



# FSG Competition Handbook 2024

2024-04-08

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# Changelog

<b>Rule</b>	<b>Version</b>	<b>Change</b>
DE	1.0	There will be no CV competition in 2024
DE2.1.9	1.0	Extended car number range for EV
DE2.1.11	1.0	Extended protest time for quiz results
DE2.2.1	1.1	Increased number of DC slots to 42
DE2.4.4	1.0	No de-registrations after waiting list closes
DE3.2	1.0	Moved SESA deadline to same date as SES/SE3D deadline
DE4.4	1.0	Defined protest procedure
DE4.10.2	1.0	DC participants get earlier inspection slots due to earlier statics
DE5	1.0	Updated DBOM/CBOM
DE5.1	1.1	Clarified there is no "Autonomous system" in BOM for FSG 2024
DE6.1	1.0	Added closing time handling for dynamic events
DE6.2.5	1.0	Added 5 min tolerance time
DE6.3.4	1.0	Added 5 min tolerance time
DE6.3.5	1.0	Adapted out of order penalty
DE6.5.1	1.0	Timekeeping equipment may be surrounded by cones
DE6.6	1.1	Relaxed entry restrictions for DC autocross track walk
DE7.2.2	1.0	Clarified CTMD mounting
DE7.3	1.0	Re-added accidentally deleted rules on DL handling
DE7.3.6	1.0	Added information on current sensor used in the DL
DE7.4.16	1.0	Race-Mode switch has to be a flip switch and located in proximity to AMI



## Abbreviations

<b>AMI</b>	Autonomous Mission Indicator	<b>EBS</b>	Emergency Brake System
<b>ASF</b>	Autonomous System Form	<b>EDR</b>	Engineering Design Report
<b>ASRQ</b>	ASR Qualification	<b>ESF</b>	Electrical System Form
<b>BPPV</b>	Business Plan Pitch Video	<b>ESO</b>	Electrical System Officer
<b>CBOM</b>	Costed Bill of Material	<b>ESOQ</b>	Electrical System Officer Qualification
<b>CEST</b>	Central European Summer Time	<b>EV</b>	Electric Vehicle
<b>CET</b>	Central European Time	<b>FSG</b>	Formula Student Germany
<b>CRD</b>	Cost Report Documents	<b>HIC</b>	Health Insurance Certificate
<b>CTMD</b>	Cell Temperature Monitoring Device	<b>IAD</b>	Impact Attenuator Data
<b>CTS</b>	Chassis Type Selection	<b>MU</b>	Magazine Uploads
<b>CV</b>	Internal Combustion Engine Vehicle	<b>NMT</b>	Network Management Protocol (CANopen)
<b>DBOM</b>	Detailed Bill of Material	<b>PDO</b>	Process Data Object (CANopen)
<b>DC</b>	Driverless Cup	<b>RES</b>	Remote Emergency System
<b>DCPI</b>	Driverless Cup Participation Intention	<b>SDO</b>	Service Data Object (CANopen)
<b>DL</b>	Data Logger	<b>SE3D</b>	Structural Equivalency 3D Model
<b>DLDS</b>	Data Logger Download Station	<b>SES</b>	Structural Equivalency Spreadsheet
<b>DQ</b>	Disqualified	<b>SESA</b>	SES Approval
<b>DSS</b>	Design Spec Sheet	<b>TMD</b>	Team Member Designation
<b>DV</b>	Driverless	<b>VSV</b>	Vehicle Status Video



# DE Formula Student Germany Competition Handbook 2024

## DE1 General Information

### DE1.1 Competition

DE1.1.1 There will be a competition for the Electric Vehicle (EV) class. This will take place together with the additional Driverless Cup (DC).

### DE1.2 Applicable Rules

DE1.2.1 The competition will be held in compliance with the "Formula Student Rules 2024".

### DE1.3 Competition Dates and Place

DE1.3.1 FSG 2024 will be held from 12<sup>th</sup> until 18<sup>th</sup> of August 2024 in Hockenheim, Germany.

### DE1.4 Competition Website

DE1.4.1 The URL of the FSG competition website is <https://www.formulastudent.de>.

### DE1.5 Date and Time Format

DE1.5.1 The competition date/time format is "YYYY-MM-DD hh:mm" according to ISO 8601<sup>1</sup>.

DE1.5.2 The competition time zone is Central European Time (CET)<sup>2</sup> or Central European Summer Time (CEST) from last Sunday of March to last Sunday of October, Europe/Berlin.

DE1.5.3 The time of the competition website is the official time for all deadlines and decisions:  
<https://www.formulastudent.de/time>.

### DE1.6 Vehicle Shipping

DE1.6.1 Teams are advised to consult their shipping company or freight forwarder to ensure that their shipment fully complies with all relevant customs, import/export and aviation shipping requirements.

<sup>1</sup>[https://en.wikipedia.org/wiki/ISO\\_8601](https://en.wikipedia.org/wiki/ISO_8601)

<sup>2</sup>[https://en.wikipedia.org/wiki/Central\\_European\\_Time](https://en.wikipedia.org/wiki/Central_European_Time)



DE1.6.2 Customs and other paperwork like ATA Carnet<sup>3</sup>, inspecting shipments as well as reporting and documenting damage of the shipment is the sole responsibility of the team.

DE1.6.3 Detailed vehicle shipping procedures are published on the competition website.

DE1.6.4 Teams should upload their shipping documents to the competition website.

## DE2 Registration

### DE2.1 Team Registration

DE2.1.1 The team registration will take place in the form of a quiz. Registration without taking part in the quiz is not possible. The quiz will require knowledge from all fields related to Formula Student.

DE2.1.2 The URL of the registration website is <https://reg.formulastudent.de>. A test registration website will be made available at <https://t.reg.formulastudent.de>.

