

1.



2017 Regulations

Revision B
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1. Purpose

1.1 Fundamental Vision

The Formula Sun Grand Prix (FSGP), hosted by the Innovators Educational Foundation, seeks to promote and celebrate educational excellence and engineering creativity. Fueled by the spirit of friendly competition and teamwork, the FSGP champions the creative integration of technical and scientific expertise across a range of exciting disciplines.

1.2 Missions

1.2.A The support and encouragement of bright young minds to succeed in the fields of engineering, the sciences, mathematics, business, in multi-disciplined experiential learning, and in subsequent careers.

1.2.B The creation of public awareness and enthusiasm, both for education excellence and engineering creativity itself, and for the technologies and practices that emerge from that excellence.

2. Administration

2.1 Formula Sun Grand Prix Organizers

The Innovators Educational Foundation (IEF) shall be the official organizers of the Formula Sun Grand Prix (the “Event”), and shall be responsible for all management oversight and application of the regulations for the Event.

2.2 Headquarters

During the Event, a Headquarters will be established at a site appropriate to each function and will assume the management functions for the Event.

2.3 Officials

A team of Officials to conduct the Event including all event components will be selected by American Solar Challenge Organizers. Officials having specific duties shall be announced to the teams through the briefings.

2.3.A Technical, Safety and Fairness Officials:

- 2.3.A.1 **Inspectors:** Several Officials will be assigned the role of “Inspector” who have the responsibility to perform technical inspections of the solar cars and enforce the Regulations.
- 2.3.A.2 **Chief Inspector / Regulations Manager:** The Inspectors will be led by an Official who is the “Chief Inspector / Regulations Manager”.
- 2.3.A.3 **Observers:** During the cross-country portion of the Event a team of “Observers” will monitor the progress of the teams and report back to the Inspectors.
- 2.3.A.4 **Staff:** During the event, a team of “Staff” will support the event and will be Officials during the event.
- 2.3.A.5 **Track Steward:** During the track portion of the event, an Official will be named the “Track Steward”. The Track Steward will be in control over operation of the track. The Track Steward will have the same authority as the Chief Inspector for track operation.

2.3.B Jury: A Jury will be formed to evaluate protests on conformity with these Regulations, to resolve team disputes, and rule on penalty appeals. In addition, the Jury is empowered to decide cases not specifically covered by these Regulations. The Jury will be available to teams during the Track Event. Jury meetings will be held in private. A representative of the team(s) involved may attend deliberations concerning disputes regarding their team to give evidence and respond to questions from the jury, but not the vote. A representative of the Event may attend deliberations to give evidence and respond to question from the jury, but not the vote. The Jury will consist of a minimum of three (3) distinguished individuals who have experience with solar car events. The format of the Jury and any protests will be conducted in accordance to ISF01-V1 “Recommended Procedures for Protests and Appeals.”

2.4 Application of Regulations

These Regulations will apply to the Formula Sun Grand Prix, which includes the selection of teams, registration of teams, the inspection of solar cars (“Scrutineering”), and the on-track event (the “Track Event”).

2.5 Supplemental Documents

2.5.A Additional documents may be distributed to all teams entered in the Event to supplement these Regulations. These documents will clearly state that they are a supplement to the Regulations and they will have the same force and effect as these Regulations.

2.5.B If there is a conflict between a supplemental document and these Regulations, the document having the later date shall take precedence. The Organizers reserve the right to revise these Regulations at any time.

2.6 Acceptance of Regulations

All persons or groups selected to participate in the Event are assumed to know these Regulations. Their participation in the Event will constitute acceptance of them.

2.7 Interpretation of Regulations

2.7.A Only the Inspectors are authorized to interpret the regulations.

2.7.B Teams shall identify if their question constitutes an Official or Unofficial Interpretation.

2.7.B.1 Official Interpretations will be responded to such that all teams will have visibility to the question and response.

2.7.B.2 Official Interpretations will have the same force and effect as the Regulations.

2.7.B.3 Unofficial Interpretations of the regulations will be kept private between the team and the Inspectors.

2.7.B.4 Unofficial Interpretations will have no force and effect on the Regulations and may be superseded.

2.7.C **Prior to Scrutineering:**

2.7.C.1 Teams requesting interpretation of the Regulations shall submit their question(s) to the Inspectors through email at: ascregs@americansolarchallenge.org

2.7.C.2 All Official Interpretations will be posted to the Internet under "Official Interpretations" on the ASC/FSGP website.

2.7.D **During and after Scrutineering:**

2.7.D.1 All Official Interpretations will be announced at Briefings, posted at Headquarters, as well as on the Internet.

2.8 Advertising, Promotion, and Publicity

All advertising, sales promotion, and publicity material produced by the teams or their sponsors concerning or referring to the Event will refer prominently to the Event as "The Formula Sun Grand Prix". If in fact a naming sponsor is secured, teams will be required to append the Sponsor Name and to display the entire Event name, i.e. "The Acme - Formula Sun Grand Prix". All teams, by entering the Event, specifically agree to abide by this regulation. By entering the Event, all teams and team members agree to the use of their names and their likenesses in any publicity materials (brochures, magazines, videos, photographs, etc.) that may be issued by the Event's sponsors or organizers.

3. Entries

3.1 Entry Registration

The Event is open to institutions of higher education (participants). Registration and Fees will occur as described below. No team will be considered registered until all items below are received by FSGP Headquarters.

3.1.A Registration - Initial Registration Package: Each team wishing to participate in the Event must submit a registration package consisting of a (1) Team Entry Form, (2) Team Participation Agreement, (2) Proof of Insurance, and (3) the initial entry fee, US\$1200. This portion of the entry fee is non-refundable.

3.1.B Registration – Track Registration Package: Each team participating in the Event must submit a track registration package consisting of a (1) Vehicle Design Reports (as described in Section 3.4) and (2) the track fee, US\$3000. This registration package is required for all teams planning to compete in Formula Sun Grand Prix (FSGP).

3.1.C Registration – Road Registration & Fee: N/A

3.1.D Grants: Teams with demonstrated financial need, and technical potential, may apply for a grant from the event organizers to cover all or part of the entry fees. Grants are limited to the Road Registration Fee portion only. Teams will be required to submit a proposal outlining their request and reasoning for requesting a Grant. The form of proposal will be provided to the team upon request. Award of a Grant is at the discretion of the Organizers.

3.1.E Donations: Teams that withdraw after making payment will have funds considered as donations to the Innovators Educational Foundation in consideration that no services or goods are provided for said funds.

3.1.F Team Members: The entry fees consider up to 15 team members. Beyond this number an additional fee of \$30 per additional team member will be assessed.

3.2 Registration Deadlines

3.2.A Registration Dates: The registration process for FSGP is not complete until FSGP Headquarters has received all documentation and the entire Entry Fee of US\$4200.

3.2.A.1 Initial registration package is due: February 1, 2017

3.2.A.2 Track registration package is due: March 1, 2017

3.2.A.3 Road registration & fee is due: N/A

3.2.A.4 Refund cut-off is: April 30, 2017

3.2.B Deadline for Entry: The last date for submission of Initial registration package June 1, 2017. Entries received after this deadline will not be accepted.

3.2.C Late Penalties: Late fees will be imposed for fees and reports received more than 30 days beyond the published deadline. A US\$100 fee will be imposed for late submission of the Initial Registration Package, and US\$250 fee will be imposed for late submission of the Track Registration Package. For the Track Registration Package, all of the technical reports must be submitted for the report portion of the package to be considered complete. I.e. if one or more report is late, then the late fee application would be based on the ultimate receipt of these last reports.

3.2.D Entry Fee Payments

3.2.D.1 **Transaction Fees:** Any additional fees resulting in payments made to the Innovators Educational Foundation for entry into the Event shall be the responsibility of the team making payment utilizing such methods incurring the added fees.

3.2.D.2 **Foreign Currency:** It is the responsibility of the team for making payment in US currency. The Innovators Educational Foundation is not obliged to accept

payments made in any currency other than US dollars.

3.2.D.3 **Payment Via Check:** Make checks payable to Innovators Educational Foundation and mail them to the IEF address listed on the ASC Website.

3.2.D.4 **Payment Via PayPal:** Teams can pay with a credit/debit card or bank account using PayPal. This results in transaction fees of US\$0.30 per payment plus 2.2% of the transaction (or 3.2% for payments from outside the United States). To use this method, first calculate the PayPal Transaction Amount using the following formula and then pay this amount to ief@americansolarchallenge.org in USD.

$$\text{Domestic US PayPal Payment Amount} = (\text{Entry Fee} + 0.3) / 0.978$$

$$\text{International PayPal Payment Amount} = (\text{Entry Fee} + 0.3) / 0.968$$

3.2.D.5 **Payment Via Wire Transfer:** A US\$25 wire transfer transaction fee shall apply to all wire transfers, which covers Innovators Educational Foundation bank fees for accepting incoming wire transfers. This US\$25 fee is in addition to any transaction fees charged by the issuing bank and should be included with the payment. Contact ascteams@americansolarchallenge.org if your team is interested in paying via Wire Transfer.

