

**FORMULA STUDENT**  
ALPE ADRIA

**COMPETITION  
HANDBOOK**

2026





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# CHANGELOG

| Release date | Notes                                      | Version |
|--------------|--|---------|
| 15.01.2026.  | Official Competition Handbook 2026 Release | 1.0     |

# ABBREVIATIONS

|             |                                  |               |   |
|-------------|----------------------------------|---------------|---|
| <b>AED</b>  | Automated external defibrillator | <b>EDE</b>    | Engineering Design Event                |
| <b>BOM</b>  | Bill of Material                 | <b>EDR</b>    | Engineering Design Report               |
| <b>BOTS</b> | Brake Over-Travel Switch         | <b>ESF</b>    | Electrical System Form                  |
| <b>BPDD</b> | Business Plan Deep Dive          | <b>ESO</b>    | Electrical System Officer               |
| <b>BPES</b> | Business Plan Executive Summary  | <b>ESOQ</b>   | Electrical System Officer Qualification |
| <b>BPP</b>  | Business Plan Presentation       | <b>EV</b>     | Electric Vehicle                        |
| <b>BPPV</b> | Business Plan Pitch Video        | <b>HSD</b>    | Hybrid System Description               |
| <b>BSPD</b> | Brake System Plausibility Device | <b>HY</b>     | Hybrid Vehicle                          |
| <b>CBOM</b> | Costed Bill of Material          | <b>HV</b>     | High Voltage                            |
| <b>CM</b>   | Cost and Manufacturing           | <b>IAD</b>    | Impact Attenuator Data                  |
| <b>CPR</b>  | Cardiopulmonary resuscitation    | <b>IC</b>     | Internal Combustion                     |
| <b>CRD</b>  | Cost Report Documents            | <b>R2D</b>    | Ready-to-Drive                          |
| <b>CV</b>   | Combustion Vehicle               | <b>R2R</b>    | Ready-to-Race                           |
| <b>DBOM</b> | Detailed Bill of Material        | <b>SE3D</b>   | Structural Equivalency 3D Model         |
| <b>DDT</b>  | Deep Dive Topic                  | <b>SES</b>    | Structural Equivalency Spreadsheet      |
| <b>DNF</b>  | Did Not Finish                   | <b>TMRF</b>   | Team Member Registration Form           |
| <b>DR</b>   | Drivers' Registration            | <b>TS(AL)</b> | Tractive System (Active Light)          |
| <b>DSS</b>  | Design Spec Sheet                | <b>VSV</b>    | Vehicle Status Video                    |



# I. GENERAL INFORMATION

## GDPR

In relation to the **Formula Student Alpe Adria (FSAA)** event, the organizers collect **personal data**, including names, contact details, and administrative information, to manage participation, coordinate organizational matters, and provide access to the event venue.

Photographs and videos of participants may be taken during the event. By taking part, you agree that FSAA may use, share, publish, or reference such images and recordings for public-facing purposes, such as promotional or informational activities.

FSAA handles all personal data in compliance with **Regulation (EU) 2018/1725**.

## I.1 EVENT INFORMATION

**Formula Student Alpe Adria (FSAA)** is an official Formula Student competition held in Croatia.

**FSAA 2026** will feature two classes: **CV (Including HY)** and **EV**. Hybrid vehicles are a part of the CV category.

The 2026 competition will take place from **August 18 to August 23, 2026**, at the **Bugatti Rimac Test Track in Mičevac, Croatia**. **Camping access** will be available from **August 16**, while access to the **track** will be available from **August 17**. Further information, including the detailed event schedule, site layout, and registration procedures, will be published closer to the event date.

**All teams must be registered on both the official FSAA and Formula Student Germany (FSG) websites.**

[FS Alpe Adria Website](#)

[FS Germany Website](#)

The **official language** of the competition is **English**.

## PARTICIPATING TEAMS

For FSAA 2026, a total of 25 CV (including HY) and 45 EV team slots are available, along with an additional 10 Alumni team slots.

## COMPETITION VESTS

Each team will be issued four **(4) dynamic vests**, which must be worn at all times within the **dynamic area**. The only exception applies to drivers while wearing their **driver equipment**. In such cases, the driver's vest must be securely attached to the push bar and remain clearly visible at all times.



Team members wearing media vests are permitted to perform media duties only (photography and filming) and must remain within designated **Media Zones**. Failure to comply with this rule will result in **penalties**.

## **I.2 DATA LOGGERS**

The information about Data Loggers used will be provided before the competition.



## II. REGISTRATION AND ELIGIBILITY

As specified in Section I.1, FSAA 2026 offers a total of 25 CV (including HY) and 45 EV team slots, in addition to 10 Alumni team slots.

### II.1 PAYMENT POLICY

The **registration fee** for **FSAA 2026** is **€4,500 per team**. This fee covers participation for up to 15 team members, campsite access, and track usage. **Each additional team member** is subject to an additional fee of **€100**.

The registration fee for **Alumni teams** is **€500 per team**. This fee covers participation for up to **10 team members**. All members of an Alumni team **must also be registered as volunteers** during the event.

