



Formula Student Germany Event Handbook 2026

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Changelog

Rule	Version	Change
DE	1.0	Renamed to "Event Handbook"
DE 3.1.2	1.0	Clarified that participation in the quiz is not necessary to use tools for other competitions
DE 3.1.3	1.0	Added availability date for test registration website
DE 3.1.14	1.0	Added date for quiz repeat in case of fundamental issues
DE 3.2.1	1.0	Reduced slots to 80 (DC to 40) due to schedule constraints
DE 3.2.2	1.0	Added reserved slot for crazy20 winner
DE 3.2.2	1.0	Swapped order of DC and EV slots so duplicate teams are filled up from overall ranking
DE 3.7.5	1.0	Added validity period for health insurance without explicit validity date
DE 4.2.1	1.0	Updated deadlines for 2026
DE 4.2.4	1.0	Added template availability deadline
DE 5.5.3	1.0	Clarified procedure for picking up confiscated goods
DE 5.6	1.0	Changed welding area to power tool area
DE 5.14.1	1.0	Extended required tools for Electrical Inspection
DE 5.15	1.0	No Tilt Test at FSG 2026
DE 8.2	1.0	No Cell Temperature Monitoring Device at FSG 2026
DE 8.3	1.0	Clarified status signal definitions concerning actuators
DE 4.1.1	1.0.1	Fixed timezone designator
DE 4.2.1	1.1	Added CRD deadline that was accidentally missing in v1.0
DE 4.2.4	1.2	Clarified that minor updates are possible closer to the deadline
DE 5.5.4	1.2	No storage outside of the pit
DE 5.5.5	1.2	No cooking on the event site
DE 5.12.4	1.2	Clarified that charging connector availability cannot be guaranteed at all times
DE 5.12.5	1.2	FSG 2026 will have slots for charging
DE 5.16.1	1.2	No driver equipment required for pushing vehicles
DE 6.1	1.2	Renamed "Bill of Material" section to "Cost and Manufacturing"
DE 6.1.3	1.2	Added restrictions for material brought to Cost and Manufacturing
DE 7.5	1.2	Moved "Autonomous Mode Disciplines Track Marking" section into separate "Driverless Specification" document.
DE 7.6	1.2	Relaxed dynamic area restrictions for track walk of Trackdrive instead of Autocross due to changes in schedule
DE 7.7	1.2	Allowed light effects for Skidpad @Night
DE 8.3	1.2	Moved some details into separate "Driverless Specification" document.
DE 8.4	1.2	Moved some details into separate "Driverless Specification" document.
DE 4.2.1	1.3	Postpone BPEFS, MU and TVSD deadlines to fulfill DE 4.2.4
DE 6.1.3	1.3	Clarified rule
DE 6.2	1.3	Defined format and content of BPEFS for FSG26

Rule	Version	Change
DE 6.3	1.3	Defined judging procedure for Engineering Design and Cost and Manufacturing for FSG26
DE 8.4.3	1.3	Require multi-position switch to enable use of multiple Race E-Keys
DE 8.4.4	1.3	Allowed fallback to flip switch for teams that are unable to use a multi-position switch
DE 8.4.5	1.3	Allowed fallback to Training E-Key

Abbreviations

ASES	Accumulator Structural Equivalency Spreadsheet
ASF	Autonomous System Form
ASR	Autonomous System Responsible
ASRQ	ASR Qualification
BPEFS	Business Plan Executive & Financial Summary
CEST	Central European Summer Time
CET	Central European Time
CRD	Cost Report Documents
CTMD	Cell Temperature Monitoring Device
CTS	Chassis Type Selection
DC	Driverless Cup
DCPI	Driverless Cup Participation Intention
DL	Data Logger
DLDS	Data Logger Download Station
EBS	Emergency Brake System
ESF	Electrical System Form
ESO	Electrical System Officer
ESOQ	Electrical System Officer Qualification
EV	Electric Vehicle
FSG	Formula Student Germany
HIC	Health Insurance Certificate
IAD	Impact Attenuator Data
IRR	Internal Rate of Return
MU	Media Uploads
RES	Remote Emergency System
ROI	Return on Investment
SE3D	Structural Equivalency 3D Model
SES	Structural Equivalency Spreadsheet
SESA	SES Approval
TMD	Team Member Designation
TS	Tractive System
TVSD	Technical Vehicle System Documentation
VSV	Vehicle Status Video

DE Formula Student Germany Event Handbook 2026

DE 1 General Information

DE 1.1 Event Dates and Place

DE 1.1.1 ESG 2026 will be held from 11th until 16th of August 2026 in Hockenheim, Germany.

DE 1.2 Class Availability

DE 1.2.1 The ESG 2026 event will feature a competition for the Electric Vehicle (EV) class. This will take place together with the additional Driverless Cup (DC).

DE 1.3 Applicable Rules

DE 1.3.1 The event will be held in compliance with the “Formula Student Rules 2026” and the “Formula Student Driverless Specification 2026” in their respective latest releases.

DE 1.4 Competition Website

DE 1.4.1 The URL of the ESG competition website is <https://www.formulastudent.de>.