3.3 Preliminary Vehicle Design Report (PVDR)

3.3.A Deleted

3.4 Vehicle Design Report (VDR)

Teams that are returning with a solar car previously scrutineered in the American Solar Challenge 2016 need only submit a copy of their previous report(s) with a covering report indicating changes made to the vehicle. If changes to the solar car between ASC 2016 and FSGP 2017 are significant inspectors may require a new report to be completed to properly evaluate the car design for entry into the Event.

A vehicle design report including technical documents describing the solar car's mechanical systems, electrical systems, batteries, and solar cells must be submitted to FSGP Headquarters for approval by the date indicated in Reg. 3.2.A.2. Early submissions will receive prompt review and feedback by FSGP Headquarters. Early submissions may be sent as individual technical documents for review without the complete vehicle design report. The information contained in each team's final submission must match the solar car presented at Scrutineering. Safety should be the primary concern with regard to the structural development and fabrication of the solar cars.

3.4.A Document Format: Vehicle design reports shall be submitted as PDF documents with a different file for each of the 5 technical reports. PDF file names shall be formatted as: Sponsoring Organization Name_FSGP2017VDR_Report Type. Example: a mechanical report from the University of ACME may appear as "UnivOfACME_FSGP2017VDR_MechanicalTechnicalReport.pdf" with the first letter of each new word capitalized and common abbreviations accepted.

3.4.B Mechanical Technical Report: A detailed mechanical technical report must be submitted to FSGP Headquarters as part of the Vehicle Design Report by the date indicated in Reg. 3.2.A.2. The mechanical tech report must present the as-built design; addressing:

3.4.B.1 design issues involved in impact, roll over and suspension scenarios

3.4.B.2 address vehicle stability, including center of gravity and relative weights on each wheel.

Documentation with calculations and/or testing should be provided. Photos, drawings and anecdotal references are acceptable. The entire technical document including appendices shall not exceed fifty (50) pages (not sheets) in length. Detailed instructions are provided in Appendix E:.

3.4.C Electrical System Technical Report: An electrical system technical report must be submitted to FSGP Headquarters as part of the Vehicle Design Report by the date indicated in Reg. 3.2.A.2. The tech report must document the electrical design approach. The tech report must include:

3.4.C.1 a functional system diagram; and, rough schematic; showing all essential power

circuits and electrical equipment of the solar car in schematic form. The drawing should include power generation devices (array, regen, etc.), power storage (batteries, etc.), switching and isolation mechanisms, battery protection systems, motor, motor controller, and any auxiliary circuits

3.4.C.2 Battery Approval Forms for each battery type

Detailed instructions are provided in Appendix E:.

3.4.D Battery Tech Report: All storage batteries used in the solar car must be approved by FSGP Headquarters. Battery tech report must be submitted to FSGP Headquarters as part of the Vehicle Design Report by the date indicated in Reg. 3.2.A.2. Mass and cost will be based on manufacturer's data. If an intermediate supplier is used, submit only the cell manufacturer's data as required on the Battery Approval Form. Battery Approval Forms shall be provided on the Event website, and in Appendix F:.. Please note the definitions included in Reg. 5.4.A. Each team must provide a copy of the manufacturer's battery specification sheet, the Material Safety Data Sheet (MSDS) obtained from the battery manufacturer, and a battery approval form with the following battery information in the tech report:

- 3.4.D.1 Manufacturer's name, and contact information
- 3.4.D.2 Stock number, type, or description
- 3.4.D.3 Cell & Module voltage (e.g., 1.2, 4, 6, 12, or 24 V)
- 3.4.D.4 Bus voltage
- 3.4.D.5 Number of cells per module, modules per strings, strings in parallel, and total cell count
- 3.4.D.6 Manufacturer's specifications, including capacity (kWh), weight (kg), and cost (US\$)
- 3.4.D.7 Spill/damage protocols and procedures (if these are not provided in the MSDS then the team must obtain this information from the manufacturer and submit it to FSGP Headquarters with the MSDS)
- 3.4.D.8 A description of the battery box(es) and their mounting. Include the chemical compatibility of the box material and the electrolyte in case of leakage
- 3.4.D.9 Description of battery protection system per Reg. 5.4
- 3.4.D.10 Battery Approval Form for each battery type

3.4.E Battery Protection Tech Report: All batteries must be protected with technology appropriate to the chemistry used. Battery protection test report must be submitted to FSGP Headquarters as part of the Vehicle Design Report by the date indicated in Reg. 3.2.A.2. The tech report must document the design approach used with respect to Reg. 5.4 including the following information:

- 3.4.E.1 Battery Approval Forms for each battery type
- 3.4.E.2 Battery pack configuration including cells per module, modules per strings, strings in parallel, and total cell count
- 3.4.E.3 Over temperature set points (charge and discharge if different) for each battery type
- 3.4.E.4 Under voltage set point for each battery type
- 3.4.E.5 Over voltage set point for each battery type
- 3.4.E.6 Over current set point for each battery type
- 3.4.E.7 Block diagram for BPS for each battery type
- 3.4.E.8 Description of how the BPS will operate for each battery type.
- 3.4.E.9 How firmware or settings will be rendered static and un-modifiable after inspection (i.e. sealed in battery enclosure)

3.4.F Solar Cell Tech Report: All solar cells must be approved by FSGP Headquarters. Solar cell tech reports must be submitted to FSGP Headquarters by as part of the Vehicle Design Report by Reg. 3.2.A.2. Solar Cell Approval Forms shall be provided on the Event website and in Appendix G; and should be submitted as early as possible for approval. Each team must provide a copy of the manufacturer's solar cell specification sheet, copy of invoice for all solar cells included, and a solar cell approval form with the following solar cell information in the tech report:

- 3.4.F.1 Manufacturer's name and contact information
- 3.4.F.2 Stock number, type, or description
- 3.4.F.3 Manufacturer's quote for cell area (cm²)
- 3.4.F.4 Manufacturer's quote for performance
- 3.4.F.5 Cost (US\$) per cell
- 3.4.F.6 Cell area (cm²)
- 3.4.F.7 A detailed layout map of the vehicle, showing all cell types/sizes and locations, as well as calculations of total area

3.5 Grading of Team Reports

Team documents will be reviewed by the Inspectors and a grading will be given to each document with the following general meanings:

- (1) Green – accepted by the Inspectors.
- (2) Yellow – partially accepted by the Inspectors. Some revision to design or additional reporting is required. An updated report is required prior to attendance at Scrutineering
- (3) Red – a late or rejected report. Significant revision to the design or significant additional reporting is required. An updated report that fully addresses Inspector comments is critical for further participation in the Event.

Grading of a team report does NOT assure passing Scrutineering as not all aspects of a design can be fully reviewed during evaluation of written reports. All solar cars are subject to a detailed technical inspection at the event.

3.6 Team Data

Each team must submit a team photo and data sheet to FSGP Headquarters by March 1, 2017. The photo and data will be publicly released and used in Event brochures. Late submissions will be omitted. Early submissions will not be made public prior to April 1, 2017 without permission of the team representative.

3.6.A Team Photo: The team photo must clearly show the solar car and team members. Team members in the photo must be identified by name and by their institution when there is more than one institutional sponsor. The photos will be used in ASC programs and other publications. In addition to the photo, teams must submit a filled out Team Photo form which can be downloaded from the Team Status Board on our website.

3.6.B Data Sheets: The data sheet must include solar car weight (Track Event -ready, without driver), solar car dimensions, motor type and rating, solar cell type and manufacturer, estimated peak solar array power in driving configuration (overhead sun, clear sky), battery weight and estimated capacity, chassis description, braking system, and wheel type and size. All specifications must be provided in metric units (SI). The team leader, crew members, safety officer(s), designated solar car drivers (4 max), and faculty advisor(s) must also be listed. See Regulation 4.3.A for Safety Officer requirements including submission of proof of First Aid/CPR training with the Team Data Sheet.

3.7 Participant Registration

All participants in the Event must be registered with FSGP Headquarters. This includes team members, sponsors, officials, guests, and the media. All participants must present themselves at Registration to complete all required forms. Badges will be issued and used to obtain access to restricted areas. These badges must be visible at all times.

3.8 University/College Advisor

3.8.A All teams must have at least one University / College advisor ("Advisor") who will provide guidance as needed throughout the solar car design, building, and testing process.

- 3.8.A.1 The University / College advisor shall be an employee of the educational

institution be it a University or College etc., that is the official acting on behalf of the institution representing the participants entry into the Event.

3.8.B The Advisor will be the official contact between the Event and educational institution.

3.8.C It is strongly recommended that the Advisor attend the Event.

3.9 Communication between FSGP Headquarters and Teams

Teams may elect a Project Manager and/or Department Managers (i.e. Mechanical Manager). Correspondence between the team and the Organizers shall be through the named individuals and the Advisor.

