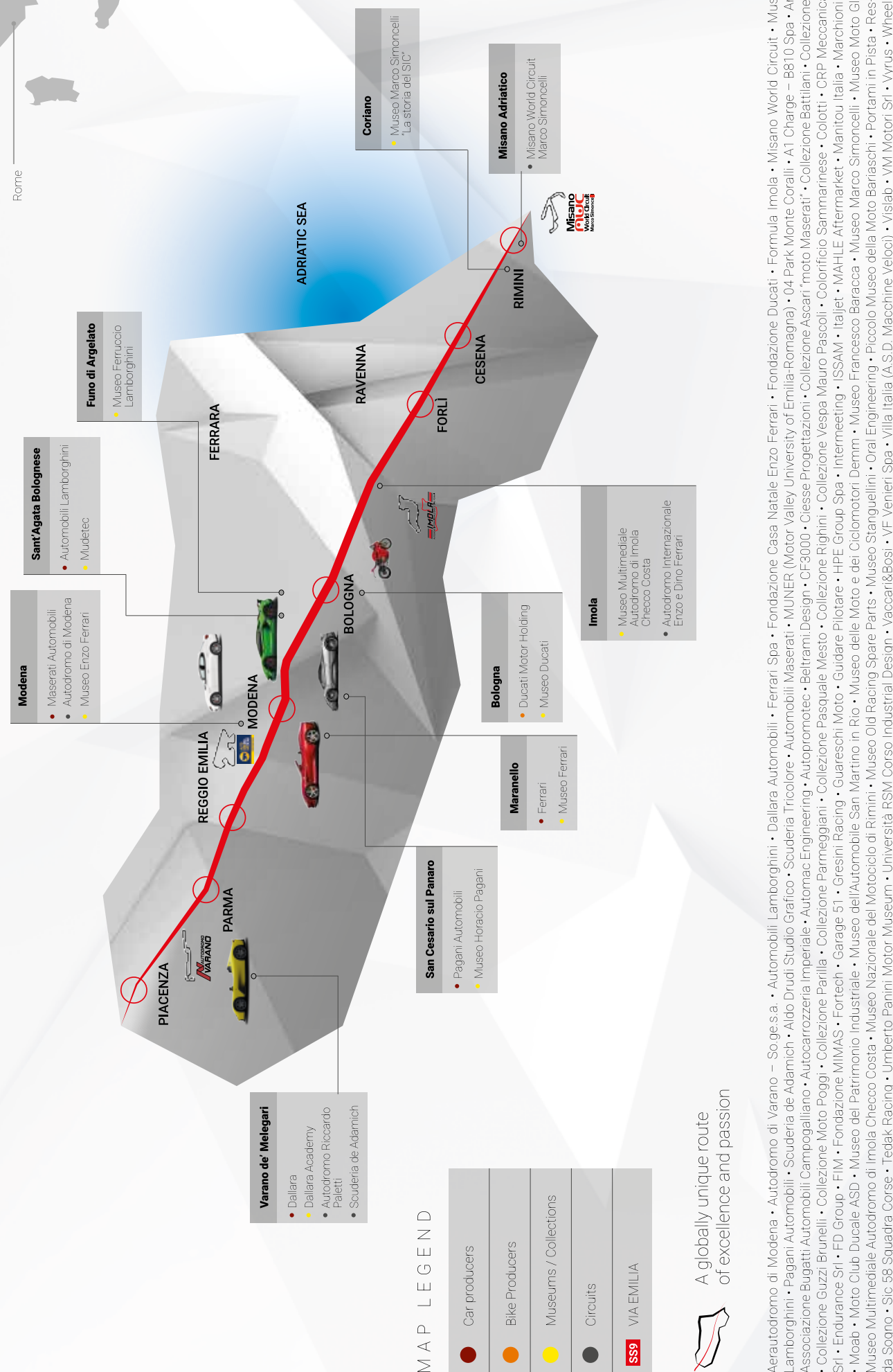
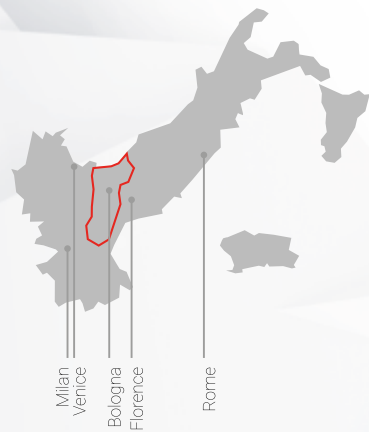
When FINAL
All Class: Friday, September 4th,
16:00 – 19:00