DE 1.5 Date and Time Format

DE 1.5.1 The competition date/time format is “YYYY-MM-DD hh:mm” according to ISO 8601¹.

DE 1.5.2 The competition time zone is CET² or CEST from last Sunday of March to last Sunday of October, Europe/Berlin.

DE 1.5.3 The time of the competition website is the official time for all deadlines and decisions:

<https://www.formulastudent.de/time>.

¹https://en.wikipedia.org/wiki/ISO_8601

²https://en.wikipedia.org/wiki/Central_European_Time

DE 2 Emergency Information

DE 2.1 Emergency Numbers

DE 2.1.1 The official emergency number in Germany is **112**. This number works from every phone and carrier network and is always free of charge.

DE 2.1.2 During the event, you can reach a Pit Marshal or Event Support via the following numbers:

- +49 (151) 560 747 00 – Pit Marshal (Pascal Heuter)
- +49 (151) 560 747 02 – Event Support (Matthias Brutschin)

DE 2.2 Minor Injury

DE 2.2.1 Emergency aid is provided at the Medical Center whenever the pits are open. Its location is marked on the map.

DE 2.2.2 Please accompany the injured person to the Medical Center.

DE 2.3 Severe Injury

DE 2.3.1 During the dynamic disciplines, an ambulance is on standby on site. They are located next to the Medical Center and are marked in blue on the map. Every official and security has two-way radio, ask them to call the Medical Center or the ambulance on channel 16.

DE 2.3.2 Call an ambulance yourself if someone is severely injured and needs urgent help. The emergency number for every phone and mobile phone is 112.

DE 2.3.3 The closest hospital to the event site is the "Krankenhaus Schwetzingen", Bodelschwinghstrasse 10, 68723 Schwetzingen. You can reach them via phone at +49 (0) 6202 / 84-30

DE 2.4 Clear message of zero tolerance of all forms of violence and hate crime

DE 2.4.1 We would like to preventively raise awareness and spread the clear message of zero tolerance of all forms of violence and hate crime. Should an incident occur, we will be happy to help you deal with it confidentially.

DE 2.4.2 During the event, you could also go to the Medical Center and talk to the emergency services there.

DE 2.4.3 We would also like to draw your attention to the following hotlines for professional support:

- 24-hour services of the EU-wide free helpline for women 116 016 (<https://www.hilfetelefon.de/en.html>)
- Nationwide victim support 116 006 (<https://weisser-ring.de/english>)

DE 3 Registration

DE 3.1 Team Registration

- DE 3.1.1 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.
- DE 3.1.2 Teams that wish to register for the withdrawn list in order to use our review tools for other competitions should not participate in the quiz. It will be possible to add your team to the withdrawn list in the team area on the competition website after the results of the quiz have been published, see DE 3.1.13, for a period of two weeks.
- DE 3.1.3 The URL of the registration website is <https://reg.formulastudent.de>. A representative test registration website will be made available at <https://t.reg.formulastudent.de> two weeks before the registration on Friday 2026-01-16 .
- DE 3.1.4 Teams must create a team account on the competition website and assign a team captain. It is highly recommended to also appoint two deputies. The deadline for this is 24 h before the registration starts, see DE 4.1. Only one person, the team captain or one of their deputies, may complete the registration quiz.
- DE 3.1.5 The quiz starts as defined in DE 4.1.
- DE 3.1.6 Only one question will be visible at a time and can only be answered once.
- DE 3.1.7 Questions will have a fixed duration during which an answer has to be provided by the team.
- DE 3.1.8 When entering the quiz late, depending on the delay, the first questions will not be visible anymore.
- DE 3.1.9 The ranking is determined by the teams' quiz scores, as outlined in Equation 1. A lower score corresponds to a higher position in the ranking. Each question is assigned a weight proportional to its duration, which will be displayed alongside the question.

$$\begin{aligned}
 & i := \text{question index} \\
 & score_{\text{team},i} = \text{question}_{\text{weight},i} \cdot \begin{cases} \frac{time_{\text{team},i}}{2 \cdot time_{\text{question},i}} & \text{for valid answers} \\ 1 & \text{for invalid answers} \end{cases} \quad 1 \\
 & score_{\text{team}} = \sum_i score_{\text{team},i}
 \end{aligned}$$

- DE 3.1.10 Once the quiz has been successfully completed, the team captain or one of their deputies must register the team for the event 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 d) after the start of the registration.