DE2.1.3 Teams must create a team account on the competition website and assign a team captain and two deputies. The deadline for this is 24 h before the registration starts, see DE3.1. The team captain and their deputies may assign team members as participants simultaneously. Only one person (the team captain or one of their deputies) may complete the registration quiz.

DE2.1.4 The quiz starts as defined in DE3.1.

DE2.1.5 Only one question will be visible at a time and can only be answered once.

DE2.1.6 Questions will have a fixed duration during which an answer has to be provided by the team.

DE2.1.7 When entering the quiz late, depending on the delay, the first questions will not be visible anymore.

DE2.1.8 Within teams with the same amount of correct quiz answers, the quiz result order will depend on the time needed for completion of the quiz. This time starts with the opening of the quiz for all teams (see DE3.1). Teams with less correct quiz answers will be sorted behind teams with more correct answers.

DE2.1.9 Once the quiz has been successfully completed, the team captain or one of their deputies must register the team for the competition by agreeing to the rules and by selecting a free vehicle number between 001 and 399. Requests for changing the vehicle number are only possible within 168 h (7 days) after the start of the registration.

DE2.1.10 The quiz will close after the time to answer the last question has expired.

DE2.1.11 No feedback if the answer was correct will be provided until the results are published on Saturday 2024-01-27 13:00 CET on the registration quiz page, see DE2.1.4. After the results are published, teams have 4 h to hand in protest until 2024-01-27 17:00 CET on <https://www.formulastudent.de/fsg/feedback-quiz/>. Protests by e-mail will be ignored. Quiz times and the resulting ranking will be published on Monday 2024-01-29 13:00 CET.

<sup>3</sup>[https://en.wikipedia.org/wiki/ATA\\_Carnet](https://en.wikipedia.org/wiki/ATA_Carnet)



DE2.1.12 Reserved slots, see DE2.2.2, will be assigned to the teams based on past achievements. All remaining and unused reserved slots will be assigned to all other teams, with regard to their quiz result.

DE2.1.13 All assigned teams will be placed on the pending list on the competition website. In order to move to the participating list, they have 72 h to pay the registration fee, see DE2.3. Once all slots have been filled, all additional teams will be placed on a waiting list (see DE2.4). The period to pay the registration fee starts with the publication of the ranking on 2024-01-29 at 13:00 CET.

DE2.1.14 The technical inspection order at the competition will be based on the quiz result.

## DE2.2 Registration Slots

DE2.2.1 FSG 2024 is limited in total to 84 EV slots. Up to 42 of the registered teams may participate in the DC.

DE2.2.2 Reserved slots will be assigned to the following teams:

- Three top CV and three top EV teams from FSG 2023
- Five top DC teams from FSG 2023
- Five top EV teams from latest World Ranking Lists<sup>4</sup>

The top team slots will be assigned in the above order. Duplicate teams will be filled up with the next team from the respective category.

DE2.2.3 All remaining and unused reserved slots will become available for all other teams after the registration quiz has been closed on the registration website (see DE2.1.10).

## DE2.3 Registration Fee

DE2.3.1 The registration fee is 1500€ and includes up to 15 team members.

DE2.3.2 The registration fee is waived for the overall winners (CV, EV and DC) and for the winner of the Sportsmanship Award from FSG 2023.

DE2.3.3 More team members can be registered for 50€ per participant until the TMD deadline (see DE3.2). Team members may be registered after this deadline for a fee of 100€ per participant. There is no limit in team size and no deadline for late bookings.

DE2.3.4 The registration fee must be paid online within 72 h by a verified PayPal account after the team has been moved to the pending list in order to move to the participating list. Otherwise the team will be de-registered. Payment methods other than PayPal are not accepted.

DE2.3.5 Registration fees are only refundable should unexpected entry restrictions prohibit the team from travelling.

## DE2.4 Waiting List & Withdrawals

DE2.4.1 Teams on the waiting list may move to the participating list until 2024-07-28 00:00 CEST. This is possible if registered team withdraw from the competition. Once a slot on the participating list has become available again, the next team on

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<sup>4</sup><https://fs-world.org>



the waiting list will move to the pending list and has 72 h to pay the registration fee in order to move to the participating list.

DE2.4.2 Teams on the waiting list are required to submit all documents and forms by the same deadlines as teams on the participating list. This includes the TMD deadline, see DE2.3.3.

DE2.4.3 Teams on the waiting and participating lists who find that they will not be able to attend the competition are requested to officially withdraw via the option on the competition settings page. This cannot be undone.

DE2.4.4 After the waiting list closes, execution of A5.4.2 is suspended and teams will no longer be de-registered.

## DE2.5 No Driverless Events

DE2.5.1 Teams that do not intend to run in autonomous mode at the competition must set the status "No Driverless Events" on the competition settings page. This cannot be undone. All driverless events will be scored with 0 points. The team will not be allowed to run in autonomous mode.

DE2.5.2 Teams with the status "No Driverless Events" are not required to upload the ASF, ASRQ and the DBC file. Therefore, if these deadlines are missed, the team will not be de-registered from the competition. All correction request for these deadlines become invalid immediately. Existing penalties remain if the status "No Driverless Events" is handed in after a deadline already expired.

## DE2.6 Driverless Cup

DE2.6.1 All teams must decide on the competition settings page whether they wish to participate in the Driverless Cup (DC) by the DCPI deadline.

DE2.6.2 Up to 42 DC slots will be assigned among these teams. Five slots are reserved for the five top teams from the FSG 2023 DC competition, the remaining slots will be assigned in the order of the quiz results.

## DE2.7 Team Member Designation

DE2.7.1 Participating team members must be assigned prior to the competition by the team captain or their deputies.