Where
Meeting Tent

Head of event
Enrico Rebaudo and Ilaria Santantonio

Emilia-Romagna Region

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Dynamic Disciplines

GENERAL INFORMATION

The dynamics at Formula SAE Italy comply with the FSG rules. The teams will receive the car transponder on Friday, September 4th, from 15:00 to 18:00 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 events. The 4 team members need to have the dynamic pass to enter the dynamic area.

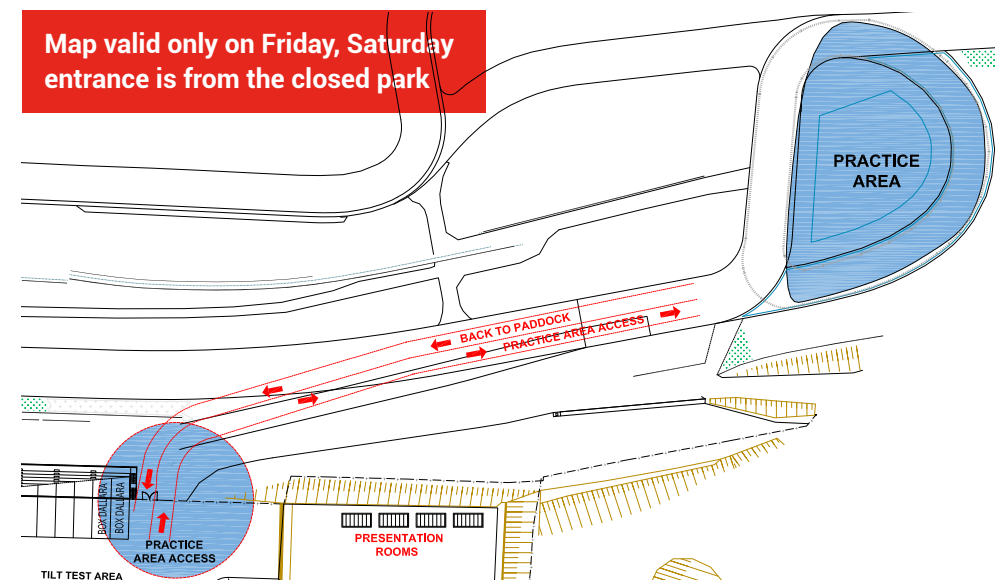
If the dynamic discipline's captain declares damp or wet conditions, the announcements will be made at the dynamic area (at staging and alignment lines).

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

**Map valid only on Friday, Saturday
entrance is from the closed park**



When

Class 1CV/1EV

Friday, September 4th,
9:30 – 12:30 and 15:00 – 18:30
Saturday, September 5th,
9:30 – 13:00 and 15:00 – 19:00

Where

@ 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 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.

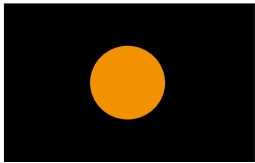
Flags

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.



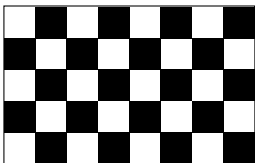
Black Flag - With Orange Dot

"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.



Checkerered Flag

Your session has been completed: exit the course where signaled.



Green Flag or Italian Flag

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



Red Flag

Come to an immediate safe controlled stop on the course. Pull to the side of the course as much as possible to keep the course open. Follow marshal's directions.



Yellow Flag (Stationary)

Danger, SLOW DOWN, be prepared to take evasive action, something has happened beyond the flag station, NO PASSING unless directed.

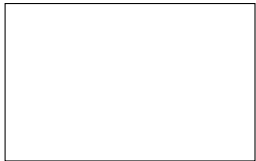
Yellow Flag (Waved)

Great Danger, SLOW DOWN, evasive action is most likely required, BE PREPARED TO STOP, something has happened beyond the flag station, NO PASSING unless directed.



Red & Yellow Striped Flag

Something is on the racing surface (e.g. oil) that should not be there. Be prepared for evasive maneuvers to avoid the dangerous situation.