- DE 3.1.11 The quiz will close after the time to answer the last question has expired.
- DE 3.1.12 No feedback if the answer was correct will be provided until the results are published on Saturday 2026-01-31 13:00 CET on the registration quiz page, see [DE 3.1.5](#). After the results are published, teams have 4 h until 2026-01-31 17:00 CET to hand in protest at <https://www.formulastudent.de/fsg/feedback-quiz/>. Protests by e-mail will be ignored.
- DE 3.1.13 Quiz times and the resulting ranking will be published on Monday 2026-02-02 13:00 CET.
- DE 3.1.14 Should protests reveal fundamental issues that render the results of the quiz unusable, a complete repeat will take place on Friday 2026-02-06 13:00 CET. The result publishing, protest and final ranking timeline will then be adapted accordingly.
- DE 3.1.15 Reserved slots, see [DE 3.2.2](#), 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.
- DE 3.1.16 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 [DE 3.3](#). Once all slots have been filled, all additional teams will be placed on a waiting list, see [DE 3.4](#). The period to pay the registration fee starts with the publication of the ranking on 2026-02-02 13:00 CET.
- DE 3.1.17 The Technical Inspection order at the event will be based on the quiz result.

DE 3.2 Registration Slots

- DE 3.2.1 FSG 2026 is limited in total to 80 EV slots. Up to 40 of the registered teams may participate in the DC.
- DE 3.2.2 Reserved slots will be assigned to the following teams:
- Winner of the crazy20 special event from FSG 2025
 - Five top DC teams from FSG 2025
 - Five top EV teams from FSG 2025
 - Five top EV teams from latest World Ranking List³ as of 2026-01-16 13:00 CET
 - Winning EV teams from all World Ranking List competitions 2025

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.

- DE 3.2.3 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 [DE 3.1.11](#).

DE 3.3 Registration Fee

- DE 3.3.1 The registration fee is 1500 € and includes up to 15 team members.

³<https://fs-world.org>

- DE 3.3.2 The registration fee is waived for the overall winners [EV](#) and [DC](#) and for the winner of the Sportsmanship Award from [FSG 2025](#).
- DE 3.3.3 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.
- DE 3.3.4 Registration fees are only refundable should unexpected entry restrictions prohibit the team from traveling.
- DE 3.3.5 More team members can be registered for 50 € per participant until the [TMD](#) deadline, see [DE 4.2](#). Unassigned spaces expire at the [TMD](#) deadline and will not be refunded. There is no limit in team size.
- DE 3.3.6 After the [TMD](#) deadline, see [DE 4.2](#), changes to the list of team members are only possible by paying a late booking fee of 100 € per participant. This also applies to teams who move up from the waiting list after the [TMD](#) deadline. There is no deadline for late bookings.

DE 3.4 Waiting List & Withdrawals

- DE 3.4.1 Teams on the waiting list may move to the participating list until 2026-07-26 00:00 [CEST](#). This is possible if registered team withdraw from the event. Once a slot on the participating list has become available again, the next team on 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.
- DE 3.4.2 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 [DE 3.3.6](#).
- DE 3.4.3 Teams on the waiting and participating lists who find that they will not be able to attend the event are requested to officially withdraw via the option on their event settings page. This cannot be undone.
- DE 3.4.4 After the waiting list closes, execution of [A 5.4.2](#) and [A 5.3.4](#) is suspended and teams will no longer be de-registered.

DE 3.5 No Driverless

- DE 3.5.1 Teams that do not intend to run in autonomous mode at the event must set the status “No Driverless” on their event settings page. This cannot be undone. All autonomous mode disciplines will be scored with 0 points. The team will not be allowed to run in autonomous mode.
- DE 3.5.2 Teams with the status “No Driverless” 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 event. All correction request for these deadlines become invalid immediately. Existing penalties remain if the status “No Driverless” is handed in after a deadline already expired.

DE 3.6 Driverless Cup

- DE 3.6.1 All teams must decide on their event settings page whether they wish to participate in the Driverless Cup (DC) by the DCPI deadline, see [DE 4.2](#).
- DE 3.6.2 Up to 40 DC slots will be assigned among these teams. Five slots are reserved for the five top teams from the FSG 2025 DC competition, the remaining slots will be assigned in the order of the quiz results.

DE 3.7 Team Member Designation

- DE 3.7.1 Participating team members must be assigned prior to the event by the team captain or their deputies.
- DE 3.7.2 Any changes after the TMD deadline, see [DE 4.2](#), are considered late bookings according to [DE 3.3.6](#). Registered participants cannot be swapped for other team members after the deadline.
- DE 3.7.3 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.
- DE 3.7.4 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
 - HIC for Germany (e.g. travel insurance)
 - standard terms

It is possible to select team members as participants who have not yet passed the HIC review. New or updated HIC will only be reviewed after the team member has been selected as participant by the team captain.

- DE 3.7.5 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. If no explicit validity date is specified, the validity is 2 years after the date of issue.

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

- DE 3.7.6 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 competition website. This document must be signed and then uploaded using the standard terms upload in the **My Account** section.

DE 3.8 Visa for Participants

- DE 3.8.1 All participants which passed the HIC-check, will find a personalized letter of invitation with a digital signature in their account overview.
- DE 3.8.2 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.

DE 4 Important Dates

DE 4.1 Team Registration

DE 4.1.1 Team registration, see [DE 3.1](#), for all teams starts on 2026-01-30 13:00 CET with the registration quiz and ends after the registration quiz has been closed, see [DE 3.1.11](#).

DE 4.2 Deadlines

DE 4.2.1 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 1.