3.9.A Participating institutions must set up a generic team email account that can be used for FSGP Event correspondence and that always forwards mail to the current Project Manager / Department Manager(s). The team is responsible for ensuring that as team leaders are replaced the email forwarding is updated accordingly.

3.9.B The generic team email address and the Advisor email address must be included on all email correspondence between any team member and any Event representative.

3.10 Insurance

All teams need to maintain vehicular liability and general public liability insurance with limits of liability for (1) bodily injury of not less than US\$1,000,000.00 for each person and US\$1,000,000.00 for each occurrence, and for (2) property damage of not less than US\$1,000,000.00 for each accident and US\$1,000,000.00 in the aggregate. Teams will be required to provide a certificate of such insurance or proof of self-insurance.

4. Event Components

4.1 Scrutineering

4.1.A Acceptance at Scrutineering: Only teams who have obtained Green status on their Event Registration Submissions and who have paid the required Event fees will be accepted for Scrutineering.

4.1.B Participation at Scrutineering: Each team registered for the Event must submit their entry for inspection prior to the Event to verify compliance with these Regulations. In addition, spot checks for regulation compliance may take place during and immediately after the Track Event. The top five overall finishing cars will be impounded immediately following the Track Event for a final inspection at the discretion of the Inspectors.

4.1.C Scrutineering Time and Location: The date and location of Scrutineering for the Event shall be posted on the Event website. The first five teams to obtain Green status on all their Event Registration Submissions will be given preferential slots for Inspection. The order of inspection for the remaining teams will be determined by random assignment. Teams that fail to present their solar car at their designated time will drop to the back of the queue and risk not having enough time to complete the Scrutineering process. Additionally, teams failing to participate in mandatory team meetings may be given last priority for Scrutineering and risk not having enough time to complete the process.

4.1.D Scrutineering Format: Scrutineering will involve inspection stations for body & sizing, driver registration, driver operations, lights & vision, electrical, battery protection, array, mechanical, safety, dynamic tests to verify handling and braking performance. Instructions for Scrutineering and a detailed description of the Scrutineering tests will be distributed in advance to all registered teams.

4.1.E Configuration and Drivers for Scrutineering: All Drivers must be present for designated Scrutineering inspection stations. The driver selection and car configuration are at the discretion of the inspectors for each station. Teams may be required to repeat tests with different drivers and/or configurations as directed by the inspectors.

4.2 The Track Event

The Track Event is an on-track event that is open to teams who have met all Scrutineering requirements, and who have paid the full Event fee. Section 9 of these Regulations outlines the format for the Track Event.

4.3 Safety

Each team is responsible for the track-worthiness of its solar car. Passing Event components of Scrutineering or implementing changes suggested in comments on the team's technical documents does not relieve the team of any liability. All solar cars and support vehicles must be maintained in a safe, track-worthy condition and be operated safely at all times. A team may be disqualified and withdrawn from the Event at any time if it is judged to be operating in an unsafe manner.

Each team is responsible for the safety of its members, and any minimum criteria specified by the Organizers via these regulations and/or correspondence between the teams and the Organizers should not be construed as design specifications for the construction of a "safe" solar vehicle.

These regulations represent a minimum requirement in the design, fabrication and operation of the solar car.

4.3.A Team Safety: Each team is required to have at least one member who is designated as the Team Safety Officer.

- 4.3.A.1 The Team Safety Officer shall be trained in basic First Aid, including CPR.
- 4.3.A.2 Proof of training needs to be submitted to FSGP Headquarters with their Team Data Sheet (available on the Event website).¹
- 4.3.A.3 At least one member trained in basic First Aid and CPR will be in the team pit while the Solar Car is on the track.
- 4.3.A.4 It is encouraged to have more than one team member who is trained in basic First Aid including CPR.

4.4 Withdrawals

Any team wishing to withdraw must notify FSGP Headquarters in writing. All written withdrawals signed by the team representative (Faculty Advisor / Project Manager etc.) are final. FSGP Headquarters may withdraw teams that do not meet the technical document deadlines or fail to present a solar car that satisfies Scrutineering requirements.

Exclusion will occur if the Officials deem a team to have departed from the spirit of the Event by deliberately acting to gain unfair advantage over other teams.

¹ Training via in-class sessions is preferred versus online training sessions.

5. Electrical

5.1 Power

Natural solar radiation received directly by the solar array is the only source of energy that can be used for propulsion, except for energy stored in the solar car's battery system at the beginning of the first day of racing. Energy recovered from the motion of the car on the race route may also be used.

5.2 Solar Array

Solar Arrays cannot exceed a maximum of the size listed in Reg. 5.2.B, or the dimensions referenced in Reg. 6.1.

Solar Arrays will be measured by summing the total area of each solar cell (including all exposed bus bars, junctions and internal structure) from manufacturer's data sheets, validated through measurements. All portions of the solar array and all electrical connections between the solar array and the solar car must be carried by the solar car.

5.2.A Cell Type: Only solar cells which fall into the following cell types may be used:

- 5.2.A.1 Cell Type 1 – Silicon based solar cells with efficiency less than 22.8%. These cells do not need to be listed on the ASC 2016 Approved List.
- 5.2.A.2 Cell Type 2 – Silicon based solar cells with efficiency greater than 22.8% which fall on the ASC 2016 Approved List based on Reg. 5.2.E.
- 5.2.A.3 Cell Type 3 – Silicon based solar cells with efficiency greater than 22.8% which are not on the ASC 2016 Approved List.
- 5.2.A.4 Cell Type 4 - single-junction, dual-junction or triple-junction, non-concentrated Ga/As solar cells.

5.2.B Solar Array Size Limits:

- 5.2.B.1 Cell Type 1 and/or Cell Type 2 = The solar array cannot exceed a maximum of 6.0 m².
- 5.2.B.2 Cell Type 3 = The maximum area of the solar array is defined as the minimum value from the three individual functions below:
 - 6 m²
 - $-0.11886 \times \text{Cell Efficiency} + 8.7695 \text{ m}^2$
 - $-0.70839 \times \text{Cell Efficiency} + 22.7805 \text{ m}^2$
- 5.2.B.3 Cell Type 4 = 3.0 m².
- 5.2.B.4 For an array with multiple Cell Types as defined above the total area allowable will be based on an area ratio calculation. FSGP Headquarters shall be contacted by any team pursuing this option for determination of the total allowable area.²

5.2.C Maximum Number of Cell Types: Teams may use no more than six (6) types or sizes of solar cells.

5.2.D Validation Documentation: At Scrutineering, teams must provide sample cells of each type and size installed on the vehicle as well as a detailed map of the vehicle array for validation per Reg. 3.4.F. Teams may also choose to submit sample cells to FSGP Headquarters prior to the Event with their Vehicle Design Reports to assist in the validation of their Solar Cell Tech Report.

5.2.E ASC Approved List: Silicon based cells on the ASC 2016 Approved List have been determined to be available to all teams at a price not exceeding US\$10/Watt for bare cells. Teams may spend additional money on cutting, tabbing, or lamination of cells, however substantial modification of crystal structure, junction, or metallization will constitute manufacture of a new cell and

² For example for Cell Types 1 or 2 and 4 the maximum area is the summation of $A_g + A_s$ where $A_g = 3 \times (1 - A_s/6)$ and A_s is limited to values between 0 m² and 6.0 m², where A_g is the total area of Cell Type 4 Ga/As solar cells and A_s is the total area of Cell Type 1 or 2 silicon solar cells.

disqualify it from the List. Teams or suppliers wishing to make an addition to the Approved List must submit all appropriate data to FSGP Headquarters by the date indicated in Reg. 3.2.A.2.

5.2.F Grandfathering Arrays: Previously used arrays including non-Silicon based arrays, and Silicon based arrays that employ cells not on the ASC 2016 Approved List will be permitted into the event.

- 5.2.F.1 this grandfathering is one time only, i.e. this array would not be allowed in ASC 2018.
- 5.2.F.2 this grandfathered array can only be an array that has been used in a previous ASC event. New arrays cannot fall into this rule.
- 5.2.F.3 the amount of array area that will be left active will be determined by the Inspectors. For arrays employing cells not on the ASC 2016 Approved List, this agreement will be based on a conservative calculation (favoring the silicon based array employing silicon based cells from the ASC 2016 Approved List) based on the efficiency of the array on the car versus that of a silicon based array employing cells from the ASC 2016 Approved List.
- 5.2.F.4 the team will have the opportunity to choose the portion of array which remains active. The active portion needs not to be contiguous. The portion which is active must remain constant across the duration of the event, i.e. no reconfiguration of the active portion. The non-active portion must stay on the car.
- 5.2.F.5 The non-active portion of the array will need to be isolated in a manner agreeable to the Inspectors.