White Flag

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

Additional Signs



Fire on Board

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



Lollipop

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

```
1 sym = 1;
2
3 f sym = 3;
4 a = sym;
5 = sym + 3*(s;
6 j = 2:n;
7 lfa(j) = alfa(j;
8 l = 6-del;
9
10 lfa * 2/3;
11
12 alfa(2):1:max(a;
13 length(alf1);
```

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Weather Conditions

Wet:

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

Damp:

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

Teams are allowed 10 minutes to change their tires in the driver change area if a dry track is declared damp, or if a dry or damp track is declared wet. If the tire change is happening at the same time as a scheduled driver change, the 10 minutes are in addition to the 3 minutes allowed for the driver change. Teams are allowed to change their rain tires to dry tires if the course is dry or damp. However, this change is not permitted during the driver change, and the time taken to change the tires is included in the team’s total time for the event. The following chart summarizes the possible track condition changes, the team’s options, and the time allotted for changes.

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 Discipline – Class 1CV, 1EV

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.

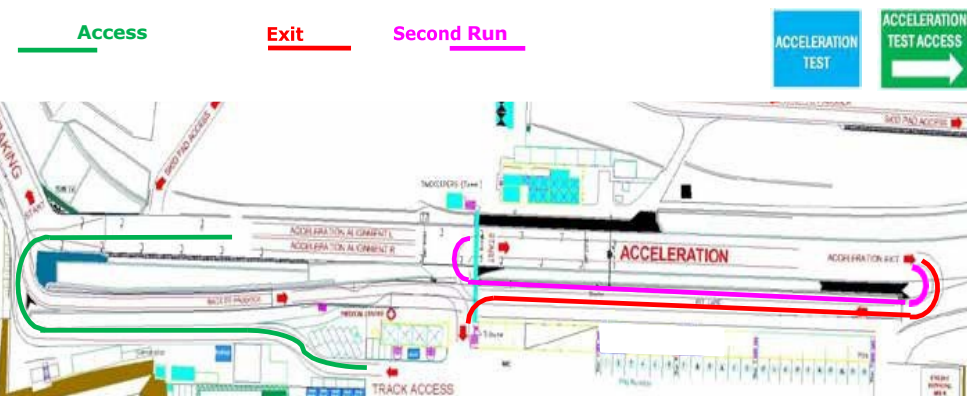
The event WILL STOP at the scheduled time, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue.

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.



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 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 5th,
15:00 – 19:30

Head of event
Luca Veneroso

Class 1CV, 1EV

When
Saturday, September 5th,
9:30 – 12:30

Where
Skid pad

Head of event
Caterina Secchieri

Class 1DV

When
Friday September 4th,
14:30 – 18:30

Where
Straight before the hairpin

Head of event
Luca Veneroso

Class 1CV, 1EV

When
Saturday, September 5th,
9:30 – 12:30

Where
Acceleration

Head of event
Nicola Rizzini

A large, dark-themed promotional banner for CSI and beond. At the top, it says 'JOIN CSI beond'. Below that, in large white and blue letters, is 'TESTING FUTURE & INNOVATION THE WINNING TEAM'. Underneath, in smaller white text, are 'VEHICLE ACTIVE & PASSIVE SAFETY', 'TYPE APPROVAL & HOMOLOGATION', 'CAE ENGINEERING', 'DATA ACQUISITION & PREDICTIVE PRODUCT BEHAVIOUR', and 'ADVANCED ENGINEERING: TESTING & BATTERY PACK DVLP'. In the center, there is a blue sports car with 'CSI' on its side, shown from a rear three-quarter view. At the bottom, there are two QR codes, a Euro NCAP logo, and the text 'Authorised Test Centre 2026'. The bottom right corner shows a small image of a car on a track.

Autocross Discipline – 1CV, 1EV

The autocross event will be held on the racetrack.