Teams interested in participating as an Alumni team are kindly requested to contact the organizers at [hello@fs-alpeadria.com](mailto:hello@fs-alpeadria.com).

Teams confirmed as registered after the publication of registration results must pay the **full registration fee by February 4, 2026 (2026/02/04)** to the bank account specified below.

**Failure to receive payment by this deadline**, without prior written communication with the organizers, will result in **deregistration** from the competition. In such cases, the team's slot will be offered to the next team on the waiting list.

Teams requiring an invoice for university payment purposes must contact the organizers in advance at [hello@fs-alpeadria.com](mailto:hello@fs-alpeadria.com).

### PAYMENT AND BANKING DETAILS

Kapucinski Trg 2, Varaždin, Croatia

FS Alpe Adria 2026

Privredna Banka Zagreb d.d.

IBAN: HR8523400091111075208

VAT: HR05653082438

SWIFT: PBZGHR2X

**In the field payment description, please state the name of your UNI and Team name.**

## II.2 REFUND POLICY

If a team **withdraws** from or is **deregistered** from the competition **before May 15th, 2026**, **75% of the registration fee** will be refunded.

## II.3 2025 TOP FINISHERS

Combustion Vehicle (CV):

- Aristotle Racing Team
- FH-Dortmund Race-ing
- Blue Streamline

Electric Vehicle (EV):

- TU Graz Racing Team
- Campus Tirol Motorsport
- High Speed Karlsruhe

vFSAAIII:

- PG Racing Team
- PolSI Racing Team
- Dynamics UPC Manresa

## III.4 RESERVED ENTRIES

Three (3) team slots in each competition category are reserved for the **top-finishing teams of FSAA 2025**.

All teams from **Croatia, Slovenia, Bosnia and Herzegovina**, and **Serbia** are guaranteed entry.

In addition, the following teams have been granted reserved entry in recognition of their contribution to the Formula Student community:

- **Rennteam Stuttgart**, due to its reward at the Formula Student community event.
- **Arrabona Racing Team**, in recognition of its exceptional volunteer support in the campsite during FSAA events.

## III.5 FSAA 2026 QUIZ REGISTRATION

The **registration quiz** will take place on January 30th, 2026, at 5:00 PM (CET) and will remain open for **45 minutes**. This year's registration Quiz will be hosted in collaboration with **Formula Student Poland** and the link to the Quiz will be available on both **FSAA** and **FSP** platforms.

The quiz is organized jointly by Formula Student Poland (FSP) and Formula Student Alpe Adria (FSAA). To be eligible to participate, Teams must complete the following **mandatory steps** before the quiz day:

- **Register on the platform** of the event in which they intend to participate. If a team intends to participate in both FSP and FSAA, they must register on **both platforms using the same email address, team name, and university name**
- **Create the account(s) at least 24 hours before** the registration quiz
- **Participate in the joint FSAA & FSP registration quiz**, scheduled on **January 30th, 2026, at 5:00 PM (CET)**
- You will be asked about your desired event to participate: **select your participation option** in the Registration Quiz

### III.6 ACCOUNT CREATION

**IMPORTANT:** All previously created accounts have been deleted. Only accounts created after the publication of the Handbook are valid for use.

#### 1. Create an Account

To create an account, visit the [FSAA login website](#) or click the “**user**” icon. From there, select the **Register** button or use the provided [registration link](#) to begin the process.

#### 2. Complete the Account Information

The team leader must fill in all required information to create the account. This account will be used to register the team and upload all necessary documents for the upcoming event.

#### 3. Activate Your Account

After submitting the information and clicking **Register**, the team leader will receive a confirmation email containing an activation link. Clicking this link will activate the account. From that moment, the team leader can log in using the FSAA login page.

#### 4. Register Your Team

Once the account is activated, it is **mandatory to register your team**.

- On the team leader’s account, navigate to **Team Info → Register your team**.
- Click the button to open the registration page.
- Complete the form carefully and accurately with the required information.
- After filling out the form, click **Update Team Info** to officially register your team.