Date	Deadline
2026-02-20 13:00 CET	Driverless Cup Participation Intention (DCPI)
2026-03-13 13:00 CET	Accumulator Structural Equivalency Spreadsheet (ASES)
2026-03-13 13:00 CET	Chassis Type Selection (CTS)
2026-03-13 13:00 CET	Impact Attenuator Data (IAD)
2026-03-13 13:00 CET	Structural Equivalency 3D Model (SE3D)
2026-03-13 13:00 CET	Structural Equivalency Spreadsheet (SES)
2026-03-13 13:00 CET	SES Approval (SESA)
2026-03-27 13:00 CET	Autonomous System Form (ASF) ⁴
2026-03-27 13:00 CET	Electrical System Form (ESF)
2026-06-12 13:00 CEST ⁵	Media Uploads (MU)
2026-06-12 13:00 CEST ⁵	Technical Vehicle System Documentation (TVSD)
2026-06-19 13:00 CEST	ASR Qualification (ASRQ) ⁴
2026-06-19 13:00 CEST	Electrical System Officer Qualification (ESOQ)
2026-06-19 13:00 CEST	Team Member Designation (TMD)
2026-07-03 13:00 CEST	Vehicle Status Video (VSV)
2026-07-10 13:00 CEST ⁵	Business Plan Executive & Financial Summary (BPEFS)
2026-07-24 13:00 CEST	Cost Report Documents (CRD)
2026-07-24 13:00 CEST	dbc file upload ⁴
2026-07-24 13:00 CEST	Option to set “No Driverless” (DE 3.5)
2026-07-26 00:00 CEST	Waiting list closes (DE 3.4)
2026-08-11 20:00 CEST	On-site accumulator registration (DE 5.13.2)

Table 1: Document deadlines

- DE 4.2.2 Deadlines are specified such that documents need to have been submitted and received by the competition website **before** the time specified by the respective deadline. An upload time of 13:00:00.000 is therefore already too late if the deadline was 13:00.
- DE 4.2.3 All documents must comply with a maximum size of 50 MB.
- DE 4.2.4 Templates or forms required for meeting the deadlines from Table 1 will be made available on the competition website at latest 4 weeks before the deadline. Minor updates to these templates or forms may be made closer to the deadline.

⁴The ASF, ASRQ and dbc file upload is not required for teams that have selected the “No Driverless” status, see [DE 3.5](#).

⁵The BPEFS, MU and TVSD deadlines have been postponed to fulfill [DE 4.2.4](#)

DE 5 Event Site Organization

DE 5.1 On-Site Registration

- DE 5.1.1 Each team will be assigned to one of three time slots for registering on-site. The order is the same as in [DE 5.10](#). The three slots will be published in the main schedule on the competition website⁶.
- DE 5.1.2 The on-site registration will take place near the south stands.
- DE 5.1.3 Until Wednesday 2026-08-12 15:30 CEST, teams are limited to have only 7 members on-site.
- DE 5.1.4 Until Wednesday 2026-08-12 15:30 CEST, there is a no-go area in effect. Details can be found in the map published on the competition website.
- DE 5.1.5 The team captain will be handed the tickets of their team members and all other required documents for entering the venue.
- DE 5.1.6 Tickets will only be handed out for team members with complete profiles on the competition website.
- DE 5.1.7 All questions regarding the registration procedure must be asked via the “Event Helpdesk” on the competition website⁷.
- DE 5.1.8 The team must enter the event site for unloading immediately after receiving their tickets and documents.

DE 5.2 Entering the Event Site

- DE 5.2.1 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 completely and displayed behind the windscreen of the “team truck” used to transport the competition vehicle and equipment to the pits.
- DE 5.2.2 The driver may queue the “team truck” only after the entrance passes are filled out.
- DE 5.2.3 The total length of the “team truck” including a possible trailer must not exceed 12 m.
- DE 5.2.4 The team is entitled to enter the event site only once with their “team truck” for a maximum of 30 min for the purpose of unloading their competition vehicle and equipment.
- DE 5.2.5 Afterwards the “team truck” must be moved outside of the Hockenheimring.
- DE 5.2.6 It is not possible to drive to the pit area again with the “team truck” during the event before loading on Sunday.

⁶<https://fsg.one/schedule>

⁷<https://fsg.one/questions>

DE 5.2.7 On Sunday 2026-08-16 the team is entitled to enter the pits once with the “team truck” for a maximum of 30 min for the purpose of loading.

DE 5.2.8 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 Thursday 2026-08-13 until Sunday 2026-08-16 11:00 CEST.

DE 5.3 Announcements

DE 5.3.1 All announcements can be found on the competition website <https://today.formulastudent.de/>.

DE 5.4 Protest Procedure

DE 5.4.1 To initiate the protest procedure according to [A 3.7.2](#), 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

DE 5.4.2 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 chose 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.

DE 5.4.3 The announced protest deadline is always going to be between 10:00 CEST and 22:00 CEST.

DE 5.4.4 The protest deadline for scoring results and penalty publishings is going to be at least 2 h after publication. For protests regarding Endurance, the protest deadline may be shorter.