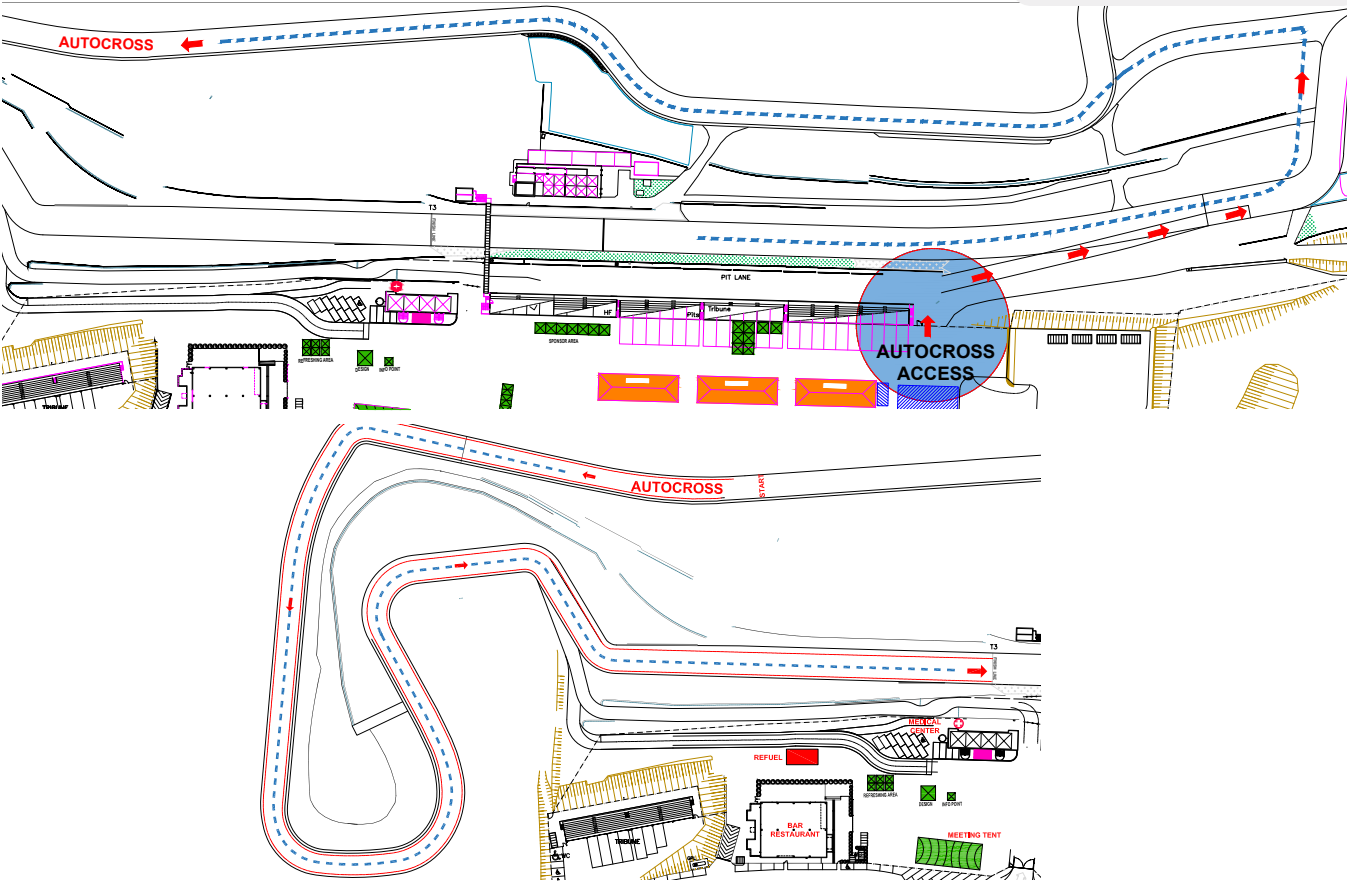
There will be 2 lanes, one for the first driver and one for the second driver. The event WILL STOP AT 18:30, no matter how long Teams have been in the queue and how long the waiting line is.

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

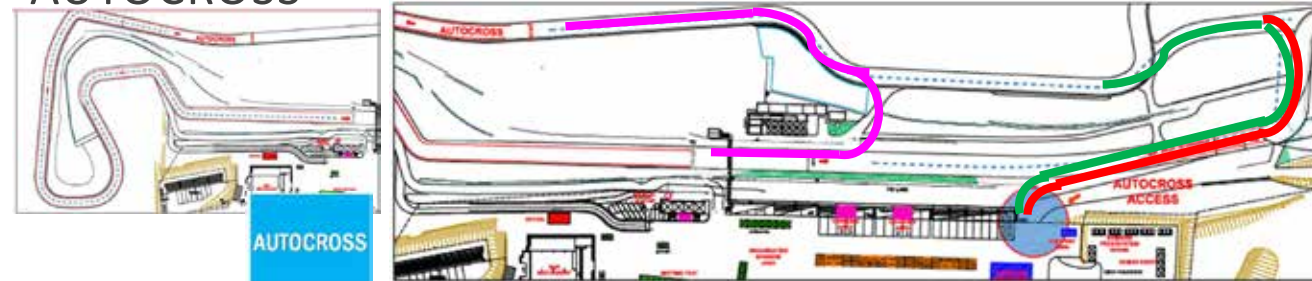
The first driver line will have the priority over the second driver line.