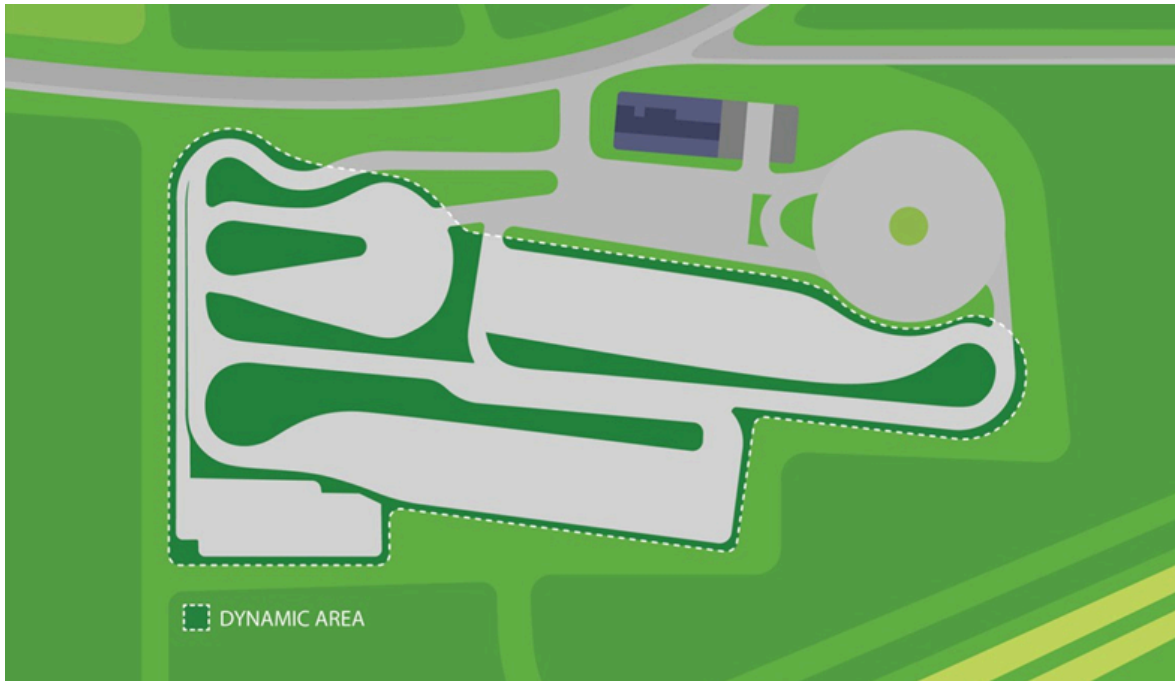
#### 5. Confirmation

If all submitted information appears correctly on the team leader’s account, the registration has been completed successfully.



### III. TRACK AND ACCOMMODATION

Track: Bugatti Rimac Test Track, Mičevac, Velika Gorica ([Location](#))



The racing track is a potentially dangerous environment; therefore, safety is the highest priority at FSAA!

All participants must be aware of these risks and are required to understand and comply with all applicable rules and recommendations. Any violation of event rules may result in penalties, disqualification, or other sanctions imposed by FSAA officials.

## IV. EMERGENCY INFORMATION

### IV.1 SAFETY

#### MINOR INJURY

**Medical Centre** – In the event of a minor injury (e.g. shallow cuts, minor bruising), please accompany the injured person to the Medical Centre, where first aid will be provided. The Medical Centre is available every day during the event.

#### SEVERE INJURY

**Immediate Action Required** – If a person is severely injured and requires urgent medical assistance, call the emergency services immediately. The emergency number for both landline and mobile phones is **112** (see emergency call information below). Emergency services can be contacted in English. If you are trained in first aid, provide assistance to the best of your ability. Notify the organizers at the **Info Point** as soon as possible.

#### BEHAVIOUR IN CASE OF REGULAR FIRES

(FUEL, OIL, PAPER, WOOD, ETC.)

In the event of a regular fire, immediately call for assistance by locating an official with a radio or by dialing **112**. Assist any injured persons in leaving the area and provide first aid if you are able. Attempt to extinguish the fire only if it can be done without putting yourself at risk. If an electrical device is involved, disconnect its power before attempting to fight the fire. If the fire cannot be controlled, evacuate the area and instruct others to do the same, then wait for firefighters and emergency services to arrive.

#### BEHAVIOUR IN CASE OF ACCUMULATOR FIRES

In the event of an accumulator fire, immediately evacuate the area within a **5-meter radius** and instruct others to do the same. Assist injured persons in leaving the danger zone if it can be done safely. Do not attempt to extinguish an overheated accumulator, as it poses extreme danger. Fire extinguishers may be used from a safe distance to limit the spread of the fire. Provide first aid if possible, but **do not give water or food to the victim(s)**. Call for help by contacting an official with a radio or by dialing **112**, and wait for firefighters and emergency services to arrive. Stay clear of fumes coming from the accumulator or vehicle, and pay attention to wind direction.

#### BEHAVIOUR IN CASE OF ELECTRIC SHOCK

Call for medical help immediately by finding an official with a radio or by calling **112**, preferably in parallel with the steps below. Press one of the emergency shutdown buttons and wait until the **TSAL** switches off (this may take up to 5 seconds). Talk to the

victim to assess their condition. If you must move them away from a live contact, insulate yourself by wearing dry gloves (mandatory for every EV push-bar) or covering your hands with multiple layers of cloth, and use the **HV isolation blanket** to cover potential contact paths. Watch your footing to avoid slipping, and **do not move the victim** if a neck or spinal injury is possible unless they are in immediate danger. Do **not give water or food**. If the victim is not breathing, move them to solid ground and start **CPR** immediately, and ask a bystander to locate an official with an **AED**. Cover burns with a sterile dressing; electrical burns may be deeper than they appear. Keep the victim comfortable, warm, and at rest, monitoring their breathing until emergency services arrive. Be aware that **ventricular fibrillation can occur several minutes after a shock**.