DE2.7.2 Any changes after the TMD deadline (see DE3.2) are considered late bookings according to DE2.3.3. Registered participants cannot be swapped for other team members after the deadline.

DE2.7.3 If there are any team members who are studying at a different university, they must choose the team's university during their registration process as a team member.

DE2.7.4 Team members may only be selected as participants by the team captain, if they have entered the following personal information in their user profiles:

- Personal address
- Clothing size
- Valid Health Insurance Certificate (HIC) for Germany (e.g. travel insurance)
- FSG standard terms



DE2.7.5 As proof of valid health insurance in Germany the following documents are accepted (English or German language only):

- For members of any EU/EWR country: the backside of their European Health Insurance Card (EHIC).
- For all other (non EU/EWR or private health insurance): a DIN A4 PDF containing the member's full name, date of birth, validity date, clear statement that insurance is valid in Germany during the time of the event.

Team members have three attempts to upload a correct HIC. Ignoring the reviewer's comments more than twice will lead to an irrevocable fail.

DE2.7.6 The submission of the signed standard terms will be handled digitally. All participants will find personalized standard terms in the **My Account** section on the FSG website. This document must be signed and then uploaded using the standard terms upload in the **My Account** section.

## DE2.8 Visa for Participants

DE2.8.1 All participants which passed the HIC-check, will find a personalized letter of invitation with a digital signature in their account overview.

DE2.8.2 An invitation letter with a hand signature can be ordered on the competition website. Once a fee of 90€ has been paid, the letter will be sent out within two weeks.

## DE3 Important Dates

### DE3.1 Team Registration

DE3.1.1 Team registration (see DE2.1) for all teams starts on 2024-01-26 13:00 CET with the registration quiz and ends after the registration quiz has been closed (see DE2.1.10).

### DE3.2 Deadlines

DE3.2.1 All required documents and information must be uploaded to the competition website by the team captain and/or their deputies by the deadlines stated in Table 2.

DE3.2.2 Deadlines are specified such that documents need to have been submitted and received by the website **before** the time specified by the respective deadline.

DE3.2.3 All documents must comply with a maximum size of 40 MB.

## DE4 Competition Site Organization

### DE4.1 On-Site Registration

DE4.1.1 Each team will be assigned a time slot for registering on-site.

DE4.1.2 On Monday, the on-site registration will take place near the south stands. On Tuesday, the on-site registration will take place at the ticket center near the main entrance.





Date		Deadline
2024-02-16	13:00 CET	Chassis Type Selection (CTS)
2024-02-16	13:00 CET	Driverless Cup Participation Intention (DCPI)
2024-03-15	13:00 CET	Impact Attenuator Data (IAD)
2024-03-15	13:00 CET	Structural Equivalency 3D Model (SE3D)
2024-03-15	13:00 CET	Structural Equivalency Spreadsheet (SES)
2024-03-15	13:00 CET	SES Approval (SESA)
2024-03-29	13:00 CET	Autonomous System Form (ASF)*
2024-03-29	13:00 CET	Electrical System Form (ESF)
2024-05-31	13:00 CEST	Business Plan Pitch Video (BPPV)
2024-05-31	13:00 CEST	Design Spec Sheet (DSS)
2024-05-31	13:00 CEST	Engineering Design Report (EDR)
2024-05-31	13:00 CEST	Magazine Uploads (MU)
2024-06-21	13:00 CEST	ASR Qualification (ASRQ)*
2024-06-21	13:00 CEST	Electrical System Officer Qualification (ESOQ)
2024-06-21	13:00 CEST	Team Member Designation (TMD)
2024-07-05	13:00 CEST	Vehicle Status Video (VSV)
2024-07-26	13:00 CEST	Cost Report Documents (CRD)
2024-07-26	13:00 CEST	Final dbc file upload*
2024-07-26	13:00 CEST	Option to set "No Driverless Events" (DE 2.5)
2024-07-28	00:00 CEST	Waiting list closes (DE 2.4)
2024-08-12	20:00 CEST	On-site accumulator registration according to DE 4.13.2

**Table 2:** Document deadlines

\* The ASF, ASRQ and final dbc file upload is not required for teams that have selected the "No Driverless Events" status, see DE 2.5.

- DE4.1.3 Until Tuesday 2024-08-13 15:30 CEST, teams are limited to have only 7 members on-site.
- DE4.1.4 Until Tuesday 2024-08-13 15:30 CEST, there is a no-go area in effect. Details can be found in the map published on the competition website.
- DE4.1.5 The team captain will be handed the tickets of their team members and all other required documents for entering the venue.
- DE4.1.6 Tickets will only be handed out for team members with complete profiles on the FSG website.
- DE4.1.7 All questions regarding the registration procedure must be asked via the "Event Helpdesk" on the FSG website<sup>5</sup>.
- DE4.1.8 The team must enter the competition site for unloading immediately after receiving their tickets and documents.

**DE 4.2 Entering the Competition Site**

- DE4.2.1 A pink "team truck" entrance pass with a green "unload card" attached to it is handed to each team at the registration. This entrance pass must be filled out

<sup>5</sup><https://fsg.one/questions>



completely and displayed behind the windscreen of the "team truck" used to transport the competition vehicle and equipment to the pits.

- DE4.2.2 The driver may queue the "team truck" only after the entrance passes are filled out.
- DE4.2.3 The total length of the "team truck" including a possible trailer must not exceed 12 m.
- DE4.2.4 The team is entitled to enter the competition site only once with their "team truck" for a maximum of 30 min for the purpose of unloading their competition vehicle and equipment.
- DE4.2.5 Afterwards the "team truck" must be moved outside of the Hockenheimring.
- DE4.2.6 It is not possible to drive to the pit area again with the "team truck" during the event before loading on Sunday.
- DE4.2.7 On Sunday 2024-08-18 the team is entitled to enter the pits once with the "team truck" for a maximum of 30 min for the purpose of loading.
- DE4.2.8 On request, teams may receive an additional yellow entrance pass that allows one passenger vehicle to enter the pit area for the next hour. These passes are only given out from Wednesday 2024-08-14 until Sunday 2024-08-18 11:00 CEST.

