

FORMULA STUDENT

ALPE ADRIA

DRIVERLESS CHALLENGE SUPPLEMENTARY DOCUMENT 2026

powered by IPG Automotive

Version 1.1

FSAA 2026 — Driverless Challenge

CHANGELOG

This section summarizes the changes between versions of this document.

Section	Version	Change
All	1.0	Initial revision.
IV	1.1	Removed the 50 km/h speed cap. Added open testing in the test area for Driverless Challenge teams, including the possibility of a smaller Trackdrive on the test area.
V	1.1	Replaced the reduced driverless scrutineering with full scrutineering, based on the FSG Driverless Inspection Sheet for electric vehicles. Clarified that the Driverless Challenge is open to electric vehicles only, and that an EV competition vehicle carrying Driverless parts is inspected for the driverless-specific items only, after the official EV inspection.
VI	1.1	Replaced the Driverless System Description (DSD) with the Autonomous System Form (ASF), to be submitted at least two weeks before the competition. Aligned the Driverless Status Video (DSV) with the standard Vehicle Status Video (VSV) requirements.

I. INTRODUCTION

Formula Student Alpe Adria 2026 introduces the **Driverless Challenge, powered by IPG Automotive**, with the goal of welcoming teams developing autonomous capabilities into the FSAA paddock, without requiring full compliance with the complete Driverless inspection process.

This document is a **standalone supplementary document** for FSAA 2026 only. It applies in addition to the FSAA 2026 Competition Handbook and the Formula Student Rules 2026 (v1.1). Where this document and the FS Rules 2026 are silent, the standard rules apply. Where this document and the FSAA Competition Handbook differ, this document supersedes the handbook for matters concerning the Driverless Challenge. Starting with FSAA 2027, the Driverless Challenge will be integrated into the main Competition Handbook.

The Driverless Challenge is a separate competition category at FSAA 2026, with its own static and dynamic disciplines. Driverless Challenge results are ranked independently of the main FSAA 2026 standings and do not affect CV or EV standings. A single overall Driverless Challenge winner will be announced for FSAA 2026, see Section VII.

II. REGISTRATION AND ELIGIBILITY

II.1 PARTICIPATION

Participation in the Driverless Challenge is open to all teams. A team may participate in the Driverless Challenge in addition to its primary class (CV, including HY, or EV), or in the Driverless Challenge only. A team participating in a primary class must continue to fulfil all obligations for that class.

Vehicles entered in the Driverless Challenge must be electric vehicles. The Driverless Challenge at FSAA 2026 does not accept combustion vehicles. A team whose primary class is CV may still participate in the Driverless Challenge, provided the vehicle entered in the Driverless Challenge is a separate electric vehicle that complies with this document.

Registrations for the Driverless Challenge are still open. To enter, the team leader must send an email to **hello@fs-alpeadria.com** stating the intent to participate, the team name, the university name, the car number, and the primary class entered, if any (CV or EV). Confirmation will be provided by the organizers.

There are no chassis age limitations for the Driverless Challenge at FSAA 2026. All driverless-capable cars are eligible to participate, regardless of the year in which the chassis was built, provided that the vehicle complies with the technical and safety requirements set out in this document and the documents listed in Section III.

II.2 REGISTRATION FEE

The registration fee for the Driverless Challenge depends on the team's participation in the other FSAA 2026 classes:

Participation	Driverless Challenge Fee
Team participating in the Driverless Challenge only.	€1,000 per team
Team already competing at FSAA 2026 in one class (CV or EV).	€500 per team
Team competing at FSAA 2026 with both an EV and a CV.	Free

All standard FSAA 2026 registration and payment policies, as described in the FSAA 2026 Competition Handbook, remain in effect. Teams requiring an invoice for university payment purposes must contact the organizers in advance at hello@fs-alpeadria.com.

III. APPLICABLE RULES

The following documents apply, in order of precedence, to all aspects of the Driverless Challenge:

- This FSAA 2026 Driverless Challenge Supplementary Document.
- FSAA 2026 Competition Handbook.
- Formula Student Rules 2026 (v1.1).
- FS Driverless Specification 2026 (v1.1).
- FSG Driverless Inspection Sheets, used for the driverless inspection, see Section V.

Officials reserve the right to make a final decision on any matter not explicitly covered by the documents above.

IV. DISCIPLINES

Teams participating in the Driverless Challenge may take part in both dynamic and static disciplines at FSAA 2026.

In autonomous mode, teams may compete in the following dynamic disciplines only:

- **Acceleration** — autonomous mode, as defined in FS Rules D 5 and DS 1.
- **Skidpad** — autonomous mode, as defined in FS Rules D 4 and DS 1.

Autocross, Endurance, and Trackdrive are not part of the Driverless Challenge and will not be run in autonomous mode at FSAA 2026.