## IV.2 EMERGENCY SERVICES

In case of an emergency, please call one of the numbers listed below. Those numbers are available 24/7.

General emergency number: 112

Ambulance emergency number: 194

Firefighters' emergency number: 193

Police emergency number: 192

Hospital:

[University Hospital Centre Zagreb](#)

Ulica Mije Kišpatića 12, 10000, Zagreb, Croatia



## V. RULES AND GUIDELINES

At FS Alpe Adria 2026, the safety of participants, volunteers, and spectators is a top priority. These guidelines have been established to inform teams of potentially unsafe practices in the pits and dynamic areas and to help ensure an accident-free event.

### V.1 OFFICIAL RULES

The **official rules** of the competition are **Formula Student Rules 2026 (v1.1)** also referred to as **FS Rules 2026**. They can be found on the **FS Germany [website](#)**. In case of **dispute** between this handbook and FS Rules 2026, rules in **this handbook supersede** any other rules and regulations. The **officials reserve the right** to make a **final decision**.

### SCORING

The competition's scoring system is **based on** the **Formula Student Rulebook** with **exceptions and modifications** outlined in this **handbook**.

| FSAA 2026 Scoring          | CV & EV            |
|----------------------------|--------------------|
| <b>Static Events:</b>      |                    |
| Business Plan Presentation | 75 points          |
| Cost and Manufacturing     | 100 points         |
| Engineering Design         | 150 points         |
| <b>Dynamic Events:</b>     |                    |
| Skid Pad                   | 75 points          |
| Acceleration               | 75 points          |
| Autocross                  | 100 points         |
| Endurance                  | 325 points         |
| Efficiency                 | 100 points         |
| <b>Overall</b>             | <b>1000 points</b> |

### OFFICIAL PROTEST

If any disputes shall arise, teams can **submit** a **written complaint** at any time via the **email: [protest@fs-alpeadria.com](mailto:protest@fs-alpeadria.com)**. Complaints must be submitted **within 2 hours** of the alleged dispute, or **within 30 minutes** for **dynamic disciplines**.

The complaint will be processed **within 24 hours** of submission. Complaints that don't include all necessary information - such as **car#, team name, university name, car**



classification, team captain info, clearly outlined complaint, to which rules, and regulations it applies - will be dismissed.

If the formal protest is **rejected**, the team will **forfeit 15 points** from their overall score.

## V.2 EVENT RULES

### BEHAVIOUR

The possession or use of **alcohol, illegal drugs, weapons, or other prohibited items** is **strictly forbidden** on the event site during the competition. The use of **motorcycles, quads, bicycles, skateboards, scooters, rollerblades, self-propelled pit carts, toolboxes, tire carriers, or similar transport devices** is also prohibited in the pit area. FSAA staff may use such transport when necessary for event operations; if you observe **unsafe use by staff**, please report it to the **Info Point** immediately.

### ALCOHOL

The **consumption of alcohol** is strictly prohibited on the event site. **Random breathalyzer tests** may be conducted throughout the event to ensure compliance.

### TRASH

Teams are responsible for keeping their **pits clean at all times**. Trash bins are available throughout the pit area and near the campsite. All waste, including broken parts, old furniture, worn-out tires, or other discarded materials, must be properly **disposed of**. **Nothing may be left behind** at the end of the event.

### FIRES AND SMOKING

**Open fires** are strictly prohibited on the event site, including BBQ grills, oxy-acetylene torches, heaters, and cigarettes. Smoking is prohibited in the **dynamic area, all buildings, and the pit area**. Smoking is **permitted only in designated areas** clearly marked with signs.

### WORKING ON THE VEHICLE

The use of electrically powered tools that may produce sparks (e.g., angle grinders, welding equipment) is **permitted only in the designated welding area**. **Safety glasses** are required while using any powered tools, and **ear protection is recommended**. All team members working on the vehicle in the dynamic area or during scrutineering must wear **closed shoes** and **appropriate long trousers** (stretch and nylon pants are not permitted). For welding, only use the power outlet marked for welding, and operate **no more than one welding machine at a time**.

### RUNNING ENGINES

Internal combustion engines (IC) may only be operated in the **designated engine test area** after the vehicle has passed scrutineering. For electric vehicles (EV), placing the

vehicle in **ready-to-drive mode** is permitted only in the designated engine test area after scrutineering. All procedures must be carried out in accordance with **Rule A 6.10**.

### ACCUMULATORS

When the vehicle is not being worked on and the **accumulator** is installed, the vehicle must be **on the ground with all wheels mounted** and easily movable to allow unobstructed removal from the pits. The **pit exit must be kept clear** at all times.

If the accumulator is inside the team's pit on a hand cart, it must be stored by the unobstructed pit exit, with the handle facing outward. A **mandatory resting area** will be provided at the event, where the accumulator must be stored for at least **60 minutes after charging** before being installed in the vehicle.