DE 5.4.5 If no explicit protest deadline is announced, the deadline is 24 h after the respective incident.

DE 5.5 Event Site

DE 5.5.1 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.

DE 5.5.2 Lost & found is handled at Event Control during the opening times. Items must be picked up until Sunday 2026-08-16 18:00 CEST.

DE 5.5.3 Confiscated goods must be picked up at the Technical Inspection Info Counter after finishing Endurance on Sunday 2026-08-16 . The Info Counter closes when the Post Inspection of the last vehicle is finished. Confiscated items that are not

picked up in time will then be available for pick-up at Event Control. Anything that is not picked up when Event Control closes will not be kept.

DE 5.5.4 Teams must only use their designated pit for storage of any kind. This includes backpacks and other personal belongings. An exception may be made for recreational seating at the Pit Marshal's discretion.

DE 5.5.5 The use of cooking equipment is prohibited on the event site. Food processed outside of the event site may be brought and eaten on site.

DE 5.6 Welding and Power Tool Area

DE 5.6.1 A designated power tool area is available, as defined in [A 6.4](#).

DE 5.6.2 FSG attempts to provide an approved welder. Outside of the opening hours it is possible to weld with own equipment in the power tool area only, using appropriate safety gear.

DE 5.7 Tires

DE 5.7.1 FSG provides a tire mounting machine and tools for changing tires. Required rim adapters must be brought by the team.

DE 5.7.2 Teams must provide a qualified person and mount the tires themselves.

DE 5.7.3 The equipment will be made available upon request via the Pit Marshals, which also decide on the qualification of the person.

DE 5.7.4 The use of machines and tools is at the user's own risk. The organizer is not liable for damage to materials or personal injuries. The user is liable for any damage to tools and machines.

DE 5.8 Team Briefings

DE 5.8.1 Important information for the upcoming day will be published on the competition website every evening. The team captain, their deputies and all drivers are expected to have read those briefings.

DE 5.8.2 Important information for the upcoming day will be published on the competition website every evening. The team captain, their deputies and all drivers are expected to have read those briefings.

DE 5.9 Driver Registration

DE 5.9.1 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 5.10 Technical Inspection Time Schedule

DE 5.10.1 The Technical Inspection parts Pre-Inspection, Accumulator Inspection, Mechanical Inspection, Electrical Inspection and Autonomous System 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 competition website shortly before the start of the event.

- DE 5.10.2 The slots will be assigned to DC participants first and then to the other teams, based on the registration quiz order.

DE 5.11 Transponders / Timekeeping

- DE 5.11.1 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 2).

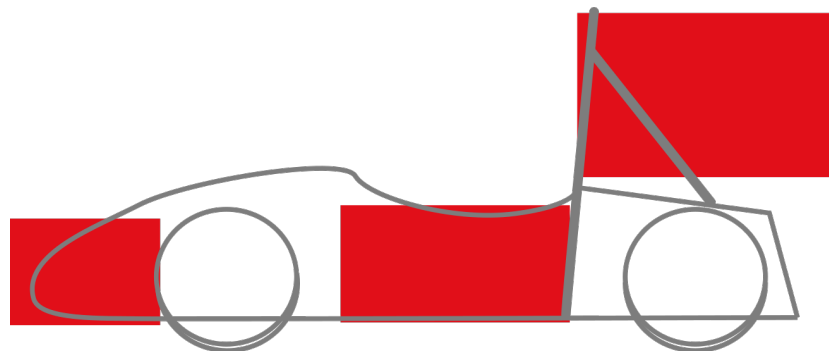


Figure 2: RFID Tag Placement Areas

- DE 5.11.2 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.
- DE 5.11.3 The area on the vehicle will be cleaned (regular window cleaner) to apply Velcro tape to mount RFID tags.
- DE 5.11.4 If an RFID tag gets damaged, please contact Event Control. This will not result in a penalty.
- DE 5.11.5 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.
- DE 5.11.6 After the event, these tags must be returned to the Event Control by Sunday, 2026-08-16 18:00 CEST.
- DE 5.11.7 Live-timing is provided at <https://tk.formulastudent.de>. The data shown is unofficial.

DE 5.12 Charging

- DE 5.12.1 The charging area is a separated dynamic area including separate entrance restrictions.
- DE 5.12.2 Only three members per team may enter the charging area at the same time. One of them must be an Electrical System Officer (ESO).

- DE 5.12.3 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.
- DE 5.12.4 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. The number of outlets is limited and the availability of a specific connector type cannot be guaranteed at all times.
- DE 5.12.5 Charging slots are allocated on a "first-come, first-served" basis during designated charging periods.
- DE 5.12.6 Each charging slot has a maximum duration of 90 min. The time begins when the team enters the charging area and ends with the team exiting the charging area.

DE 5.13 Accumulator Inspection

- DE 5.13.1 The Accumulator Inspection will take place in the charging area.
- DE 5.13.2 All teams that are allowed to enter on Tuesday 2026-08-11 and don't have their Accumulator Inspection on Tuesday 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.
- DE 5.13.3 If a team misses the aforementioned deadline, a penalty of 10 points is deducted of its overall score for every commenced 12 h up to a maximum total of 30 penalty points.
- DE 5.13.4 The team has to register the accumulator delivery at the charging area.