### DE 4.3 Announcements

- DE4.3.1 All announcements can be found on the competition website <https://today.formulastudent.de/>.

### DE 4.4 Protest Procedure

- DE4.4.1 To initiate the protest procedure according to A3.7.2, a request for clarification must be submitted via email to the address shown on <https://fsg.one/protest> before the announced protest deadline. The request must at least contain the following information:
- Rule interpretation, score or official action to be protested against
  - Explanation of the team's interpretation of the rules regarding the incident
  - Additional material supporting the team's interpretation
- DE4.4.2 After submitting the request for clarification, the team captain is going to be contacted by an official for an informal preliminary review. Within 2 h after the review the team can choose to continue the procedure by submitting a formal protest via email to the address shown on <https://fsg.one/protest>, binding 25 points to it. If no formal protest is received within 2 h after the review, the protest procedure for this incident is cancelled permanently.
- DE4.4.3 The announced protest deadline is always going to be between 10:00 CEST and 22:00 CEST.
- DE4.4.4 The protest deadline for scoring results and penalty publications is going to be at least 2 h after publication. For protests regarding endurance, the protest deadline may be shorter.
- DE4.4.5 If no explicit protest deadline is announced, the deadline is 24 h after the respective incident.



## DE 4.5 Competition Site

- DE4.5.1 The use of motorcycles, quads, bicycles, scooters, skateboards or other similar mobility devices as well as self-propelled devices in general by team members and spectators is prohibited.
- DE4.5.2 Lost & found items must be picked up until Sunday 2024-08-18 18:00 CEST at Event Control.
- DE4.5.3 Confiscated goods must be picked up until Sunday 2024-08-18 18:00 CEST at a place to be announced. Confiscated items that are not picked up in time will not be kept.

## DE 4.6 Welding

- DE4.6.1 FSG provides an approved welder. Outside of the opening hours it is possible to weld with own equipment in the welding area only, using appropriate safety gear.

## DE 4.7 Tires

- DE4.7.1 FSG provides a tire changing service.

## DE 4.8 Team Briefing

- DE4.8.1 Contrary to A6.3, there will be no on-site team briefings.
- DE4.8.2 Slides with information for the upcoming day will be published on the competition website on the evening before.

## DE 4.9 Driver Registration

- DE4.9.1 Driver registration will take place during the egress tests in the pits. All drivers must have their government issued driver's license and national ID card as well as their student ID ready for inspection.

## DE 4.10 Technical Inspection Time Schedule

- DE4.10.1 The technical inspection parts pre-inspection, accumulator inspection, mechanical inspection, electrical inspection and driverless inspection will be conducted within a strict time schedule where every team will get a predesignated time slot. The time schedule will be published on the website shortly before the start of the competition.
- DE4.10.2 The slots will be assigned to DC participants first and then to the other teams, based on the registration quiz order.

## DE 4.11 Transponders / Timekeeping

- DE4.11.1 In order to have the vehicle be identifiable during dynamic disciplines, Timekeeping will stick three RFID tags to the vehicle. There will be one tag on the front, center and rear of the vehicle. They will all be on the left side (as shown in figure 1).

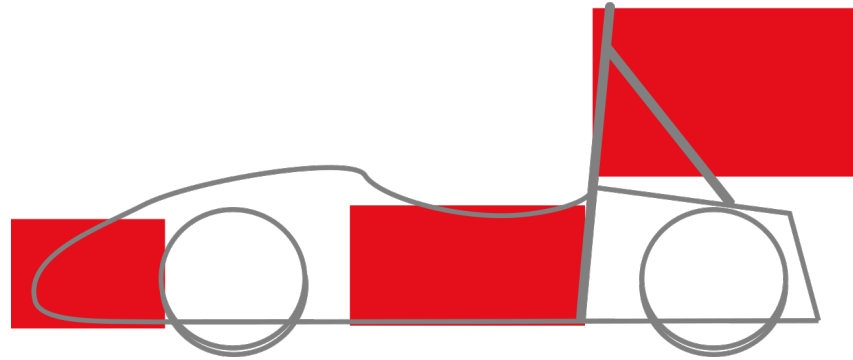


Figure 1: RFID Tag Placement Areas

- DE4.11.2 The location of the tags is decided by the officials. Areas where the driver will touch to get in or out and any sponsorship sticker will be avoided if possible.
- DE4.11.3 The area on the vehicle will be cleaned (regular window cleaner) to apply velcro tape to mount RFID tags.
- DE4.11.4 If an RFID tag gets damaged, please contact Event Control. This will not result in a penalty.
- DE4.11.5 The RFID tags must not be fixed in any other way than done by the officials initially. This especially includes safety wiring or tape, as both interfere with the detection of the tags. In the unlikely event that a tag loosens from its mounting, this will never be treated as the team's fault.
- DE4.11.6 After the competition, these tags must be returned to the Event Control by Sunday, 2024-08-18 18:00 CEST.
- DE4.11.7 Live-timing is provided at <https://tk.formulastudent.de>. The shown data is unofficial.