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

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 the 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 event will be assigned a running order by the race direction.

The circuit 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.

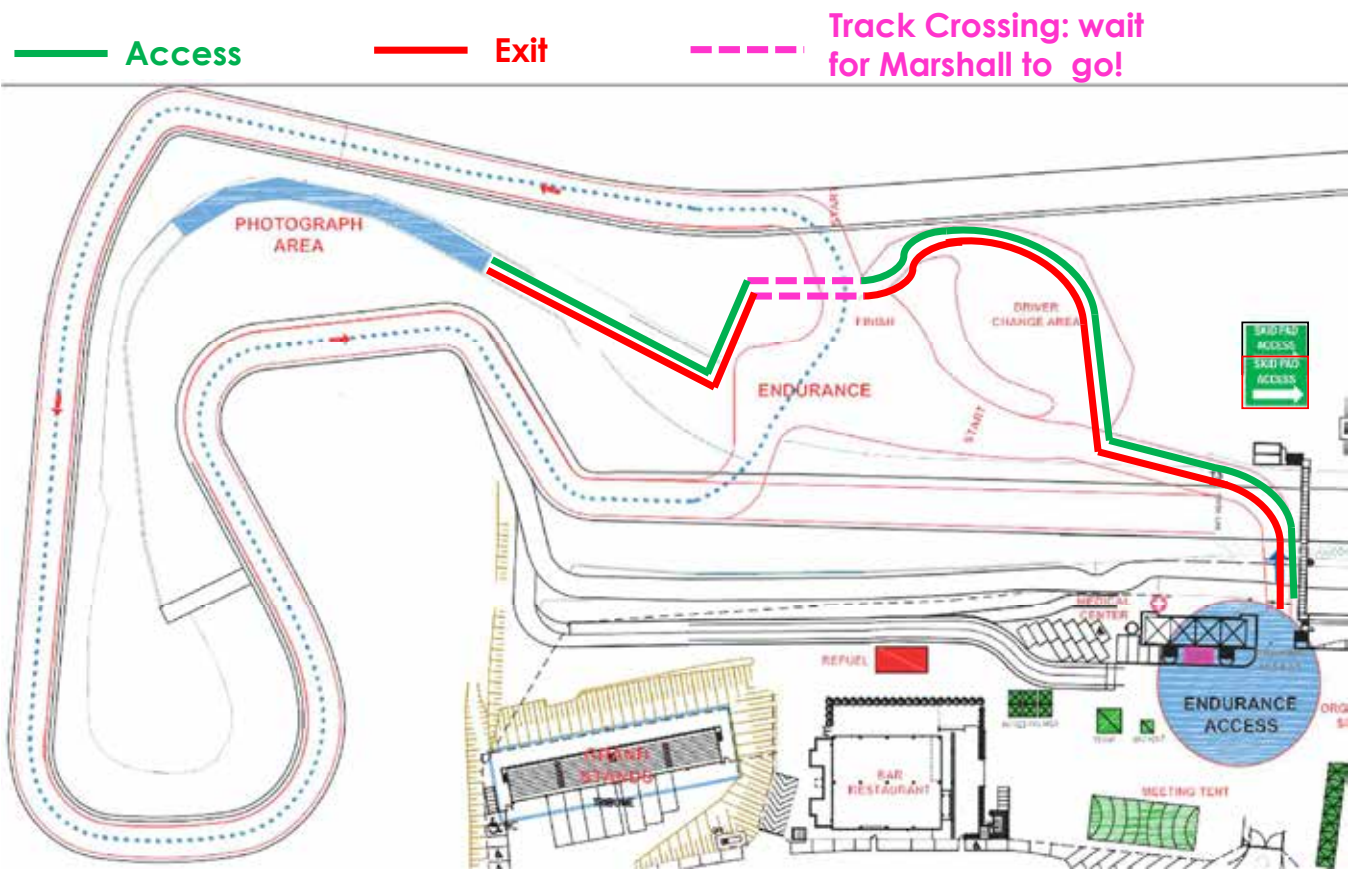
Following the established starting order, the starter will instruct the vehicles to be ready and line up at the entrance of the track.