DE 5.14 Electrical Inspection

- DE 5.14.1 In addition to the tools listed in [IN 3.2.2](#), the following tools must be brought for Electrical Inspection:
- Measurement device for isolation testing according to [IN 4.1.1](#)
 - Milliohmmeter to perform tests according to [EV 3.1.3](#)
 - Voltage supply to supply the TS when the TS accumulator is not connected, see [IN 4.2.1](#)
 - If applicable, current source to simulate an appropriate signal that represents the current, to achieve ≤ 5 kW whilst pressing the brake pedal, see [IN 4.1.3](#)

DE 5.15 No Tilt Test

- DE 5.15.1 Contrary to [IN 1.2.1](#), there will be no Tilt Test, see [IN 7](#), at FSG 2026. Vehicles may participate in the dynamic disciplines without having passed the Tilt Test. The responsibility remains with the team to design the vehicle and adjust the suspension so that it could have passed the Tilt Test at any time. We reserve the right to check this at random.

DE 5.16 Vehicle Movement

DE 5.16.1 Contrary to [A 6.6.5](#), the team member in the cockpit is not required to wear any driver equipment.

DE 6 Static Disciplines

DE 6.1 Cost and Manufacturing

- DE 6.1.1 For FSG, the supporting material file, see [S 3.6](#), must not exceed 20 pages of content. A title page and a table of contents page may additionally be added.
- DE 6.1.2 For FSG, the cost and emissions explanation file, see [S 3.7](#), must not exceed 20 pages of content, consisting of not more than 10 pages each for costs and for emissions. A title page and a table of contents page as well as an appendix may additionally be added. The appendix may only list input values (e.g. the price for 1 kg of aluminium). It must not contain any calculations.
- DE 6.1.3 Material brought for Part 2 “Cost Understanding”, see [S 3.2.4](#), and Part 3 “Real Case”, see [S 3.2.5](#), must fit onto the provided pin board. The use of electronic devices is prohibited.

DE 6.2 Business Plan Presentation

- DE 6.2.1 The Business Plan Executive & Financial Summary (BPEFS), see [S 2.3](#), must be exactly 2 pages in DIN A4 format.
- DE 6.2.2 The university name and vehicle number must be clearly visible on both submitted pages.
- DE 6.2.3 The first page of the BPEFS must contain an insightful summary of the proposed business model. Any information that best showcases the business idea may be chosen.
- DE 6.2.4 The second page of the BPEFS must exclusively contain a financial summary of the proposed business model. The following key financial figures must be included:
- Requested investment amount
 - Proposed investor equity stake
 - Investor ROI or IRR after 5 years
 - Break-even year (if applicable)
 - Year-by-year revenue (5-year outlook)
 - Year-by-year profit (5-year outlook)
 - Year-by-year free cash flow (5-year outlook)
 - Unit price (1 year after investment)
 - Pricing model
 - Unit contribution margin (1 year after investment)

Additional figures that help demonstrate the business model's viability and profitability may also be included.

DE 6.3 Judging Procedure for Engineering Design and Cost and Manufacturing

- DE 6.3.1 Judging for Engineering Design and Cost and Manufacturing is conducted in a vehicle production line format with 6 stations. Teams move from station to station together with their vehicle. Judges remain at their assigned stations.

DE 6.3.2 Judging for Engineering Design and Cost and Manufacturing is conducted in sequence⁸ according to the team's individual schedule, which will be published on the competition website shortly before the start of the event. Each station covers one or two judging categories, see [S 4.5.3](#) and [S 3.8.2](#). The assignment of categories to stations is given by Table 2.

Station	Category 1	Category 2
Design 1	Overall Vehicle Concept	LV-Electrics / Electronics
Design 2	Software	Vehicle Performance
Design 3	Mechanical / Structural	Tractive System / Powertrain
Design 4	Autonomous Functionality	Driver Interface
Cost & Manuf. 1	BOM Discussion	
Cost & Manuf. 2	Cost Understanding	Real Case

Table 2: Allocation of judging categories to stations

DE 6.3.3 The production line has a cycle time of 30 min. These are split into 15 min of judging, 10 min for collecting materials and moving to the next station, and 5 min for a break and preparation for the next session.

DE 6.3.4 The number of team members accompanying the vehicle during Engineering Design and Cost and Manufacturing judging is limited to 15. These members must collectively be able to cover all judging categories. The members accompanying the vehicle may not be exchanged during the judging procedure.

DE 6.3.5 At stations covering two judging categories, these categories will be judged in parallel. Teams are responsible for allocating their members accordingly.

DE 6.3.6 Engineering Design judging categories are intended to be covered by two judges per category. One judge focuses on fundamental understanding and system explanation, while the other judge focuses on detailed engineering reasoning.

DE 6.3.7 At each station, a beer table of size 220 cm × 50 cm will be provided to display additional items.