IV.1 RUN FORMAT

The general run procedure follows the FS Rules:

- **Acceleration:** each team is allowed up to four runs.
- **Skidpad:** each team is allowed up to four runs.

All re-run and out-of-order provisions of the FSAA 2026 Competition Handbook apply equally to autonomous runs.

IV.2 TRACK MARKING

Track marking for both disciplines follows the FS Driverless Specification 2026 (v1.1), Section DS 1. Cones, paint colors, and layouts are identical to those used at other Formula Student Driverless events. Teams are responsible for ensuring their perception systems are validated against these specifications prior to the event.

IV.3 TESTING

Testing in autonomous mode is open to Driverless Challenge teams in the designated test area, during the times published in the event schedule. A vehicle may only be operated in autonomous mode in the test area after it has passed the Technical and Safety Inspection, see Section V, and the team has submitted a Driverless Status Video, see Section VI. All testing must be carried out in accordance with the safety requirements of this document and the FSAA 2026 Competition Handbook, and is subject to the instructions of the officials.

The organizers may, in addition, offer a **smaller Trackdrive on the test area**. This is a possible test-area activity only; it is not a scored discipline and does not form part of the Driverless Challenge ranking, see Section VII. If offered, the format, layout, and conditions of the smaller Trackdrive will be confirmed to the teams at least one month before the event.

IV.4 STATIC DISCIPLINES

Teams participating in the Driverless Challenge may also compete in the static disciplines at FSAA 2026:

- **Business Plan Presentation** — as defined in the FSAA 2026 Competition Handbook.
- **Cost and Manufacturing** — as defined in the FSAA 2026 Competition Handbook.
- **Engineering Design** — as defined in the FSAA 2026 Competition Handbook.

The static disciplines follow the standard format, judging criteria, and document submission requirements set out in the FSAA 2026 Competition Handbook. They are judged separately for the Driverless Challenge category and count towards the Driverless Challenge ranking, see Section VII. The points scored in the static disciplines are independent of any primary class (CV or EV) standing.

V. TECHNICAL AND SAFETY INSPECTION

At FSAA 2026, the Driverless Challenge is run as a Challenge and not yet as a full competition class. The Driverless category is intended to become a class of its own at future editions of FSAA. The scope of the Technical and Safety Inspection for a Driverless Challenge entry therefore depends on whether the vehicle is also entered in the official electric vehicle (EV) competition.

V.1 INSPECTION CASES

Two cases are distinguished:

- **Case A - dedicated Driverless vehicle.** A vehicle entered in the Driverless Challenge only, and not in the official EV competition, must pass the full Technical and Safety Inspection for an electric vehicle, in addition to the driverless inspection. The full electric vehicle inspection includes, without exception, the Electrical Scrutineering, the Accumulator Scrutineering, and the Rain Test, as described in the FSAA 2026 Competition Handbook, Section VI, and the FS Rules 2026.
- **Case B - EV competition vehicle with Driverless parts.** A vehicle entered in the official EV competition that also carries the parts required for the Driverless Challenge passes the standard EV Technical and Safety Inspection once, as part of the official EV competition. In the separate driverless inspection, only the driverless-specific items are inspected. The standard EV inspection is not repeated.

V.2 PRIORITY OF THE OFFICIAL EV INSPECTION

For a vehicle in Case B, the **official EV Technical and Safety Inspection takes priority** and is carried out first. Passing the official EV inspection is what qualifies the team to take part in the official part of the FSAA 2026 event. The driverless inspection is carried out afterwards and does not affect the team's standing in the official EV competition. A team in Case B that does not complete the driverless inspection may still compete in the official EV competition, but will not be permitted to run in autonomous mode.

V.3 DRIVERLESS INSPECTION

The driverless inspection covers the autonomous system in accordance with the FS Rules 2026, Sections T 14 and T 15, and the FS Driverless Specification 2026 (v1.1). It is carried out using the **Formula Student Germany (FSG) Driverless Inspection Sheet for electric vehicles (DV, electric)**. The Driverless Challenge at FSAA 2026 is open to electric vehicles only. The current version of the inspection sheet is published by FSG and will be linked on the FSAA 2026 competition website.

The Autonomous System Master Switch (ASMS) is inspected together with the other master switches as part of the Electrical Scrutineering. For a vehicle in Case B, where the standard EV inspection has already been completed, the ASMS is inspected as part of the driverless inspection.

V.4 INSPECTION SLOTS

Driverless inspection slots will be published on the competition website together with the rest of the inspection schedule. A vehicle must have passed the inspection applicable to its case, see Section V.1, before being allowed to enter the dynamic area or the test area in autonomous mode. For a vehicle in Case B, the official EV inspection must be passed before the driverless inspection.