## DE 4.12 Charging

- DE4.12.1 The charging area is a separated dynamic area including separate entrance restrictions.
- DE4.12.2 Only three members per team may enter the charging area at the same time. One of them must be an Electrical System Officer (ESO).
- DE4.12.3 Inside the charging area, team members must not wear any conductive jewelry and must not wear any conductive objects of any kind which could touch the accumulator.
- DE4.12.4 400V, 50 Hz, 3-phase CEE charging connectors (3L+N+PE 6h) with 16 A and 32 A as well as 230V, 50 Hz, 1-phase CEE 7/3 "Schuko" are available in the charging area.

## DE 4.13 Accumulator Inspection

- DE4.13.1 The accumulator inspection will take place in the charging area.
- DE4.13.2 All teams that are allowed to enter on Monday 2024-08-12 and don't have their accumulator inspection on Monday must bring their accumulators to the charging area by 20:00 CEST that day. All teams that have their accumulator inspection



on the same day of entering bring their accumulators directly to the accumulator inspection.

DE4.13.3 If a team misses the aforementioned deadline, a penalty of 10 points is deducted of its overall score for every commenced 12 hours up to a maximum total of 30 penalty points.

DE4.13.4 The team has to register the accumulator delivery at the charging area.

## DE5 Static Events

### DE5.1 Bill of Material

DE5.1.1 Different to S2.4.6, there is no "Autonomous system" for FSG 2024.

DE5.1.2 Parts of the "Autonomous system" from S2.4.6 need to be assigned to the appropriate "assembly" within the other "systems".

### DE5.2 Detailed Bill of Material

DE5.2.1 For FSG 2024 a DBOM (see S2.5) for the "Suspension" must be submitted.

### DE5.3 Costed Bill of Material

DE5.3.1 For FSG 2024 a CBOM (see S2.6) for the "Engine and Drivetrain" must be submitted.

## DE6 Dynamic Events

### DE6.1 Dynamic Events Closing Time Handling

DE6.1.1 An audio signal (i.e. "gong") indicates the end of the current session.

DE6.1.2 Teams that have received a green flag or a go signal prior to the audio signal can finish their run. Directly following second runs are not allowed after the audio signal.

DE6.1.3 Re-runs will be granted after the audio signal, if applicable.

### DE6.2 Endurance Running Order

DE6.2.1 The running order for the endurance according to D7.3 will be published before the start of the endurance.

DE6.2.2 The running order is divided into different sessions.

DE6.2.3 At least the five next vehicles according to the running order must queue up at any time during the endurance.

DE6.2.4 The queue must be continuously filled up by the following vehicles.

DE6.2.5 When the queue runs empty (i.e. there is no vehicle in the queue) for more than 5 min, the session is finished, even if not all vehicles from this session have been running yet.



DE6.2.6 A vehicle is defined as running out of order and penalized according to D9.2.1 if it is missing from the queue. I.e. if there is at least one vehicle within the first 5 positions in the queue that has a later running order place or is running out of order as well.

DE6.2.7 Running out of order is only possible at the end of the originally allocated session. There is no out of order running in or after the final session.

### DE6.3 Trackdrive Running Order

DE6.3.1 The running order for the trackdrive according to D8.2 will be published before the start of the trackdrive.

DE6.3.2 At least the three next vehicles according to the running order must queue up at any time during the trackdrive.

DE6.3.3 The queue must be continuously filled up by the following vehicles.

DE6.3.4 When the queue runs empty (i.e. there is no vehicle in the queue) for more than 5 min, the trackdrive is finished, even if not all vehicles have been running yet.

DE6.3.5 A vehicle is defined as running out of order and penalized by 30 s if it is missing from the queue. I.e. if there is at least one vehicle within the first 3 positions in the queue that has a later running order place or is running out of order as well.

DE6.3.6 Running out of order is only possible at the end of the trackdrive.

### DE6.4 Behaviour Inside Dynamic Area

DE6.4.1 Within the dynamic area, equipment that cannot be carried handheld by one team member, such as tool trolleys, jacks, etc., is only allowed in the inspection and preparation areas and not in the dynamic event queues.

DE6.4.2 As soon as the vehicle moves under its own power, all associated team members within the dynamic area, with the exception of the ASR, must wait in a designated area until the run is finished. After the run, the vehicle must be collected immediately at the exit by two team members and the push bar.

### DE6.5 Driverless Events Track Marking

DE6.5.1 The markings of all dynamic events 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 rules, the maximum distance between two cones in driving direction is 5 m. In corners, the distance between the cones is smaller for a better indication.
- The start, finish and timekeeping lines as well as keep out zones around the timekeeping equipment are marked with red, orange or pink paint.



- Additionally for skid pad 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.

DE6.5.2 All lines are spray painted with the chalk-based marking paint "Technima - Tempo T.P."<sup>6</sup>.

DE6.5.3 The cones used at the competition are equal to the cones listed in Table 3 despite that there will be letters "FSG" on the black/white band of the cones (white/black respectively).

DE6.5.4 The manufacturer WEMAS<sup>7</sup> does not sell the cones to end customers, but they may be purchased from baustellenabsicherung24.de<sup>8</sup>.





			
big orange cone two white stripes	small orange cone single white stripe	small yellow cone single black stripe	small blue cone 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 1.05 kg		228 mm × 228 mm × 325 mm 0.45 kg	

Table 3: Cone specs

DE6.5.5 There are the following limitations mainly resulting from the Hockenheim track conditions and organizational/authorizational issues:

- The lines may not be perfectly and continuously drawn.
- There may be further markings, to those mentioned above, that are not part of the track (e.g. markings, including cone position markings, lines from other events or different colored surface, etc.) on or close to the track which will not be removed by the officials.
- There may be (stacked) spare cones standing at the trackside at distinguishable distance.
- There is time keeping equipment next to the track that could be recognised 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.

<sup>6</sup><https://fsg.one/spraypaint>

<sup>7</sup><https://www.wemas.de>

<sup>8</sup><https://fsg.one/cones>



DE6.5.6 Figures 2, 3 and 4 visualize the track layout descriptions given in D5.1, D4.3 and D8.1.