DE 6.3.8 At the stations dedicated to Cost and Manufacturing, one pin board that can fit two posters/flipcharts of size A1 side by side will be provided for each category, see [DE 6.1.3](#).

DE 6.3.9 The allowed material during judging differs between stations dedicated to Engineering Design and to Cost and Manufacturing. It is defined in Table 3.

⁸Each team passes through each station once, but the order may vary between teams.

Material	Engineering Design	Cost and Manufacturing
Vehicle	Required for both	
Additional Items	All must fit on provided table	
Team Presentation	Carried by members, printed or digital ⁹	
Posters / Flipcharts	Prohibited	Allowed on provided pin board ¹⁰
Display Stands	Prohibited for both	

Table 3: Allowed Materials during Judging

DE 6.3.10 Judging takes place in the Marquee Above Pits. A lift (“Strawberry Basket”) is provided to transport the vehicle. Queue opening times for the Strawberry Basket are published as part of the team’s schedule, shortly before the start of the event. Teams are responsible for joining the queue early enough to complete the lifting procedure and for being ready at the assigned station at the beginning of each judging session.

⁹Electronic devices are prohibited for the Cost and Manufacturing 2 station, see [DE 6.1.3](#).

¹⁰Additional flipcharts or posters may be stacked and used by flipping through them.

DE 7 Dynamic Disciplines

DE 7.1 Dynamic Disciplines Closing Time Handling

- DE 7.1.1 An audio signal (i.e. “gong”) indicates the end of the current session.
- DE 7.1.2 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.
- DE 7.1.3 Re-runs will be granted after the audio signal, if applicable.

DE 7.2 Endurance Running Order

- DE 7.2.1 The running order for the Endurance according to [D 7.3](#) will be published before the start of the Endurance.
- DE 7.2.2 The running order is divided into different sessions.
- DE 7.2.3 At least the five next vehicles according to the running order must queue up at any time during the Endurance.
- DE 7.2.4 The queue must be continuously filled up by the following vehicles.
- DE 7.2.5 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.
- DE 7.2.6 A vehicle is defined as running out of order and penalized according to [D 10.2.1](#) 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.
- DE 7.2.7 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.

DE 7.3 Trackdrive Running Order

- DE 7.3.1 The running order for the Trackdrive according to [D 8.2](#) will be published before the start of the Trackdrive.
- DE 7.3.2 At least the three next vehicles according to the running order must queue up at any time during the Trackdrive.
- DE 7.3.3 The queue must be continuously filled up by the following vehicles.
- DE 7.3.4 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.
- DE 7.3.5 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.

DE 7.3.6 Running out of order is only possible at the end of the Trackdrive.

DE 7.4 Behavior Inside Dynamic Area

DE 7.4.1 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 discipline queues.

DE 7.4.2 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.

DE 7.5 Autonomous Mode Disciplines Track Marking

DE 7.5.1 The track marking for the autonomous mode disciplines is done according to DS 1 from the additionally published document "Driverless Specification".

DE 7.5.2 The cones used at the event have the letters FSG written on the black/white band.

DE 7.6 [DC only] Trackdrive Track Walk Procedure

DE 7.6.1 Due to the manual mode Acceleration running in parallel, the dynamic area restrictions, see D 1.4, are relaxed for the track walk of the Trackdrive. Entrance to this track walk is granted to team members wearing a dynamic vest or carrying an entry card for the charging area.

DE 7.7 Manual Skidpad @Night

DE 7.7.1 FSG 2026 will feature a manual mode Skidpad at night.

DE 7.7.2 Vehicles may be equipped with special light effects. All additional components have to be securely mounted within the surface envelope according to T 1.1.18 and must not be powered by the IS.

DE 7.7.3 Additional components will be briefly inspected in the queue.

DE 7.7.4 Pyrotechnics must not be used.

DE 8 Vehicle Requirements and Restrictions

DE 8.1 Technical Inspection Sticker

DE 8.1.1 For the event's Technical Inspection sticker according to [IN 1.3](#), a space 50 mm tall x 180 mm wide must be made available on the nose of the vehicle directly in front of the cockpit opening.

DE 8.2 No Cell Temperature Monitoring Device

DE 8.2.1 At FSG 2026, no CTMD according to [EV 5.8.9](#) will be installed.

DE 8.3 Data Logger

DE 8.3.1 A DL according to [EV 4.6](#) and [T 14.2](#), described in the additionally published document "Data Logger Specification", will be mounted to the vehicle.

DE 8.3.2 At the event, several Data Logger Download Station (DLDS) will be provided as self-service terminals.

DE 8.3.3 It is the responsibility of the team to ensure that the DL data from each discipline is made available to the officials by having it downloaded at a DLDS at latest 1 h after the closing of the respective discipline.

DE 8.3.4 Failure to make the data available within the specified time period, due to the team's fault, is a violation according to [D 10.4.4](#).

DE 8.3.5 Missing or corrupted DL data due to excessive electromagnetic emission by the vehicle is a violation according to [D 10.4.4](#).