5.2.G Water Spray: Ambient-temperature water from an external source may be applied to the solar array using hand-pumped sprayers (of maximum volume of 5 gallons) if the water is applied while the solar car is stationary and the application does not present a shock hazard.

5.3 Energy Storage

All solar cars are allowed to store solar-generated energy in an energy storage system composed of individual cells having a weight determined by the technology used.

Adherence to weight limitations does not imply automatic battery approval. Battery approval forms must be submitted to FSGP Headquarters before official approval may be issued. The Inspectors reserve the right to refuse approval of modules. Unaltered samples of individual cells (minimum of 3) will be furnished for verification during Scrutineering.

5.3.A Battery Weight Limits: Cars are limited to the following amounts of commercially available battery technologies:

Sealed Pb-Acid	125 kg
NiMH	60 kg
LiFePo ₄	40 kg
Li-Ion	20 kg
Li-Polymer	20 kg

5.3.B Other Energy Storage Methods: Other energy storage technologies not mentioned (such as other battery technologies or fuel cells) will need to be evaluated by FSGP Headquarters. Samples and details of proposed systems must be submitted before the date indicated in Reg. 3.2.A.2.

5.3.C Supplemental Batteries: Supplemental, replaceable batteries carried in the solar car may be used to power: main disconnect relay, radios, commercially available electronic panel meters with internal batteries, cell phones, driver ventilation fans (if solely used for driver ventilation), and the horn. Supplemental battery power may be used to momentarily power the battery protection system (BPS) as defined by Reg. 5.4 to verify safe battery parameters before energizing the main power switch. During a battery fault in which the BPS has automatically opened the main power switch, supplemental battery power may be used to power the battery fans (5.5.D), BPS trip indicators (6.3.A.5 and 5.7.A.4),

5.3.D Other Storage Devices: If any other energy storage devices are used (Reg. 5.3.B), they must be shown to be storing no energy and fully discharged before the start of each Track Event day.

5.4 Protection Circuitry

All batteries must have protection circuitry appropriate for the battery technology used. Proof is required at Scrutineering that the protection system is functional and meets manufacturer's specifications. Testing procedures will be provided, and the protection system design should allow for such testing. All measurement leads should be fused or current limited to less than 1 mA for non-isolatable sinks in the measurement circuitry. All protection circuitry should be contained in the battery enclosures per Reg. 5.5.

5.4.A Definitions:

- 5.4.A.1 **Cell:** The smallest available source of energy in the battery pack as purchased from a manufacturer. A single electrochemical cell.
- 5.4.A.2 **Module:** The smallest easily removable group in a battery pack.
- 5.4.A.3 **String:** The smallest group of cells needed in a battery pack to provide the required voltage.
- 5.4.A.4 **Protection Limit:** The measured level determined to be adequate to protect from an event.
- 5.4.A.5 **Active Protection:** System in which measurements are constantly monitored and where actions are taken immediately without operator intervention to open the Main Power Switch should a Battery Protection Trip occur. Any protection faults will latch such that a manual clearing process is required by the driver with the vehicle not in motion and only after faults have been verified clear by the protection system.
- 5.4.A.6 **Passive Protection:** System in which measurements are monitored by the driver and where action is driver controlled.
- 5.4.A.7 **Battery Protection System (BPS):** The system that applies Active Protection to protect battery pack.

5.4.B Types:

- 5.4.B.1 **Li-Based:** All lithium based battery packs must have **active** protection such that over-voltage, over-temperature (for charge and discharge rating), over-current and under-voltage cause the Main Power Switch per 5.7.A.1 to open and to electrically isolate the source or sink for the vehicle. The level of protection measurement is required down to the module level at a minimum and may be required at a cell level depending on the cell manufacturer. Fuses per Reg. 5.6 are not allowed for battery over-current protection.
- 5.4.B.2 **Ni-Based:** All nickel based battery packs must be protected from over-temperature and over-voltage. Active Protection is not required but recommended if Passive Protection is unavailable.
- 5.4.B.3 **Pb-Acid:** All lead based battery packs must be protected from over-voltage. A minimum of passive protection is recommended.
- 5.4.B.4 **Supplemental:** All supplemental batteries must have at a minimum Passive Protection for under voltage where charging occurs remote to the solar vehicle unless they are primary cells. Active Protection is required if charging is within the solar vehicle. No Secondary Lithium battery types shall be used for the Supplemental Battery.

5.5 Battery Enclosures

All registered and sealed battery modules, battery protection circuitry per Reg. 5.4, and main fuses per Reg. 5.6 must be fully contained in enclosures that are electrically isolated from the solar car. The enclosures must be constructed from non-conductive, electrolyte-resistant material. No more than two separate such enclosures may be used. Enclosures must be designed such that they can be removed from the vehicle and placed in impound per Reg. 1.1.A.

5.5.A Isolation: The resistance measured between the battery terminals and any portion of

the solar car chassis shall be greater than 1 M Ω for applied potentials up to 500 V. Any covers allowing access into the enclosures must be firmly secured.

5.5.B Mounting: The battery enclosures must be secured to the solar car chassis so as to prevent them or the modules within from coming loose in the event of an accident or rollover. Nylon luggage type buckles are not acceptable means of securing the battery enclosure.

5.5.C Marking: The top of each battery enclosure must be marked using 10 mm high letters with "Caution: Chemical Hazard" and "High Voltage" and any other standard hazard markings specific to the type of battery enclosed. The type (i.e. Li-ion, Pb-Acid) of the battery must be marked on the top of the battery enclosures(s) in 10 mm high letters.

5.5.D Ventilation: Battery enclosures must be equipped with a forced ventilation system rated at a minimum of 280 L/min exhaust flow. Such ventilation systems must pull exhaust to the exterior of the solar car and must be directly connected to the exterior of the vehicle away from any airstream that may reach the driver. The ventilation system shall be powered by the battery system. It must operate whenever the battery system is electrically connected to the solar car or to the solar array. In the event of a Battery Protection Trip, provisions should be made to power this fan from the Supplemental battery.

5.5.E External Cooling: External supplementary cooling of the battery pack is not permitted beyond the ventilation requirements listed in Reg. 5.5.D unless the external cooling is powered by the main battery pack, or in an emergency situation.

5.5.F Security: To preclude unauthorized access to the battery/enclosure, a seal will be placed to indicate contravention of this regulation. Provisions shall be made to seal the battery/enclosure by the team. Should access to a "sealed" battery/enclosure be needed, the team needs to inform their Observer of their intent to access the battery/enclosure, and request the Observer to log the activity and retain the seal. Battery exchanges will not occur during the Track Event without Inspector support.

5.6 Main Fuse

5.6.A Main: A DC-rated fuse (not a circuit breaker) must be placed first in series with the battery starting at the positive connection within each battery enclosure. The fuse rating must not exceed 200% of the maximum expected current draw or 75% of the rated wire current capacity. It must be rated to break the Fault Current due to a shorted pack and protect the relay or switch. (High Speed or Fast Acting Semiconductor Type Fuse)

5.6.B Branch: All other wiring size off the main bus circuit must have properly sized fuses.

5.6.C Voltage Taps: All battery protection circuitry (BPS) measurement leads or voltage taps off the battery must be fused or current limited to less than 1 mA for non-isolatable sinks in the Battery Protection or measurement circuitry.

5.7 Power Switch

5.7.A.1 Main Power Switch: The solar car must be equipped with a single throw manually operated, high current and DC-rated, multiple pole switch to quickly isolate the battery, motor, and array from each other and the electrical system of the vehicle. This switch must be capable of interrupting the maximum DC-rated voltage and the full load current. Relays or contactors used for this purpose must also be DC-Rated, normally open, and non-latching. Power for the relay may be supplied by Supplemental batteries per Reg. 5.3.C. MOSFETs or other solid state switches that could fail in a closed circuit state are not acceptable for power switches. Power switch must be used to isolate the battery in the event of a BPS alarm.

5.7.A.2 Location: The switch must be located within easy reach of the driver in normal driving configuration. If the main battery pack is isolated by a relay or contactor type the relay or contactor must be located within the Battery Enclosure.

5.7.A.3 Marking: The switch must be plainly marked in letters at least 10 mm high as the "Power Switch" with "ON" and "OFF" designations. These markings must be clearly visible to the driver inside the solar car and to rescue personnel

outside the solar car. Use two sets of markings if necessary.

- 5.7.A.4 **BPS Fault Dash Indication:** The driver is to have a dash indication of a BPS fault to provide warning of an automatic opening of the Main Power Switch.

5.7.B External Power Cut Off Switch: The solar car must be equipped with an electrical cutoff switch that can be externally activated in emergency situations. This switch must meet the electrical requirements of Reg. 5.7.A.1 and may be the same switch as in Reg. 5.7.A.1, provided it can meet all the requirements for both sections.