### FIRE EXTINGUISHERS

Fire extinguishers must always be **immediately accessible**, and all team members should be familiar with their proper use. Teams are strongly encouraged to have additional fire extinguishers (dry chemical or dry powder) in their pits and near their camping spot.

### READY-TO-RACE (R2R)

The ready-to-race condition demands that a vehicle must be fully assembled, with all the bodywork and fluids filled up to the maximum fill level, in complete and finished condition.

### READY-TO-DRIVE CONDITION (R2D)

The ready-to-drive condition demands that a vehicle must be in R2R condition and with a driver inside of the vehicle using the required driver's equipment.

### DRIVING PRACTICE

Driving practice is only allowed during the designated times in the Practice Area.

**REMEMBER: USE THE KILL SWITCH in case of an engine or brake malfunction!**



| No. | Abbreviation    Document                        | Category | Deadline   | Re-upload deadline (days) | Daily penalty points | Last submission deadline | Document format/ upload to |
|-----|---|----------|------------|---------------------------|----------------------|--------------------------|----------------------------|
| 1.  | IAD    Impact Attenuator Data                   | All      | 2026/03/14 | 7                         | 15                   | 2026/03/13*              | FSG website**              |
| 2.  | SES    Structural Equivalency Spreadsheet       | All      | 2026/03/14 | 7                         | 15                   | 2026/03/13*              | FSG website**              |
| 3.  | SE3D    Structural Equivalency 3D Model         | All      | 2026/03/14 | 7                         | 15                   | 2026/03/13*              | FSG website**              |
| 4.  | ESF    Electrical System Form                   | EV       | 2026/03/28 | 7                         | 15                   | 2026/03/27*              | FSG website**              |
| 5.  | HSD    Hybrid System Description                | HY       | 2026/04/18 | -                         | 10                   | 2026/04/25               | zip/FSAA website           |
| 6.  | BPES    Business Plan Executive Summary         | All      | 2026/06/13 | -                         | 5                    | /                        | pdf/FSAA website           |
| 7.  | BPPV    Business Plan Pitch Video               | All      | 2026/06/13 | -                         | 5                    | /                        | Include in BPES            |
| 8.  | DSS    Design Spec Sheet                        | All      | 2026/06/13 | -                         | 5                    | /                        | xlsx/FSAA website**        |
| 9.  | EDR    Engineering Design Report                | All      | 2026/06/13 | -                         | 5                    | /                        | pdf/FSAA website           |
| 10. | BPDD    Business Plan Deep Dive                 | All      | 2026/6/20  | -                         | 5                    | /                        | pdf/FSAA website           |
| 11. | CRD    Cost Report Documents                    | All      | 2026/07/25 | -                         | 10                   | /                        | zip/FSAA website           |
| 12. | VSV    Vehicle Status Video                     | All      | 2026/07/25 | 2                         | 15                   | 2026/07/27*              | link/FSAA website          |
| 13. | ESOQ    Electrical System Officer Qualification | EV       | 2026/07/25 | -                         | 10                   | 2026/08/01*              | pdf/FSAA website           |
| 14. | DR    Drivers' Registration                     | All      | 2026/07/25 | -                         | 10                   | /                        | FSAA website**             |
| 15. | TMRF    Team Member Registration Form           | All      | 2026/07/25 | -                         | 10                   | /                        | FSAA website**             |

\*If the team fails to upload the document by the last submission date, they will be de-registered.

\*\* Template available



## V.3 DOCUMENT UPLOAD

The maximum file size for each document that is uploaded to the FSAA website must not exceed **50 MB**. Teams are responsible for ensuring their documents are uploaded successfully. If an upload fails, please contact the organizers immediately. Please note that upload speeds may be slower close to the deadline.

Teams on the waiting list are also required to upload all documents by the stated deadlines.

### DOCUMENT NAMING

All the documents have to be named in the following format:

Car#\_documentabbreviation\_documentversion

Example:

E69\_EDR\_v2

. \*Document version is necessary only in the case of a re-upload (v2, v3...)

\*\*Car# should be 3 characters long, ### for CV and E## for EV

Document abbreviations can be found in the document submission deadline table on page 15.

Non-accepted documents will be awarded 0 points and may additionally receive penalty points due to late submission. Re-uploads may result in up to 10 penalty points.

### SUBMISSION DEADLINE

All documents and links must be uploaded to the FSAA website by **13:00 CE(S)T** on the stated deadline day. Documents that are required to be uploaded to the FSG website **do not need** to be uploaded to the FSAA website.

If a team fails to submit **IAD, SES, SE3D, ESF, and VSV** documents by the final deadline, the team will be de-registered from the competition. Re-upload days are intended **only for corrections requested by the organizers**. The team will be notified via email, and the countdown for re-upload deadlines starts from the time the email is sent. Daily penalty points will be applied for late re-upload submissions. For all documents related to static disciplines, the team may receive penalty points **up to the maximum possible points** for the respective discipline.

Penalty points will be deducted from the overall score.