DE 8.3.6 The DL is based on an IVT-S from Isabellenhütte Heusler GmbH¹¹.

DE 8.3.7 The messages required by [DS 2](#), from the additionally published document "Driverless Specification", must be traceable in the logs.

DE 8.3.8 A valid dbc¹² file containing the message definition of the ASF messages must be uploaded until the deadline mentioned in [DE 4.2](#).

DE 8.4 Remote Emergency System

DE 8.4.1 The RES according to [T 14.3](#) that has to be used for the event is a GF2000i-codec/ T53R98 combination from Gross-Funk GmbH¹³ of latest 2022 hardware revision (with E-Key). For details, refer to [DS 3](#) from the additionally published document "Driverless Specification".

DE 8.4.2 Regarding the increased signal strength, the BNetzA registration for Hockenheim will be provided by the officials.

¹¹Refer to <https://fsg.one/ivt-s> for details. If you are interested in this component, please send an email to ISASCALE@isabellenhuette.de.

¹²see https://fsg.one/dbc_format for more information

¹³<https://fsg.one/res>

- DE 8.4.3 FSG 2026 will be using multiple Race E-Keys. For details, see [DS 3.4](#) and [DS 3.6](#) from the additionally published document “Driverless Specification”.
- DE 8.4.4 Teams that are unable to fulfill [DS 3.6](#) may instead use [DS 3.5](#).
- DE 8.4.5 The Race 1 key may not be available on all dynamic disciplines at all times. Teams that are unable to run on Race 2 or Race 3 may instead use their Training E-Key at their own risk.
- DE 8.4.6 Until Thursday 2026-08-13 a Race E-Key will be available at the [EBS](#) Test, see [IN 11.2](#), to verify the proper function within the vehicle.

DE 8.5 Maximum Sound Level

- DE 8.5.1 The maximum sound level of any noise source of the vehicle is 110 dB(C) at any time.
- DE 8.5.2 The sound level can be measured at any time during the event. The distance from which the measurement is taken is 0.5 m.

DE 8.6 Chassis Identification

- DE 8.6.1 In accordance with other European competitions,¹⁴ each chassis will be marked at the first competition in which it is used.
- DE 8.6.2 The marking is placed on the front hoop near the inspection hole, in a 30 mm by 15 mm area.
- DE 8.6.3 Chassis that were not already used at another competition will be marked with “D 26” at FSG 2026.

¹⁴see <https://fsaustria.at/chassis-identification-rule-a2-2-2/>

DE 9 Vehicle Shipping

DE 9.1 Shipping Address

DE 9.1.1 Teams that wish to ship their vehicle to the event must use the following address¹⁵:

Name of University
c/o Hockenheimring GmbH
Sachshaus - FSG - **Car XXX**
Am Motodrom 15
68766 Hockenheim
GERMANY

phone +49 (6205) 950141 [Hockenheimring GmbH]

DE 9.2 Incoming Shipment

DE 9.2.1 The earliest possible delivery date is Monday 2026-08-10 08:00 CEST.

DE 9.2.2 All paperwork, documentation and/or forms required for inbound/outbound shipping or customs clearance must be completed and supplied by the school/university. The paperwork is the sole responsibility of the team.

DE 9.2.3 Inspecting shipments, reporting and documenting damage to the shipment is the sole responsibility of the receiving team.

DE 9.3 Shipping Crates/Containers

DE 9.3.1 All shipping containers must have the school's name permanently and clearly marked.

DE 9.3.2 Shipping crates/containers must have hi-low fork lift access from ends and sides.

DE 9.3.3 The forklift at Hockenheim cannot lift more than 5 metric tons.

DE 9.3.4 Crates are stored outside and should be weatherproof.

DE 9.3.5 Crating/Loading and uncrating/unloading is the sole responsibility of the team.

DE 9.4 Outgoing Shipments

DE 9.4.1 The latest possible pick-up date is Monday 2026-08-17 12:00 CEST.

DE 9.4.2 It is each university's responsibility to schedule the pick-up of your outgoing shipment and prepare the shipment and all the paperwork required for the shipment.

DE 9.4.3 All shipping and customs forms must be filled out by team/university representatives.

¹⁵<https://fsg.one/HHR-Sachs-Haus>

DE 9.4.4 All shipments must be packed and the crates properly sealed and labelled before the team leaves the site on Monday.

DE 9.4.5 If your shipment is not removed from the Hockenheimring by the date and time specified in [DE 9.4.1](#) you will be charged at least 250 € per day for storage and handling. After 5 d our shipping company will pick it up and take the shipment into custody.

DE 9.5 Shipment Information Upload

DE 9.5.1 You must upload all information for any shipment to Hockenheim as one multipage pdf file (containing at least one page per shipment) in your team area, as a deadline upload and when the shipment has been sent. The upload must contain

- Car number, university name, university city, country, contact person(s) on site during delivery/pickup and their mobile phone number(s) and email
- Shipping company, [if available: contact name, phone number, email]
- Shipment identification number
- Important customs documents for international shipments like a copy of Carnet ATA
- Number and size of your shipments