- 5.7.B.1 **Location:** The switch may be actuated remotely using a mechanical linkage or electrical relay. The switch actuator must be located on the exterior of the car, on an upper surface of the car, near the cockpit on the driver's left hand side of the car. The switch actuator must be designed such that it can be operated instantly by someone unfamiliar with the car.
- 5.7.B.2 **Marking:** This external switch actuator must be clearly marked by the international marking of a red spark within a white-edged blue equilateral triangle, with a minimum side length of 150 mm. In addition, clear directions how to open the switch must be displayed using letters (10 mm minimum height). Non-limiting examples of such directions would include PUSH, PULL, or OFF with another arrow pointing in the correct direction of actuation.
- 5.7.B.3 **Covering:** The switch may be covered with a colorless, transparent cover. It must be demonstrated that such a cover must be quickly removable without tools or excessive force, or that the switch may be activated normally, without tools or excessive force, through the cover. The cover must be labeled in such a manner (10 mm minimum letter height) as to simply direct the user how to either remove the cover or how the switch can be activated through the cover. The blue triangle marking may be located on the cover, but must not obstruct the view of the switch or actuator.

5.8 Cables

5.8.A Cable Sizing: All electrical cables must be properly sized to expected system currents.

5.8.B Umbilical Cords: The umbilical cable which connects the solar array to the solar car (of any length for static charging) shall be carried in the solar car at all times while the solar car is in motion.

5.9 Accelerator

Accelerator mechanisms on solar cars must be free moving, and when released, must return to the zero position. If the solar car is equipped with cruise control, it must be designed to be automatically deactivated when the brake or accelerator pedals are pressed or when the Driver is out of the car.

5.9.A Pedal Accelerators: should a pedal accelerator be used, it shall be mounted such that it is operated by the right foot and it shall be located to the driver's right of the brake pedal (if equipped).

5.10 Control

Vehicle operation must be under the sole control of the driver and the telemetry is not to send anything to the solar car.

5.11 Electrical Shock Hazards

All exposed or easily exposed conductors, junction boxes, solar cells, etc., operating at greater than 32 V must be protected from inadvertent human contact and must be marked "High Voltage" in letters at least 10 mm high.

Exposed carbon fiber is conductive so care should be taken to ensure electrical components are isolated from it.

6. Solar Car Body

6.1 Solar Car Dimensions

The solar car (including solar array) may not exceed the following maximum dimensions when moving under its own power:

Length	= 5.0 m
Height	= 1.8 m
Width	= 1.8 m

When turning corners, wheels and wheel fairings may exceed these dimensions.

6.1.A Charging Configuration: When stationary, the solar car body may be split into a maximum of two major components to maximize solar exposure for charging. Each component must not exceed the assembled dimensions of the solar car.

6.2 Driving Configuration

While the vehicle is moving under its own power, reorientation and reconfiguration of wheel fairings and other aerodynamic devices is allowed, however, reorientation or tilting of the solar car body is prohibited.

6.3 Lighting

6.3.A Position: Solar cars must have amber front turn indicators, amber side turn indicator marker lights, red or amber rear turn indicators and red brake lights.

- 6.3.A.1 Front turn indicators must be located at the front of the vehicle at a distance at least 25% of the overall vehicle width away from the vehicle centerline and at a distance no further back than 175 mm from the absolute front of the vehicle
- 6.3.A.2 Side marker turn indicators shall be mounted on each side of the vehicle between 20% and 30% of the vehicle length rearward from the absolute front of the vehicle.
- 6.3.A.3 Rear Brake lights and rear turn indicators must be located at the rear of the vehicle and at a distance at least 40% of the overall vehicle width away from the vehicle centerline and at a distance no further forward than 175 mm from the absolute rear of the vehicle. It is permissible to have one set of lights per side of the car which operate as both the brake lights and turn indicators. The turn indicator operation has the priority in operation.
- 6.3.A.4 A third high mounted brake light must be located at the rear of the vehicle canopy at an elevation of not less than 700 mm above ground.
- 6.3.A.5 A fourth high mounted White Strobe light must be located at the rear of the canopy at an elevation of not less than 700 mm above the ground. It is to activate any time the Battery Protection System (BPS) actuates to automatically open the Main Power Switch and remain active while the BPS fault is present.

6.3.B Visibility: All lights required in Reg. 6.3 must be clearly visible and at least as bright as the reference standard defined in Appendix C: from 30 m away throughout the required viewing angles as defined below. Inspection for the viewing angles and light intensity can be conducted at any point within the defined distance and view angles.

6.3.C Viewing Angle: The geometric visibility of each individual light shall be as follows:

- 6.3.C.1 Front Turn Indicators - 30° from center in both directions and 15° up from horizontal.
- 6.3.C.2 Side Marker Turn Indicators - 60° from perpendicular to the centerline of the vehicle in both directions and 15° up from horizontal.
- 6.3.C.3 Rear Brake and Turn Indicators - 30° from center in both directions and 15° up from horizontal.
- 6.3.C.4 High Mounted Rear Brake - 30° from center in both directions and 15° up from horizontal.

6.3.C.5 BPS Fault indicator - 30° from center in both directions and 15° up from horizontal.

6.3.D Emergency Hazard: The front turn indicators, side marker turn indicators, and rear turn indicators shall be able to be activated simultaneously and flash in sync as an Emergency Hazard format.

6.3.E Horn: Solar cars must be equipped with a horn that can be heard at a sound power level between 75 and 102 dBA at a distance of 15 m in front of the solar car. The horn must be permanently mounted, operated from the steering wheel. Horn must be able to operate for up to 5 minutes continuously at the required volume.

6.4 Visibility

6.4.A Eye Height: In the normal driving position with ballast on board, the driver's eyes must be at least 700 mm above the ground.

6.4.B Forward Vision: From the normal driving position, the driver must be able to see at all times, without artificial assistance, points at the following locations:

- (1) A point on the ground 8 m in front of the solar car
- (2) A point 6.4 m above the ground and 12.2 m ahead of the leading edge of the car. (Will be inspected with a pole positioned 3 m ahead of the car)
- (3) A full 100° to either side of center
- (4) The driver will be required to identify 75 mm high letters at a distance of 3 m from the front of the solar car, through any of the required viewing angles.
- (5) The driver will be required to identify 50 mm high letters at a distance of 3 m from the side of the solar car, through any of the required viewing angles.

Some elements of the roll cage may obstruct a portion of the forward vision. However, this view must be essentially unobstructed as much as is reasonably possible by the solar car structure.

6.4.C Windshield: All solar cars must have a windshield made of shatter-resistant material. The windshield must be free of excessive distortion. The windshield should not be tinted to the extent that the driver cannot be clearly observed from outside the solar car.

6.4.D Rain Clearing: Solar cars must have a method to clear the windshield from any falling rain such that the vision requirements of Reg. 6.4.B can be met. The clearing method must be operable at all times and must be in use when it becomes necessary to use the windshield wipers on the team's support vehicles. Hydrophobic coatings (such as Rain-X) are acceptable.

6.4.E Rear Vision: All solar cars must be equipped with a rear view system that at all times will allow the driver to see a vehicle 15 m directly behind the solar car and up to 30° off center. The system must provide the driver with a single reflex type image and must operate without driver input. The driver will be required to identify the direction of an arrow with a 200 mm thick brush stroke on a 1 m² board held about 1 m off the ground.

6.4.E.1 The camera and view screen shall be fixed in position such that road bumps and vehicle vibration will not alter the viewing angles.

6.4.E.2 The view screen shall be positioned such that the driver shall be able to see the view screen while seated in normal driving position.

6.4.F Outside Air Circulation: Outside air, from intake vents and directed towards the drivers face, must be provided. Should intake vents from the wheel openings be used, the natural air flow rate through the ducting to the driver compartment shall be augmented by a ventilation fan.

6.5 Egress

6.5.A The driver's cockpit must be designed to allow the driver to exit the vehicle unassisted towards both the left and right sides of the vehicle.

6.5.B Such openings must be able to be secured and released from both the inside and outside of the vehicle and may not be sealed or secured with adhesive tape at any time.

6.5.C Teams shall define primary and secondary directions for egress.

6.5.D Teams will be required to demonstrate that the driver can exit the vehicle unassisted, standing clear of the plane of the car, in no more than 10 seconds for the primary direction and in no more than 15 seconds for the secondary direction.

6.5.E The solar car shall not be chocked during the egress test.

6.5.F The perimeter of the egress opening shall be clearly marked with a 25 mm wide stripe that is of a high contrast color. The external canopy release shall be marked with letters "OPEN" with a minimum height of 20 mm in the same high contrast color as the egress opening marking.

6.6 Ballast

Any solar car drivers weighing less than 80 kg will require ballast to bring his or her weight to 80 kg as per Reg. 8.2.A. Ballast weight will be measured into containers provided by FSGP Headquarters.

6.6.A Ballast Bag: Each registered solar car driver will be allowed up to two containers to contain his/her required ballast (two containers are allowed if a common ballast container is used). Containers will be a single colored canvas bank (coin) bag with dimensions of 305 mm x 482.5 mm. Ballast must be able to be contained within the canvas bag allowing security seals to be applied. Consideration should be made to ensure that a full ballast container will fit securely in the car's ballast carrier(s).