VI. DOCUMENT SUBMISSION

In addition to the documents listed in the FSAA 2026 Competition Handbook, Section V.3, teams participating in the Driverless Challenge must submit the following:

Abbr.	Document	Deadline	Upload
ASF	Autonomous System Form — the standard Formula Student Autonomous System Form, describing the architecture and safety concept of the autonomous system.	2026/08/04	FSAA website
DSV	Driverless Status Video — required for teams intending to run Acceleration and Skidpad at the event and for test area access. Aligned with the standard Vehicle Status Video (VSV) requirements.	2026/08/04	link / FSAA website

All documents must be uploaded to the FSAA document upload section of the competition website (www.fs-alpeadria.com) by 13:00 CE(S)T on the stated deadline. The maximum file size of 50 MB per document, as defined in the FSAA 2026 Competition Handbook, Section V.3, applies.

VI.1 AUTONOMOUS SYSTEM FORM (ASF)

All teams participating in the Driverless Challenge are asked to submit the standard Formula Student Autonomous System Form at least two weeks before the competition, by 2026/08/04. The ASF allows the officials to review the architecture and safety concept of the autonomous system, to understand each team's progress, and to give feedback and identify potential problems ahead of the event. Teams that have already prepared an ASF for another Formula Student event are welcome to submit that form. Teams are encouraged to submit the ASF even if their autonomous system is still in development; the goal is to support teams and learn about their work, not to gatekeep participation.

VI.2 DRIVERLESS STATUS VIDEO (DSV)

The Driverless Status Video is required only for teams that intend to compete in the autonomous Acceleration and Skidpad disciplines at the event, or that require access to the test area. It must be submitted together with the ASF, at least two weeks before the competition, by 2026/08/04. The DSV follows the requirements of the standard Vehicle Status Video (VSV) as defined in the FSAA 2026 Competition Handbook and the FS Rules 2026. A team that does not submit a valid DSV may still participate in the static disciplines of the Driverless Challenge, but will not be permitted to run in autonomous mode in the dynamic area or the test area.

VII. SCORING AND RANKING

The Driverless Challenge is a **separate competition category** at FSAA 2026, with its own static and dynamic disciplines. Driverless Challenge results are ranked independently of the main FSAA 2026 standings and do not contribute to the overall FSAA 2026 scoring; they do not affect CV or EV standings.

Both the static and the dynamic disciplines count towards the Driverless Challenge ranking. The maximum score is **1000 points**, allocated as follows:

Discipline	Type	Points
Engineering Design	Static	500
Cost and Manufacturing	Static	110
Business Plan Presentation	Static	90
Acceleration	Dynamic	150
Skidpad	Dynamic	150
Overall		1000

VII.1 STATIC DISCIPLINES

The static disciplines follow the format, judging criteria, and document submission requirements set out in the FSAA 2026 Competition Handbook. They are judged separately for the Driverless Challenge category, with the autonomous system forming a central part of the evaluation:

- **Engineering Design** — the autonomous system architecture, including perception, planning, and control, is evaluated as a core part of the vehicle concept.
- **Cost and Manufacturing** — the cost and manufacturing of the vehicle, including its autonomous system, are evaluated.
- **Business Plan Presentation** — the business case is evaluated according to the standard format.

VII.2 DYNAMIC DISCIPLINES

The dynamic disciplines are scored according to the FS Rules, using the point values in the table above:

- **Acceleration:** based on the fastest valid completed run, including penalties.
- **Skidpad:** based on the average time of the timed left and timed right laps, including penalties, as defined in FS Rules D 4.2.

Only runs completed in full compliance with the autonomous system state machine, as defined in FS Rules T 14.8, will be considered for scoring.

VII.3 OVERALL RANKING

A **single overall Driverless Challenge winner** will be announced for FSAA 2026, determined by the total points scored across all static and dynamic disciplines. The full Driverless Challenge ranking will be published together with the rest of the FSAA 2026 results.

VIII. SAFETY AND CONDUCT

All safety, behavior, and event rules from the FSAA 2026 Competition Handbook, Section V.2, apply equally to teams participating in the Driverless Challenge.

In addition:

- No person may be inside the vehicle while the ASMS is switched to the “On” position.
- Manual braking must be possible in any state of the autonomous system, and manual braking and steering must be possible without removal of parts, in accordance with FS Rules T 14.6.2 and T 15.1.4. Returning the ASMS to the “Off” position may require additional steps before the vehicle is ready for a manual-mode run; these steps must not affect the availability of manual braking and steering.
- At least one team member must be in possession of the RES remote control at all times during autonomous operation.
- The dynamic area will be cleared of all non-essential personnel during autonomous runs.
- Officials reserve the right to terminate any autonomous run at any time using the RES, without justification.

Any breach of these requirements may result in disqualification from the Driverless Challenge and, at the discretion of the officials, from the FSAA 2026 competition as a whole.

IX. CONTACT

For all questions related to the Driverless Challenge, including registration, scrutineering, and document submission, please contact the organizers at:

Email: hello@fs-alpeadria.com

Website: www.fs-alpeadria.com