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.



— Access — Exit - - - - - Track Crossing: wait for Marshall to go!

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.

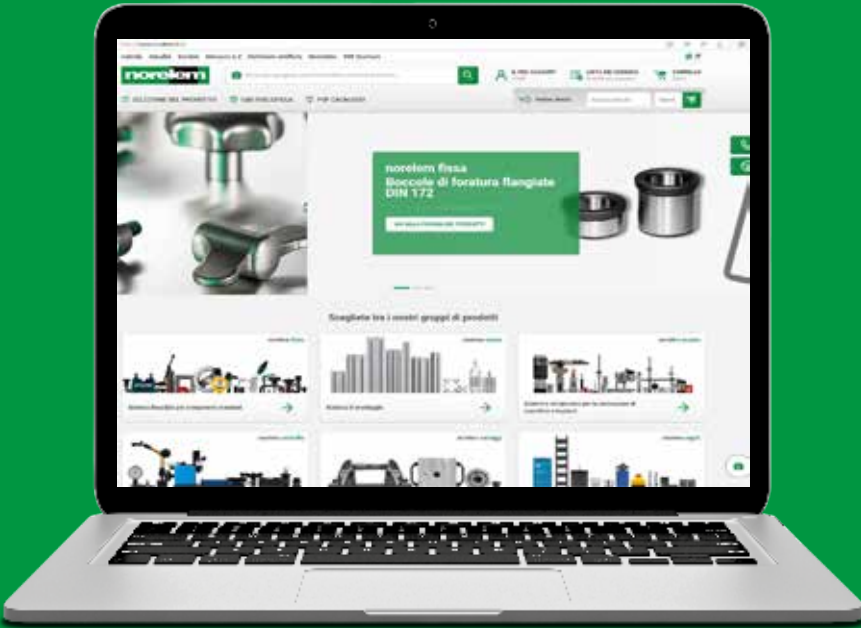
Additional Endurance Penalties

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.



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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 2026 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.

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 1st, 2026, 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 2nd, 2026 from 15:00 - Teams’ departure: Monday, September 7th, 2026 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 2 nd , 2026.
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 be 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.

The use of loudspeakers, sound systems, or any other sound amplification devices that may generate noise capable of disturbing nearby areas or surrounding residential properties is prohibited.

In particular, during nighttime hours (00:00 – 06:00), any amplified sound emission that exceeds the limits established by the applicable legislation on noise pollution (Law No. 447/1995 and Prime Ministerial Decree of 14/11/1997) is strictly prohibited, with reference to the differential criterion of +3 dB(A) above the residual noise level.

In any case, noise emissions must not exceed 45 dB(A) when measured in proximity to neighboring residential buildings.