6.6.B Common Ballast Bags: Should a team elect to use a common ballast bag, then each solar car driver shall have two ballast bags (an individual bag) and the common bag. The sum of the two ballast bags shall be equal or greater than the ballast required to bring the driver's weight up to 80 kg as per Reg. 8.2.A

6.6.C Carrier: Each solar car must have either one (1) or two (2) ballast boxes. Each box shall have a lid which is secured closed for carrying ballast. The carrier must be securely fastened to a structural member of the solar car and/or be demonstrated to hold the ballast fixed in the event of an impact.

6.6.D Common Ballast Box: For solar cars equipped with two (2) ballast boxes, one of the two boxes shall carry a Common Ballast Bag (see Reg. 6.6.B). This box will be sealed at the start of the Event.

6.6.E Ballast Access: The ballast container (and sealed ballast box if applicable) and its identification and security markings must be visually accessible by the observer during driver changes.

6.6.F Ballast Type: Teams will provide their own material for ballasting purposes. Ballast types allowed shall be either steel or lead shot or coin only. All other types of ballast will not be allowed. Consideration should be made with respect to the density of material selected and a driver's weight to ensure that the required ballast needed will fit into the container provided.

6.7 Data Logger

Solar cars may be required to carry a self-powered data logger specified by FSGP Officials. The data from the logger will be used to determine vehicle location and speed. The unit weighs approximately 250 g and has an antenna of approximately 50 mm² that requires exposure to the track surface (can be through a transparent medium) and located no more than 400 mm above from the track surface. Additional details will be provided by FSGP Headquarters during Scrutineering.

6.8 Solar Car Markings

6.8.A Solar Car Numbers: Each team registered for the Event will have a unique number approved by FSGP Headquarters (positive integer, 3 digits maximum). This number must be clearly displayed on both sides of the solar car and clearly visible from a distance of 3 m perpendicular to the side of the vehicle at a viewing height of 1.8 m above ground. Each number must have a minimum of 50 mm of unobstructed background color on all sides. These colors can be black on white, white on black, or another high-contrast color approved by FSGP Headquarters. The numerals themselves must be a minimum of 250 mm high, 120 mm wide (except the numeral one), and have a minimum brush stroke of 40 mm. Numbers containing more than one digit must have a minimum of 25 mm spacing between the digits.

- 6.8.A.1 **Number Retention / Reservation:** Teams which have participated in four (4) or more previous ASC (SunTrack Event, NASC) cross-country events have the right to reserve their car number from those openly available for selection by other teams. The number being selected for reservation must be the number used in the four (4) events.
- 6.8.A.2 Requests to reserve a number shall be made in writing to FSGP Headquarters, with a listing of the events which the team attended and car number.
- 6.8.A.3 Car numbers (either use of a reserve number or new unallocated number) will be confirmed as teams complete registration paperwork and submit entry fees.
- 6.8.A.4 **Number Conflict:** If a conflict in car numbering arises, FSGP Headquarters will determine the numbers assigned. Resolution will be based on order of requests and payment of entry fees with respect to when the car number request is made. If a team fails to maintain schedule of their entry fees their requested number can become available to another team who is current on their fees.
- 6.8.A.5 **Tracking of Reserved Numbers:** FSGP Headquarters will track the Reserved Numbers, and will post a list of the Reserved Numbers and the corresponding team on the ASC/FSGP website.
- 6.8.A.6 **Reinstatement of Reserved Numbers:** Should a team with a reserve number desire to change their number, the previously reserve number will become unallocated and available to other teams. A team cannot have more than one reserve number.
- 6.8.A.7 **Car #1:** The winning team from ASC 2016 has the right to use the Car Number "1". This number is not available to any other team. Use of the Car Number "1" does not forfeit the retention of a Reserved number as per the regulations above.

6.8.B Institution Name(s) & Sponsors: The name of the Institution(s) hosting the team must be clearly displayed on both sides of the solar car and clearly visible from a distance of 3 m perpendicular to the side of the vehicle at a viewing height of 1.8 m above ground. Additional placement of the Institution(s) name on the nose of the car is also accepted but does not relieve obligation for placement on the sides of the solar car. ASC Headquarters must approve the use of abbreviations or initials. The Institution's name shall be larger and more prominent than any team sponsor name/logo. Additional graphics related to a team's institution(s) or sponsors are permitted, provided they are neither offensive nor disruptive.

6.8.C Event Logo: The Event logo must be applied on both sides of the solar car. The logo will be provided by ASC Headquarters and will measure no more than 200 mm in height by 300 mm in width. The event logo shall be clearly displayed on both sides of the solar car and clearly visible from a distance of 3 m perpendicular to the side of the vehicle at a viewing height of 1.8 m above ground.

6.8.D National Flag: The national flag of the country of the team must be displayed on both sides of the solar car adjacent to the windscreen and clearly visible from a distance of 3 m perpendicular to the side of the vehicle at a viewing height of 1.8 m above ground. The minimum size of the flag is 70 mm by 40 mm.

7. Mechanical

7.1 Body Panels

All moving or removable body panels and the array must be securely fastened to prevent unintended movement.

7.1.A Covers and Shields: All moving parts must be suitably covered to prevent accidental human contact when the solar car is fully assembled. The driver must be shielded from contact with all steering linkage and other moving parts.

7.1.B Clearance: Interference or rubbing of the wheels with the solar car's body, wheel well, or structure at full steering lock or suspension travel is not permitted. Movement of rod-end bearings may not be obstructed in any axis throughout the full travel of suspension and steering. Other moving parts, such as the motor shaft, must not contact stationary parts except through properly designed bearings. All wheels and their suspensions, steering linkages and geometries will be inspected for safe operation in normal and adverse conditions.

7.1.C Array Attachment: As a back-up system the array must be attached to the solar car chassis with a front and rear lanyard, each constructed from braided steel cable of minimum 2.4 mm (3/32") diameter or alternative material with equivalent tensile strength. The lanyards may have up to 1 m of slack to allow for initial lifting of the array. Care must be made that the lanyards are electrically isolated from all energy sources. The two lanyards shall be positioned at the front and rear of the vehicle to generally maintain the relative position of the array with respect to the chassis.

7.2 Tire and Wheel Requirements

7.2.A Wheel Configuration: The solar car may have either three (3) or four (4) wheels. A minimum of three tires shall be in contact with the ground at all times.

- 7.2.A.1 A three (3) wheel vehicle shall be arranged such that the front wheels are symmetrical around the vehicle centerline, and the third wheel is behind the vehicle center of gravity.
- 7.2.A.2 A four (4) wheel vehicle shall be arranged such that the front wheels and rear wheels are symmetrical around the vehicle centerline.
- 7.2.A.3 The distance between the front wheel contact patches and the distance between the rear wheel contact patches (for a four wheel vehicle) must both be not less than half the maximum width of the solar car.

7.2.B Design Intent: The wheels and tires must be designed for the intended application and able to withstand the loads and forces imparted by the vehicle's mass, speed capability, and braking potential. Each wheel and tire on a single axle must be rated for the full weight applied to that axle.

7.2.C Tires: Tires shall be loaded and inflated within the manufacturer's rating at all times during vehicle operation. If the tire is deemed to be a tube-type tire as per the manufacturer's specification, the appropriate tire tubes shall be used.

7.2.D Wheels/Rims: The rim profile must be shown that it is in accordance with (or matches) the bead requirements of the tire as specified by the tire manufacturer.

7.3 Driver Cockpit

The driver's cockpit may not subject the driver to excessive strain during normal operation, and must be designed to protect the driver from injury in the event of an accident. The driver must be provided adequate space for safe operation of the vehicle. Care needs to be taken in the design and construction of the vehicle to minimize the risk that any shafts or sharp objects could penetrate the cockpit in the event of a crash and potentially injure the driver.

7.3.A Definitions: the following definitions shall be incorporated into the Regulations:

- 7.3.A.1 **Roll Cage:** is the structural cage that encompasses the drivers head and upper body as per Reg.7.3.F. The roll cage shall be integrally attached to the structural chassis of Reg.7.3.E.
- 7.3.A.2 **Roll Bars:** are the series of tubular bars which comprise the roll cage.
- 7.3.A.3 **Structural Chassis:** is the tubular frame / monocoque composite chassis / hybrid of composite & tubular frame which encompasses the driver's body, and to which the vehicle suspension system is connected.

7.3.B Seating Position: The driver must be seated at less than or at a 27° angle, as defined and measured in Appendix B:. The driver's head must be above and behind the driver's feet. The seat must be appropriately constructed with a solid base and back rest.

7.3.C Belly Pan: The cockpit must be equipped with a full belly pan to isolate the driver from the road. The belly pan must be strong enough to support the full weight of an 80 kg driver. The driver's torso and limbs must be above the lower element of the structural chassis.