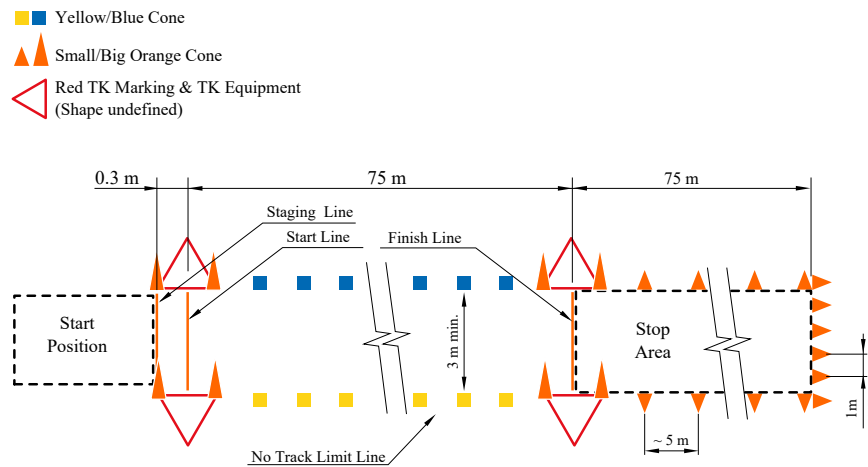


Figure 2: Acceleration according to D5.1

## DE6.6 [DC ONLY] Driverless Autocross Track Walk Procedure

DE6.6.1 Due to the manual acceleration event running in parallel, the dynamic area restrictions (see D1.2) are relaxed for the track walk of the driverless autocross (see D6.4.1). Entrance to this track walk is granted to team members wearing a dynamic vest or carrying an entry card for the charging area.

## DE7 Vehicle Requirements and Restrictions

### DE7.1 Technical Inspection Sticker

DE7.1.1 For the competition technical inspection sticker according to IN1.3, a space 50 mm tall × 180 mm wide must be made available on the nose of the vehicle directly in front of the cockpit opening.

### DE7.2 Cell Temperature Monitoring Device

DE7.2.1 The Cell Temperature Monitoring Device (CTMD) according to EV5.8.6, a DS1922T-F5 (iButton) will be provided by the officials and must be installed by the team.

DE7.2.2 The CTMD must be mounted using a suitable holder. Mounting using glue as a single mounting method is prohibited. It is recommended to use an iButton holder (DS9093S) for mounting.

### DE7.3 Data Logger

DE7.3.1 A Data Logger (DL) according to EV4.6 and T14.2, described in the additionally published document "Data Logger Specification", will be mounted to the vehicle.



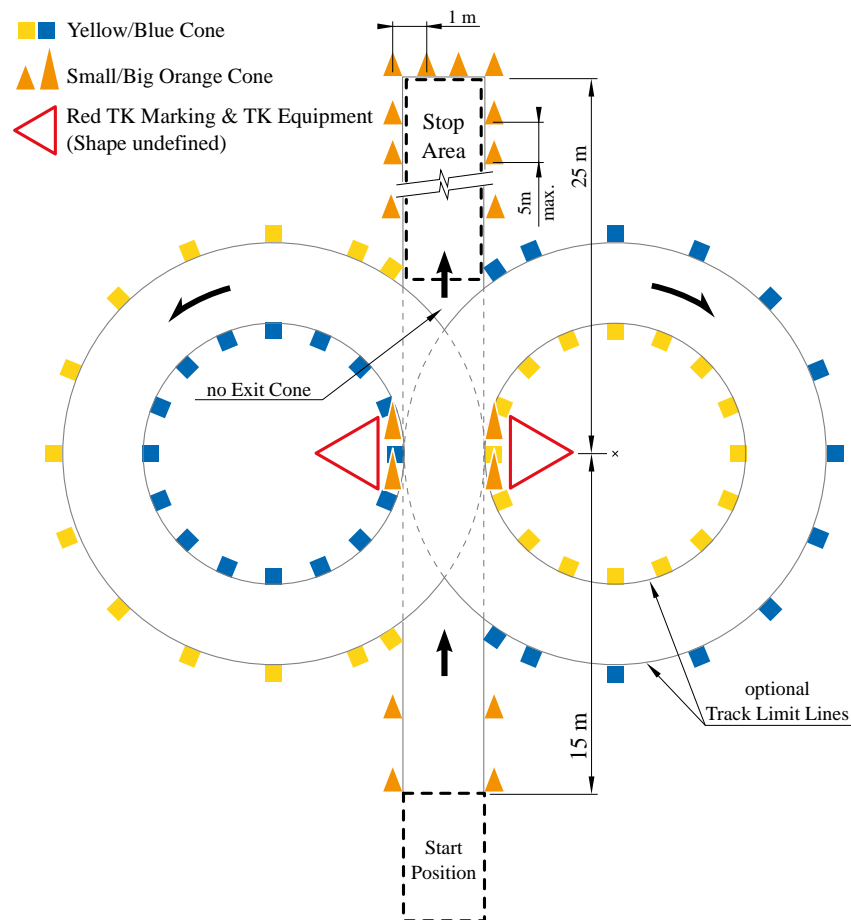


Figure 3: Skidpad according to D4.3

- DE7.3.2 At the competition, several Data Logger Download Station (DLDS) will be provided as self-service terminals.
- DE7.3.3 It is the responsibility of the team to ensure that the DL data from each event is made available to the officials by having it downloaded at a DLDS at latest 1 h after the closing of the respective event.
- DE7.3.4 Failure to make the data available within the specified time period, due to the team's fault, is a violation according to D9.4.4.
- DE7.3.5 Missing or corrupted DL data due to excessive electromagnetic emission by the vehicle is a violation according to D9.4.4.
- DE7.3.6 The DL is based on an IVT-S from Isabellenhütte Heusler GmbH<sup>9</sup>.
- DE7.3.7 The communication described in section DE7.4.9 must be traceable in the logs.
- DE7.3.8 Beside Remote Emergency System (RES) messages (see DE7.4.9), the messages defined in Table 4 must be provided to the DL with a cycle time of 100 ms each. Steering angle  $\delta$  and vehicle coordinate system is defined in figure 5.