## VI. TECHNICAL AND SAFETY INSPECTION

### VI.1 GENERAL INFORMATION

All vehicles must adhere to the **latest version of FS Rules**. **Note:** For FS Alpe Adria 2026, all **accumulators must comply** with either **2025 v1.1** or **2026 v1.1** version of **EV5.8**. The vehicle must pass the Technical and Safety Inspection (also referred to as Scrutineering) before being allowed to the Engine Running Area, Practice Area, or take part in the dynamic disciplines. All vehicles (CV & EV) must pass the following inspections:

| CV  | EV                                  |         |
|---|-------------------------------------|---------|
| Pre-Inspection & Driver Egress  |                                     |         |
| Mechanical Scrutineering; including Hybrid inspection (if applicable) | Mechanical Scrutineering            | Phase 1 |
|   | Electrical Scrutineering            |         |
|   | Accumulator Scrutineering (LV & HV) |         |
| Vehicle Weighing  |                                     | Phase 2 |
| Tilt Test   |                                     |         |
| Noise Test  | Rain Test                           |         |
| Brake Test  |                                     |         |

Teams must complete each phase before proceeding to the next. Event technical inspection stickers will be placed on the nose of the vehicle. If a vehicle is found to be non-compliant with the rules, officials will mark the vehicle's technical inspection status **as fail**, remove the respective sticker(s), and record the reason on the technical inspection sheet.

Time slots and the queue for scrutineering will be determined by the chronological submission of the **Vehicle Status Video (VSV)**. The final time slot table will be published on the competition website **7 days before the event**. Teams not finished with scrutineering during their assigned slot must leave the area and re-enter the queue later. Teams arriving more than **15 minutes late** for their slot will forfeit it, which will then be assigned to the next team in the queue.

The Charging Area provides the following connectors: **400 V, 50 Hz, 3phase CEE charging connectors (3L+N+PE 6h) with 16 A and 32A** as well as **230V, 50Hz, 1phase CEE 7/3 “Schuko”**.

## VI.2 SCRUTINEERING

### PRE-INSPECTION

The pre-inspection must be completed before the mechanical inspection. It will take place in the pits and will include a check of **driver egress**.

### MECHANICAL SCRUTINEERING

**NOTE:** A maximum of **four team members**, including the tallest registered driver, are allowed to enter the technical inspection area.

For EV teams, the **TS accumulator must be outside the vehicle**. Mechanical scrutineering can be performed in parallel with the accumulator inspection.

Officials reserve the right to inspect any vehicle at any time during the event.

### ELECTRICAL INSPECTION [EV ONLY]

Electrical scrutineering is divided into **Low Voltage (LV)** and **High Voltage (HV)** inspections. The LV inspection may be conducted in parallel with the accumulator inspection or before the accumulator inspection is completed, provided that the accumulator remains outside of the vehicle.

### ACCUMULATOR SCRUTINEERING

Must be done before HV electrical inspection.

### NOISE TEST

The functionality of the **BSPD** system will be checked in the noise test area. After passing this test, the **airtightness of the intake system** will be verified by closing off the inlet; the engine must stall to pass the test.

### BRAKE TEST

The **Brake On The Stand (BOTS)** will be checked according to **FS Rules 2026 (T 6.2)**. The brake system will also be dynamically tested and must demonstrate the ability to lock all four wheels simultaneously and bring the vehicle to a stop in a straight line at the end of the acceleration run specified by the brake inspectors. A maximum of **half a rotation difference** between the front and rear axles is allowed.

## VII. STATIC EVENTS

### VII.1 BUSINESS PLAN PRESENTATION EVENT

The Business Plan must relate to the team's vehicle or a specific component (tangible or intangible). It may also focus on a service or product that originates from, or utilizes aspects of, an FS vehicle.

Teams may be deducted points if they do not complete their presentation within the assigned **10-minute timeframe** (replacing FS Rules S 2.2.5). Each team is allowed **5 minutes of preparation** beforehand. The presentation will be followed by a **5-minute Q&A session**.

The **FSG2026 rule** under section **S2.1.2** is **not going to be applied** according to FSAA BPP regulation.

The BPP Finals will feature up to **6 teams** (CV or EV) and will be held on the following day. The scoring formula for non-finalist teams is calculated as follows:

$$\text{BPP NON-FINALIST SCORE} = 71 \left( \frac{P_{\text{team}}}{P_{\text{minf}}} \right)$$

$P_{\text{team}}$  - team's score in the initial judging

$P_{\text{minf}}$  - score of the lowest scoring finalist team in the initial judging

The final score will be calculated from the intermediate score through normalization and scaling.

### BPP DOCUMENTS

**Business Plan Executive Summary (BPES)** – A one-page (DIN A4), single-sided electronic document summarizing the team's Business Plan. The header or footer must include the **Team Name**, **Car#**, **University Name**, and a **hyperlink to the BPPV**. Graphics and pictures are allowed. The BPES is intended to prepare potential investors for the team's presentation and to familiarize them with the business idea. It should contain all relevant data and present investors with the **crucial information** regarding the Business Plan.