7.3.D Safety Belts:

- 7.3.D.1 All solar cars must be equipped with a minimum of a 5-point lap and shoulder belt harness system for the driver.
- 7.3.D.2 The use of safety belts is mandatory.
- 7.3.D.3 The safety belts must be installed and attached securely to the structural chassis, as recommended by the manufacturer.
- 7.3.D.4 The placement of the attachment points for the seat belt harness shall be as follows (unless otherwise specified by the manufacturer):

The shoulder straps attachment point shall be rearwards between horizontal and highest of 30 degrees below horizontal and perpendicular to the drivers spine or seat back

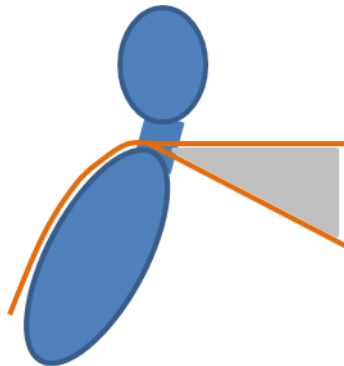


Figure 7.1 Range of shoulder strap attachment position

The shoulder belts shall be spaced wide enough apart to not squeeze on the neck, but narrowly enough that they will not fall off the shoulders. The mounting points shall extend backward and go inward by approximately one unit for every two units that the mounting point is located behind the point that the belt leaves the shoulder.

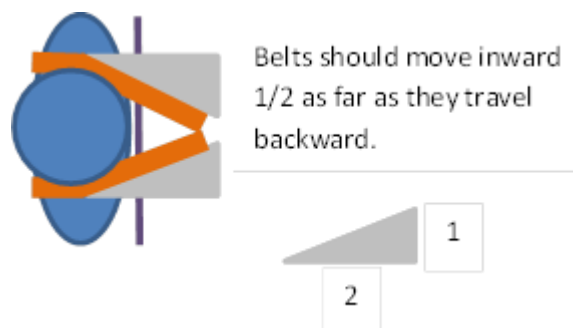


Figure 7.2 Horizontal configuration of shoulder strap attachment

The lap belt attachment point shall be downwards and rearwards from the drivers lap between 60 deg and 80 deg from horizontal. The ends of the belt need to be well below the lap of the driver.

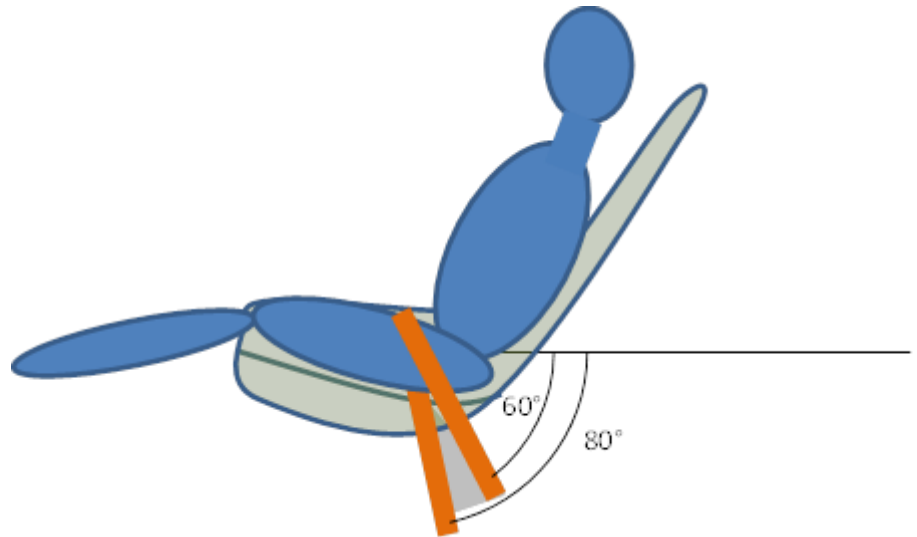


Figure 7.3 Configuration of lap belt attachment

The anti-submarine belt attachment shall be approximately 10 degrees forward of plane of shoulder belts for 5-point or approximately 20 degrees rearward of plane of shoulder belts for 6-point belts.

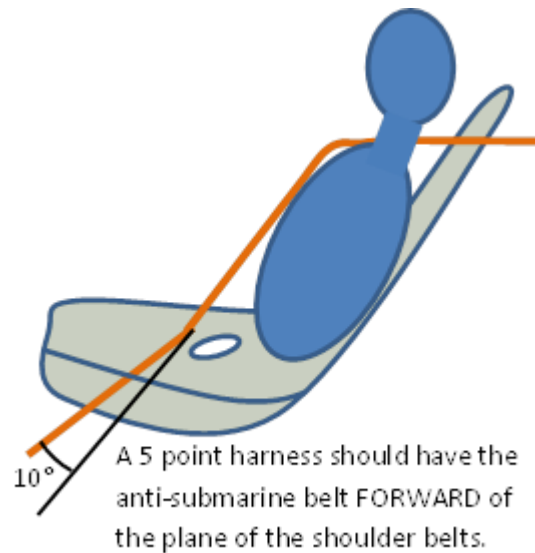


Figure 7.4a Configuration of anti-submarine belt attachment (5-point harness)

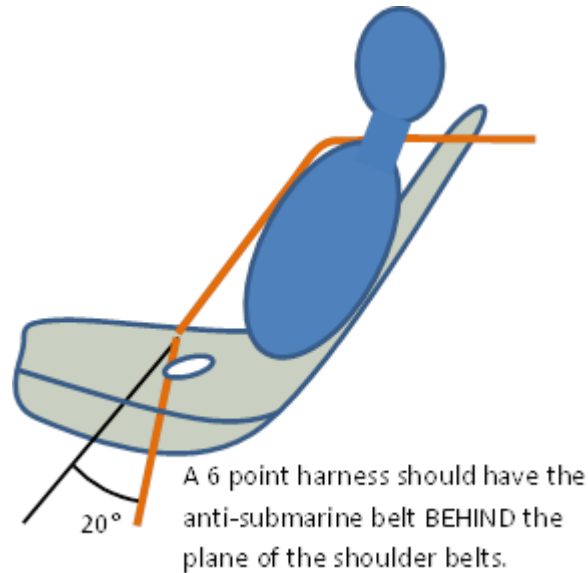


Figure 7.4b Configuration of anti-submarine belt attachment (6-point harness)

- 7.3.D.5 If the belt passes through the seat, it must pass through without wrinkling, crimping or bending the belt excessively. All sharp edges shall be removed or covered to prevent cutting or fraying of the belt.
- 7.3.D.6 Only safety belt systems manufactured to FIA D 280.T, SFI 16.1 or SFI 16.5 are allowed. Any modifications must be approved by the manufacturer.

7.3.E Structural Chassis: The combination of the solar car structural chassis and roll cage must encompass the entire driver in all directions. No part of the driver may be positioned outside of the structural chassis and roll cage combination. The structural chassis shall be designed for a minimum of a 5g load from all directions, where g is the total gross mass of the vehicle including driver and ballast as outlined in Appendix E.

- 7.3.E.1 **Crush Zone:** An additional structural crush zone attached to the structural chassis must be provided in the area of the driver's torso. The crush zone shall be on both sides of the solar car and have a width of a minimum of 150 mm from and parallel to both sides to the structural chassis and shall be considered as integral to the structural chassis and included in the impact analysis. The outer face of the crush zone shall encompass a perimeter of a minimum of 100 mm (4") vertical, and length greater than the distance between the driver's hips and shoulders. The outer face of the crush zone shall be vertically positioned below the driver's shoulders, adjacent to the driver's chest. The outer face of the crush zone shall be horizontally placed adjacent to the driver's torso (waist to shoulder). The outer face of the crush zone shall be vertically and horizontally braced back to the structural chassis to prevent buckling.
- 7.3.E.2 **Crush Zone Material:** The crush zone can take the form of additional tube frames which are designed to yield at 5g impact, or other energy absorbing material. The energy absorbing material needs to stay intact, i.e. materials that splinter would not be acceptable. Teams are required to provide documentation of the Crush Zone design as part of the Mechanical Design Report.

7.3.F Roll Cage: All solar cars must be equipped with a roll cage that is fixed and integrally connected to the structural chassis. The roll cage and structural chassis combination shall encompass the entire driver in all directions. The roll cage must encompass the driver well enough that a cloth stretched around the roll cage is clear of a full free range of motion of the driver's head

with the safety belts in use.