<sup>9</sup>Refer to <https://fsg.one/ivt-s> for details. If you are interested in this component, please send an email to [ISASCALE@isabellenhuette.de](mailto:ISASCALE@isabellenhuette.de).



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

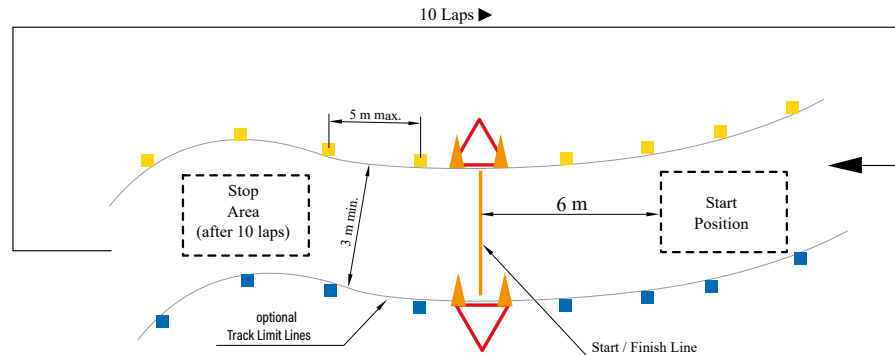


Figure 4: Trackdrive according to D 8.1

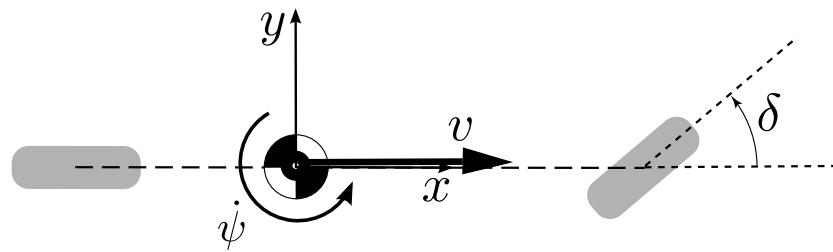


Figure 5: Bicycle model defining steering angle  $\delta$  (drawn in positive direction after "ISO 8855" coordinate system  $\Rightarrow z$  up) and speed  $v$ .

- DE7.3.9 All signals are little-endian (Intel). Scale, if not defined, is 1.
- DE7.3.10 Messages 0x500 and 0x502 must be filled in any case. If some values are not directly available, they should be interpolated or calculated (i.e. target values). 0x501 depends on available sensor data.
- DE7.3.11 All signals mentioned in the team's Autonomous System Form (ASF) have to be provided within the up to five messages with CAN-IDs 0x511 to 0x515. Each message can be up to 8 B of data length. Cycle time is 100 ms.
- DE7.3.12 A valid dbc<sup>10</sup> file containing the message definition of the ASF messages must be uploaded with the ASF. It may be updated afterwards until the deadline mentioned in DE3.2.

## DE 7.4 Remote Emergency System

- DE7.4.1 The RES according to T 14.3 that has to be used for the competition is a GF2000i-codec/T53R98 combination from Gross-Funk GmbH<sup>11</sup>.
- DE7.4.2 All RES must be of the latest 2022 hardware revision (with E-Key).
  - SIL3 (EN61508) certified

<sup>10</sup>see [https://fsg.one/dbc\\_format](https://fsg.one/dbc_format) for more information

<sup>11</sup><https://fsg.one/res>



CAN-ID	Name	Length	Format	Unit	Scale
0x500	DV driving dynamics 1	8 B			
	Speed_actual	bit 0-7	unsigned	km/h	
	Speed_target	bit 8-15	unsigned	km/h	
	Steering_angle_actual	bit 16-23	signed	°	0.5
	Steering_angle_target	bit 24-31	signed	°	0.5
	Brake_hydr_actual	bit 32-39	unsigned	%	
	Brake_hydr_target	bit 40-47	unsigned	%	
	Motor_moment_actual	bit 48-55	signed	%	
Motor_moment_target	bit 56-63	signed	%		
0x501	DV driving dynamics 2	6 B			
	Acceleration longitudinal	bit 0-15	signed	m/s <sup>2</sup>	$\frac{1}{512}$
	Acceleration lateral	bit 16-31	signed	m/s <sup>2</sup>	$\frac{1}{512}$
	Yaw rate	bit 32-47	signed	°/s	$\frac{1}{128}$
0x502	DV system status	5 B			
	AS_state_off		1		
	AS_state_ready		2		
	AS_state_driving	bit 0-2	3		
	AS_state_emergency_brake		4		
	AS_state_finish		5		
	EBS_state_unavailable		1		
	EBS_state_armed	bit 3-4	2		
	EBS_state_activated		3		
	AMI_state_acceleration		1		
	AMI_state_skidpad		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		
	Service_brake_state_disengaged		1		
	Service_brake_state_engaged	bit 9-10	2		
Service_brake_state_available		3			
Lap_counter	bit 11-14	unsigned			
Cones_count_actual	bit 15-22	unsigned			
Cones_count_all	bit 23-39	unsigned			

**Table 4:** Message definition of logged general DV data

- EMV certified
- communication in 430 MHz to 440 MHz band
- increased signal strength of 88 mW
- 12 V to 24 V supply voltage (0.26 A @12 V)
- 450 g, 173 mm × 113 mm × 35 mm
- IP20 (receiver) / IP65 (sender)

DE7.4.3 Please contact Mr. Keller ([christian.keller@grossfunk.de](mailto:christian.keller@grossfunk.de)) at Gross-Funk for purchasing.