**Business Plan Pitch Video (BPPV)** – A video of **60 to 90 seconds** linked in the header or footer of the BPES. The video must be viewable by judges without any additional software (a YouTube link is recommended). It should include the **Team Name**, **Car Number**, **Company Name**, and the business idea. It is recommended to cover: what you are seeking from investors, what you offer in return, the target customer, and the crucial information that effectively communicates your product's **Unique Selling Proposition (USP)**.

**Business Plan Deep Dive (BPDD)** - The **Deep Dive Topic (DDT)**, along with detailed instructions, will be announced on the FSAA website. Teams will have **7 days** to research the topic and submit a report. The document must be between **4 and 7 pages** (DIN A4, font size 12).

The DDT report does **not** need to be included as part of the BPP; however, teams may choose to include it at their discretion. The final document must be uploaded to the **competition website**.

Points may be deducted for failing to follow instructions or rules stated in this handbook. FS Rules (**S 2.1.1, S 2.2.5, S 2.2.6, S 2.3, S 2.4**) do **not apply**; only the rules in this handbook should be followed.

## VII.2 COST AND MANUFACTURING EVENT

Prior to the event, teams must upload **three Cost Report Documents (CRD)** to the FSAA website by the specified deadline. All documents must be submitted together in **one zip file**.

During the event, a **45-minute discussion** with the judges will take place next to the team's vehicle. The discussion is divided into three parts:

### BILL OF MATERIAL (BOM) DISCUSSION (PART 1)

This session evaluates the team's ability to prepare an accurate engineering and manufacturing BOM for the complete vehicle. It consists of two simultaneous parts, assessed by two judges:

- Bill of Material (BOM)
- Costed Carbonized Bill of Material (CCBOM) and Cost explanation file

### REAL CASE (PART 2)

TBD

### COST UNDERSTANDING (PART 3)

This session evaluates the team's general knowledge of manufacturing costs.

### COST REPORT DOCUMENTS (CRD)

The CRD consists of the following documents, which must be uploaded **together as one zip file** to the FSAA website:

- **The BOM and CCBOM** - created online on the FSG website and uploaded as a PDF to the event website
- **The Supporting Material File** - uploaded as a PDF file to the event website



- **The Cost and Emissions Explanation File** - uploaded as a **PDF** file to the event website

**Bill of Material (BOM):** The BOM is a **sorted list of every vehicle part**. It must include all parts and equipment fitted to the prototype vehicle at any time during the event. The BOM is structured according to **FS Rules (S 2.4)**.

**Costed Carbonized Bill of Materials (CCBOM):** The CCBOM must detail the **manufacturing and assembly processes, actual costs, and greenhouse gas emissions** for a specific system.

For **FS Alpe Adria 2026**, teams are required to submit the CCBOM for the **“Engine and Tractive System.”**

### VII.3 ENGINEERING DESIGN EVENT

Teams must submit a **Design Spec Sheet (DSS)** and an **Engineering Design Report (EDR)** online via the competition website by the required deadlines.

#### SCORING (CV & EV):

| Category                               | Points |
|--|--------|
| Aerodynamics                           | 24     |
| Chassis and Ergonomics                 | 24     |
| Electrical and Control Systems         | 24     |
| Overall Vehicle Concept and Management | 24     |
| Powertrain                             | 24     |
| Vehicle Dynamics                       | 24     |
| EDR                                    | 6      |

The **final Engineering Design score** will be calculated from the intermediate score using **normalization and scaling**.

The evaluation process will last **40 minutes per team**, including **5 minutes for judges to summarize comments** and a **15-minute break** between teams. For the finals, evaluation will take **30 minutes per team**, with a **15-minute break** between finalists. If a hybrid powertrain system is present in the vehicle, it will also be evaluated as part of the EDE.

The **Engineering Design Finals** will feature **6 teams** (CV or EV) and will be held the following day.

The **objectives, vehicle condition, and judging criteria** for the Engineering Design Event will follow **FS Rules 2025 Section S 3**, except for rules **S 3.1.3, S 3.4.7, and S 3.7.2**, which do not apply.

## VII.4 HYDROGEN CONCEPT CHALLENGE

The Hydrogen Concept Challenge is an optional, non-dynamic challenge introduced at FS Alpe Adria 2026. The objective of the challenge is to explore and promote innovative hydrogen-based concepts relevant to Formula Student vehicles, powertrains, infrastructure, or related systems.

Detailed rules, evaluation criteria, deliverables, and scoring (if applicable) will be published in a later handbook update.

Teams interested in participating in the Hydrogen Concept Challenge are kindly requested to contact the organizers at [hello@fs-alpeadria.com](mailto:hello@fs-alpeadria.com).

## VIII. DYNAMIC EVENTS

### VIII.1 GENERAL

Each dynamic event in the schedule will have a **specific time slot**. Once a dynamic event concludes at the scheduled time, only teams that have **crossed the staging line** will be allowed to start their run. In the case of an unforeseen interruption (e.g., an incident on the track), officials reserve the right to **extend the event's end time**. The duration of any extension will depend on the length of the interruption, track conditions, and the overall schedule.