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

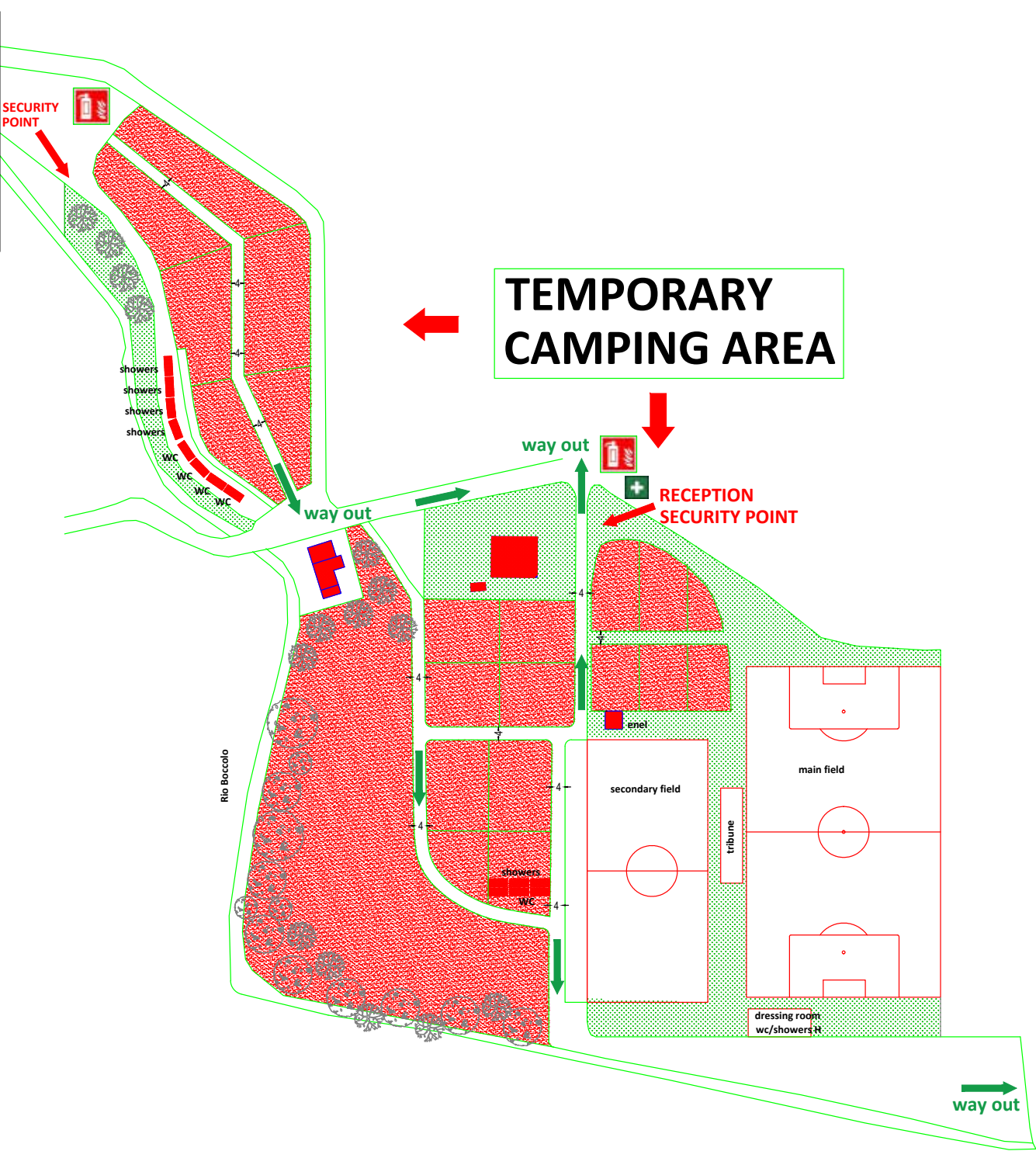
Please be sure to take some useful electrical equipment for the connection to the electrical boards; i.e. industrial plugs, electrical extensions.

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.