DE7.4.4 Regarding the increased signal strength, the BNetzA registration for Hockenheim will be provided by the officials.



Figure 6: RES sender & receiver

DE7.4.5 The receiver includes a normally-open (NO) relay which must be part of shutdown circuit. It opens on switching shutdown, on signal loss, and on power loss. Maximum current rating is 4 A.

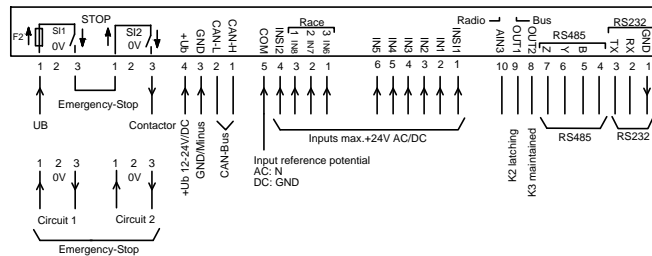


Figure 7: Connections at the RES receiver

- DE7.4.6 The CANopen interface of the receiver has the following properties:
- 1000 kbit/s, 125 kbit/s, 250 kbit/s and 500 kbit/s in standard configuration.
  - Cyclic PDOs containing states of switches (Go-signal) and radio
  - Warns if signal loss detected (200 ms in advance to shutdown, contained in cyclic PDO)
- DE7.4.7 The Node-ID and baud rate settings of the vehicle-side installed receiver can be configured with the external DIP switch:

DIP SW	1	2	3	4	5	6	7	8	Baud Rate
Node-ID	+1	+2	+4	+8	+16	+32	0	0	1 Mbit/s
Bit	0	1	2	3	4	5	1	0	125 kbit/s
							0	1	250 kbit/s
							1	1	500 kbit/s
	Node-ID						Baud Rate		

Table 5: DIP switch configuration RES.



- DE7.4.8 The Node-ID has to be set to 0x011 during the competition. Only in severe cases, there will be an exception. Please give a detailed problem description with the request.
- DE7.4.9 The receiver is booted up and sends a message to signalize its initialization (NMT message with CAN-ID 0x700 + Node-ID and a single data byte 0x00). A CAN/CANopen master device must set the receiver to operational mode (NMT message CAN-ID = 0x000, byte 0 = 0x01 (requested state), byte 1 = addressed Node-ID or 0x00 for all). After setting to operational mode, the receiver starts sending a status message of 8 bytes containing PDOs 2000 - 2007 (one byte each, CAN-ID = 0x180 + Node-ID) every 30 ms.
- DE7.4.10 Manually resetting the RES before sending the operational mode message may be used to check if the device is online (NMT message CAN-ID = 0x000, byte 1 = 0x80 (requested state), byte 2 = addressed Node-ID). This will be answered with the boot-up message.
- DE7.4.11 Beside the CAN-IDs mentioned in DE7.4.9 and DE7.4.10, be aware not to use the CANopen-related IDs listed in Table 6 on the bus<sup>12</sup>.

Communication object	CAN-ID	Slave nodes
NMT node control	0x000	Receive only
Sync	0x080	Receive only
Emergency	0x080 + Node-ID	Transmit
TimeStamp	0x100	Receive only
PDO	0x180 + Node-ID	1. Transmit PDO
	0x200 + Node-ID	1. Receive PDO
SDO	0x580 + Node-ID	Transmit
	0x600 + Node-ID	Receive
NMT node monitoring	0x700 + Node-ID	Transmit
LSS	0x7E4	Transmit
	0x7E5	Receive

Table 6: Reserved message IDs for RES.

- DE7.4.12 System misbehavior and faulty logs caused by misuse of these messages eliminates the demand for a re-run and may lead to a Disqualified (DQ). Same counts for any kind of hardware manipulation to the sender and receiver or improper antennas modifications. In doubt, the logs available on the official DL (see Section DE 7.3) count.
- DE7.4.13 The status of the switch (K2) and the button (K3) at the sender is contained in the PDO 2000 (bit 1 and 2) as well as on the digital outputs, see Figure 7. The E-Stop is signalized by PDO 2000 bit 0 and PDO 2003 bit 7. PDO 2006 contains the radio quality (0 % to 100 %) whereas PDO 2007 summarizes several radio states, i.e. the pre-alarm radio communication interruption (bit 6, 200 ms in advance to shutdown).
- DE7.4.14 Either K2 or K3 are allowed to be used to signalize the Go-signal for switching from "Ready" to "Driving" state, see T14.9, Figure 17. Both the CAN message or the digital outs can be used.
- DE7.4.15 For dynamic disciplines, the officials will hand-out a Race E-Key that has to replace the team's Training E-Key for the time of the run (switching the RES to a different set of frequencies within the range listed in DE7.4.2). It must be returned to the officials immediately after the run has been finished.

<sup>12</sup><https://fsg.one/canopen-poster>



DE7.4.16 In order to enable the Race E-Key frequencies at the receiver, the input "Race 1" has to be set to high (by bridging the input with supply "+Ub"). That needs to be done upon receipt of the E-Key with a flip switch in proximity to the Autonomous Mission Indicator (AMI) (see T14.11). Race mode position has to be marked with an "R". Correct mode selection can be traced via the input's LED as well as in PDO 2007, bit 7.