**[EV Only]** At least one **ESO** must always be present in the dynamic area during dynamic events. If the current driver is acting as the ESO, at least one of the other three team members must also be an ESO.

Due to **intense low afternoon sun**, it is highly recommended that drivers use **tinted visors** on their helmets.

The **Post-Event Technical Inspection** must be passed in order for a team to score points in the discipline.

### VIII.2 TEAM CAPTAINS AND DRIVERS' BRIEFINGS

The **Team Captains' briefing** will be held on **Day 1 and Day 2**. **Drivers' briefings** will take place on each day that a dynamic event is scheduled or when the practice area is open. **Attendance is mandatory** for all drivers scheduled for that day, as well as for the Team Captains. These briefings will cover **general event information** and **specific details** about the dynamic events of the day.

Each team may register a **minimum of four and a maximum of six drivers**. All drivers must be **registered** and hold a **valid driving license**. Teams are required to submit **copies of all registered drivers' licenses** prior to the event.

### VIII.3 DYNAMIC DISCIPLINES

#### ACCELERATION, SKIDPAD AND AUTOCROSS

For the **Acceleration, Skidpad, and Autocross events**, each team is allowed **four runs**, driven by **two drivers**, with **two runs per driver**. Each driver may choose to make their second run immediately after completing the first.

A run is considered **officially attempted** once the vehicle receives the **green flag** to start. If the vehicle stalls **before triggering the timing equipment**, it may be **pushed back for a re-start**, which is permitted **only once per run**. If the vehicle experiences difficulty starting, it must be pulled away for repairs, and the run will still be counted as attempted.

The **fastest completed run**, including any penalties, will be used to calculate the team's final score for the event.

A **re-run** may be granted under the following circumstances:

- The run is impeded by a **YELLOW FLAG** or **RED FLAG** caused by another team or any unforeseen circumstance **not caused by the team in question**,
- At the discretion of the officials, a re-run may also be approved due to **technical or organizational issues**.

The team will be notified by an official if a re-run is granted. It is the **team's decision** whether to accept the re-run. If accepted, the re-run must be performed **immediately**, and the corresponding initial run will be **excluded from scoring**.

## ENDURANCE

The **starting order** for the Endurance event is based on **Autocross qualification results** in **reverse order**. Event officials reserve the right to adjust the running order as necessary before or during the event to maintain **safe operations** and ensure the smooth flow of the event.

**NOTE:** Based on experience from past Formula Student events, sudden changes to the waiting queue due to **DNFs** are anticipated. To ensure **fair and equal conditions** for all teams, there will always be **at least 3 and a maximum of 4 cars** on the track. It is the **team's responsibility** to be ready for their turn and to be at least the **4th car in the queue**. If a team is **not ready** when the track marshal calls them to start, they will receive a **2-minute penalty** and run **out-of-order** if time permits. Teams are strongly advised to attend the queue on time.

During the driver change, only **4 team members**, including the **2 drivers**, are allowed in the dynamic area. For EV teams, **one of the 2 non-driver members must be an ESO**. No repairs or work may be performed on the vehicle during the event, except for **tire changes** due to weather or to accommodate the second driver.



If the vehicle has difficulty starting at the beginning of the Endurance, a few attempts will be allowed. If the driver cannot start the vehicle, it must be **pulled away for repairs**, and the team will **run out-of-order**.

#### VIII.4 OUT-OF-ORDER RUNNING

If a team fails to start their **Endurance run** when it is their scheduled turn, they may be allowed to run **out of order** at the **end of the event**. A **2-minute penalty** will be applied. This option is only available **if time permits**.

#### VIII.5 TRACK WALKS

**Track walks** will take place prior to the **Autocross** and **Endurance** events. During the track walk, only **analog measurement devices** and **handheld cameras** are permitted. Attendance is limited to the **day's drivers**, **one additional team member**, and **one press member per team**. **No personal motorized or self-propelled vehicles** (e.g., scooters, skateboards, bicycles) are allowed.

**Touching, moving, altering, or relocating cones** from their designated positions is **strictly prohibited** and will result in **immediate disqualification**.

**NO PERSONAL MOTORIZED OR SELF-PROPELLED VEHICLES (SCOOTERS, SKATEBOARDS ETC.) ARE ALLOWED ON THE COMPETITION SITE. DRONES OR OTHER AERIAL EQUIPMENT ARE STRICTLY FORBIDDEN (NO WARNINGS).**

**ANY VIOLATIONS OF THIS POLICY MAY LEAD TO DISQUALIFICATION.**





## IX. CONTACT INFO



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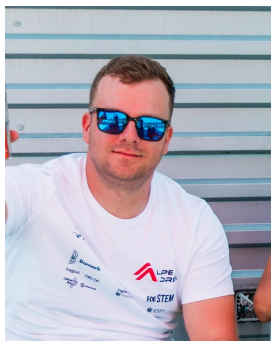
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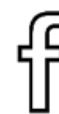
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