



Mountings of aerodynamic devices in Formula SAE Cars

This document is a guideline on how to interpret the definition of an aerodynamic device as mentioned in the 2015 FSAE rule T9, since the FSAE 2015 rules are not precise enough in defining what exactly an aerodynamic device is and which parts belong to the definition of an aerodynamic device.

It should be explicitly noted that this is not an additional FSG rule nor a FSAE rule change, but only a guideline on the 2015 FSAE T9 rule interpretation for FS Germany 2015!

Definition of an aerodynamic device mounting

A large number of rule clarification requests for FSAE rule T9.3.1.b have been received for FSG 2015, with the question if the wing mounting is part of the aerodynamic device. For FSG 2015 the mounting of an aerodynamic device in general will NOT be counted as part of the aerodynamic device unless the mounting can be classified as:

A section that has a dimension larger than 4 cm perpendicular to the load transferring axis from the aerodynamic device to the mounting point on the frame.

Mounting example

An example for the often seen designs of teams for the rear wing mounting, which is not allowed is shown in Figure 1. A simple solution to comply with the rules is given in Figure 2.

Keep in mind that if you mount the wing to the main hoop or main hoop bracing you might have to use additional bracings as per FSAE rule T3.13.9.

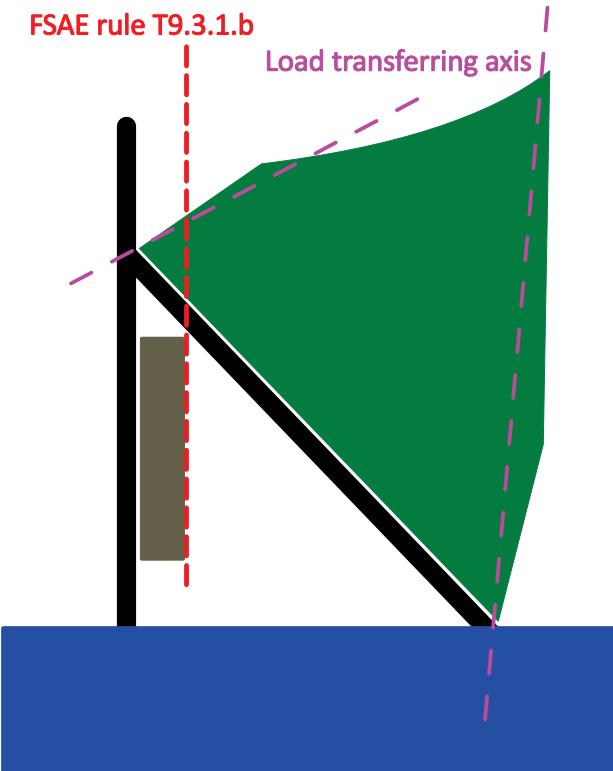


Figure 1: Not allowed rear wing mounting.

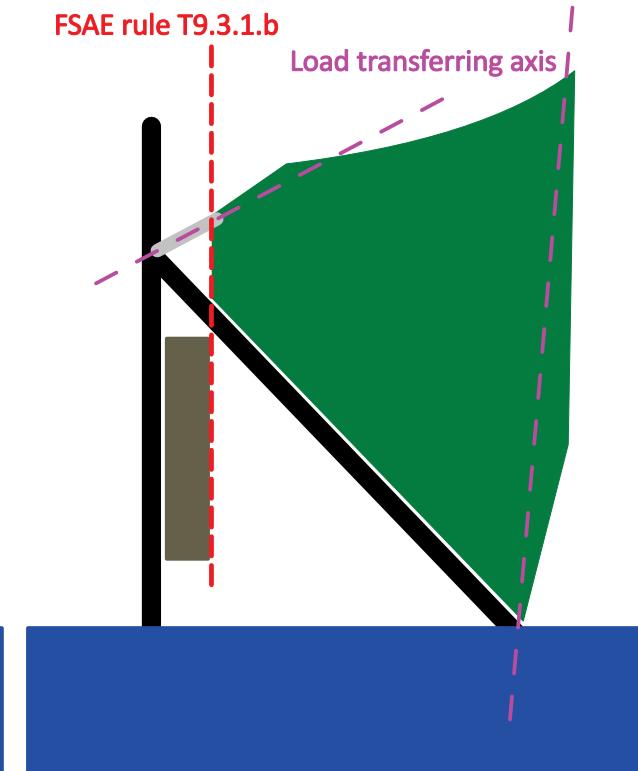


Figure 2: Allowed rear wing mounting.