Camping map





The Art of Motorsport



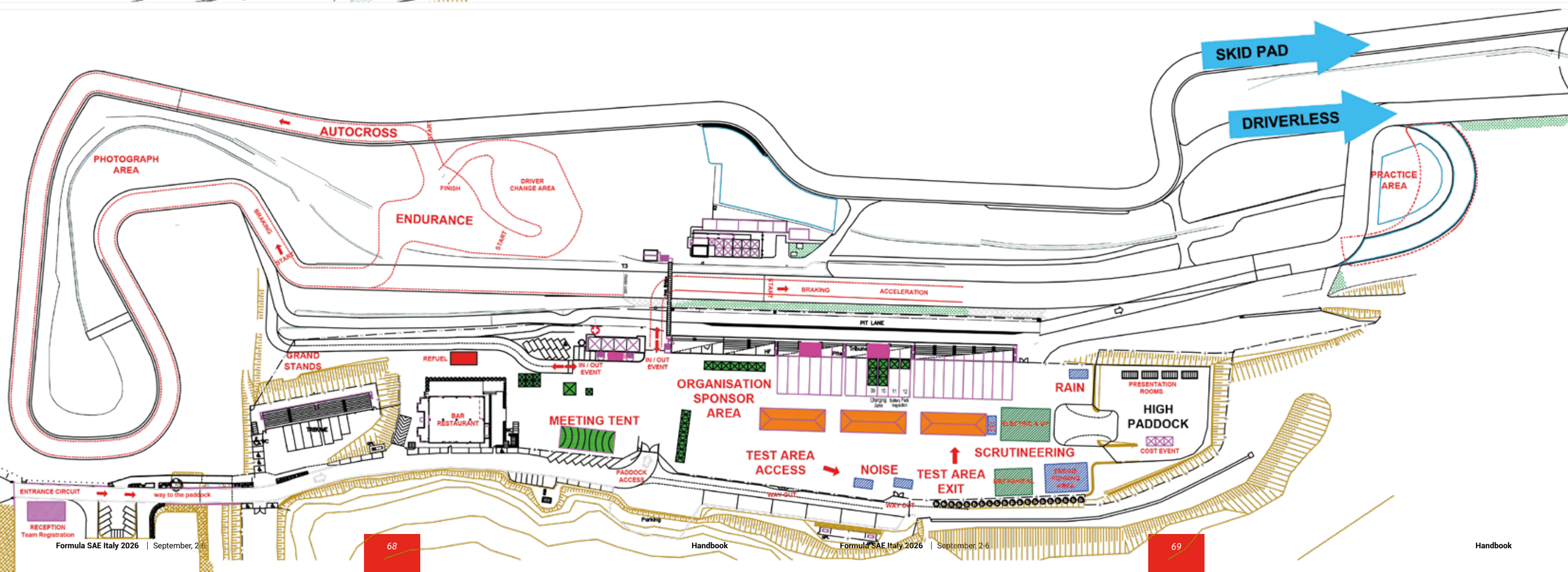
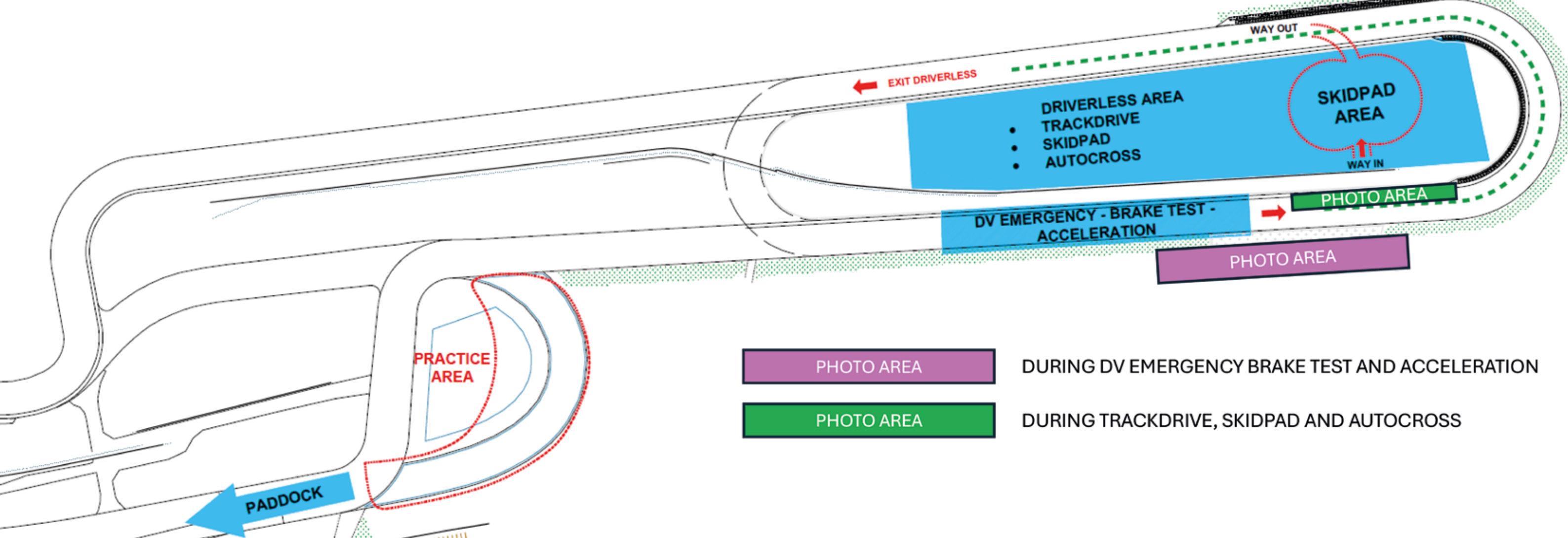
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Thank you!



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