- 7.3.F.1 The protection provided for the driver in a collision must be documented in the team's Mechanical Technical Report as per Reg. 3.4.B.
- 7.3.F.2 A preliminary sketch and description of the roll cage must be submitted to FSGP Headquarters the date indicated in Reg. 3.2.A.1, as per Reg.3.3.
- 7.3.F.3 In addition to providing collision and rollover protection, the roll cage must be designed so as to deflect body/array panels of the car up and away from the driver in the event of an accident. The front roll cage shall be angled backwards to facilitate deflection of the body/array panel.
- 7.3.F.4 Note, the forward portion of the front roll cage shall be far enough forward that in the event of a collision causing the drivers head to move forward, the furthest extent of the drivers head is still within the confines of the roll cage
- 7.3.F.5 The roll cage must be padded with energy-absorbing material which is bonded and secured to the roll cage, meeting SFI-45.1 or better, wherever it may come into contact with the driver's helmet covering 50% of the roll cage member. In addition, a headrest of at least 20 mm thick resilient material must be securely mounted behind the driver's head such that it supports the drivers head in normal driving position.
- 7.3.F.6 There must be 50 mm of clearance in all directions between any member of the roll cage and the helmet of the driver seated in the normal driving position. There must be at least 30 mm of clearance between the driver's helmet and the padding to allow for free movement of the driver's head.
- 7.3.F.7 The roll cage and attachment of the roll cage to the structural chassis shall be designed for a minimum of a 5g load from all directions, where g is the total gross mass of the vehicle including driver and ballast.

7.4 Fasteners³

All fasteners must be of suitable type, strength, and durability for their application. Friction or press fit assemblies will not be accepted in critical areas as the sole means of retention. Set screws intended to transmit torque or force will not be accepted. Fasteners must meet the following minimum requirements:

7.4.A Bolts: Bolts used in critical areas must at minimum meet SAE grade 5, metric grade M8.8 and/or AN/MS specifications. Bolts must be of the correct length, and extend at least two threads beyond the nut. Bolts in tension must not have shaved or cut heads. All fasteners should be properly torqued.

7.4.B Securing of Fasteners: All structural and other critical fasteners (bolts, nuts) must have an acceptable form of securing such that the fastener cannot loosen or be removed unintentionally. Acceptable methods of securing are:

- (1) Bolts with flex-loc type nuts or other nuts that use flexure as the means of locking and are re-useable.
- (2) Bolts with pre-drilled shafts and castle nuts with cotter pins installed to prevent loosening
- (3) Bolts with pre-drilled heads and/or nuts properly safety wired with stainless steel wire from 0.6 mm (0.024") to 0.8 mm (0.032") diameter conforming to Mil Spec MS20995C. The safety wire between fasteners and anchor points must be twisted to prevent loosening rotation of the fastener.
- (4) In blind hole applications, bolts with pre-drilled heads properly safety wired.
- (5) Other methods of securing fasteners may be deemed acceptable at the discretion of the Inspector.

Securing methods that are not acceptable are Nylon lock nuts, "lock" washers, Loctite, or lock nuts that

³ Fasteners are a complex subject and much care should be taken to choose appropriate fasteners for each application. Excellent references on proper use and securing of bolts can be found:

- Smith, Carrol. [Prepare to Win](#).
- Reithmaier, Larry. [Standard Aircraft Handbook](#).
- Federal Aviation Administration. [FAA Advisory Circular AC43-13-1B](#). Chapter 7.

use thread distortion as a means to securing the nut. Lock nuts with thread distortion are not considered to be re-usable. Other methods of securing fasteners where the above methods are not appropriate may be considered at the discretion of the Inspector. Non-critical fasteners need not be secured with lock nuts.

7.4.C Securing Rod Ends: All rod ends shall be secured with jam nuts tightened with sufficient torque to prevent the rotation. The jam nuts on rod ends do not need to be safety wired.

7.4.D Buckles and Straps: Plastic luggage type buckles or single push release straps are not considered acceptable means of securing any Critical Area. If nylon type straps are used in securing any Critical Area ratchet type straps (without hook terminators) shall be used.

7.4.E Critical Areas: For application of the above critical areas are defined to include: steering, braking, suspension, seat mounts, safety harness, drive train, battery box, and ballast carrier.

7.5 Brakes⁴

Solar cars must have a dual, balanced braking system so that if one system should fail, the solar car can still be stopped. The two systems must be operationally independent and must operate from a single pedal. The braking system can be front/rear or redundant front. Left/right redundancy is not permitted. Hydraulic systems must have separate master cylinders. Regenerative brakes may not be considered as one of the braking systems.

7.5.A Brake Pads: Each brake pad used in the braking systems must have a contact area with the brake disk that is greater than 600 mm², and the pad must have full contact with the brake rotor. Pads must initially be at least 6 mm thick including the backing plate when installed on the car.

7.5.B Braking Performance: Solar cars must be able to repeatedly stop from speeds of 50 km/h or greater, with an average deceleration, on level wetted pavement, exceeding 4.72 m/s². Performance shall be demonstrated with mechanical braking only.

7.5.C Brake Lines/Cables: The brake lines (hydraulic or cable) shall be appropriately sized and constructed such that they have significant capacity beyond the pressure and/or loads that will occur under the worst-case driving conditions.

7.5.D Placement of Brake Pedal: The brake pedal for the dual braking system shall be placed under the driver's right foot.

7.5.E Clearance between Pedals: If the team elects to have foot operated brake and accelerator pedals the team must demonstrate adequate clearance and arrangement that will allow for quick and easy transition of the foot from one pedal to the other. Refer to Reg. 5.9.A for placement of the accelerator pedal if equipped.

7.5.F Hand Activated Brakes: Hand activated brakes are permissible if the driver can turn the steering wheel lock-to-lock without removing or repositioning either hand from the steering wheel.

7.5.G Cars with Mechanical Rear Brake

7.5.G.1 Performance: Cars with mechanical rear brakes as one of their primary brake systems shall be able to demonstrate that the rear brake can hold the car in place (front wheels elevated off the ground) on dry pavement under a forward pull equal to 15% of the cars weight in driving configuration with properly ballasted driver in place.

7.5.G.2 Volume Limiting Valve-System: – cars with mechanical rear brakes with proportioning values will require a means to lock-out the proportioning valve

⁴ Braking systems for solar cars should be designed in accordance with standard automotive engineering practice. In general, bicycle type brakes are deemed to be too fragile for this kind of application and will not pass scrutineering. This includes mountain bike type disc brakes. While such brakes may have enough stopping power to slow down a solar car, over long periods of application descending hills common in the ASC competition, they do not have appropriate levels of brake energy dissipation. Larger pads with more contact area can help ensure that vehicle braking systems are designed to dissipate heat to prevent failures involving boiling brake fluid, disc warping, and loss of braking force. Vehicles that do not heed these recommendations may not pass scrutineering or be allowed to compete.

setting. The proportioning value shall be positioned away from the drivers reach.

7.6 Parking Brake

Solar cars must be equipped with a parking brake.

7.6.A The parking brake shall be able to hold the car in place without wheel chocks on dry pavement under either a forward or rearward force equal to 10% of the cars weight in driving configuration with properly ballasted driver.

7.6.B This brake must operate completely independently from the main braking system and may not be used in the performance tests specified in Reg.7.9.D.

7.6.C It must be able to be locked into the "ON" position, such that the driver does not have to continue to hold it to maintain position. The driver shall be able to lock the parking brake while seated in the normal driving position and seat belted in.

7.6.D The parking brake shall not be of a tire or wheel contact style (i.e. pad on tire or pad on rim styles are not considered as acceptable designs).

7.7 Steering

7.7.A Steering Wheel: All steering in the vehicle must be controlled by the driver with a steering wheel designed to have a continuous perimeter as outlined in Appendix A:.

7.7.B Steering Stops: The steering system must include steering stops to prevent dangerous or damaging steering travel. Steering stops cannot be held in place by friction. They must be welded, pinned or bolted in place, and placed in the steering system in way that will not create loads that will deform or scar the contacting pieces.

7.7.C Turning Radius: Solar cars must be able to make a U-turn in either direction, without backing up, such that any portion of the solar car that is within 200 mm of the ground remain within a 16 m wide lane. Portions of the solar car above 200 mm above ground may exceed the 16 m distance.

7.7.D Steering Backlash: The steering system must be designed with sufficient strength/stiffness and have minimal backlash so that the driver can always maintain good directional control of the vehicle.

7.8 Towing Hardpoint

Solar cars must be equipped with a hardpoint where an appropriate rope or strap may be attached in order to tow the car for emergency recovery purposes. The hardpoint must be either securely attached to or part of a non-moving structural component such that the car can be towed in the forward direction. The hardpoint or access to the hardpoint may be covered while not in use. The hardpoint must allow the car to be pulled with the body installed on the car; however the canopy may be removed.

7.9 Dynamic Stability

Solar cars will be tested for dynamic stability and handling performance. A combination of the following tests may be conducted:

7.9.A Figure-8: Solar cars must be able to negotiate a figure-8 course in less than 9 seconds per side. The figure-8 course shall have a 5 m wide lane around two 6 m radius center circles, as illustrated in Figure 7-1. The vehicle shall not knock over any of the cones or exhibit signs of structural instability. No body work shall contact moving structural members per Reg. 7.1.B.

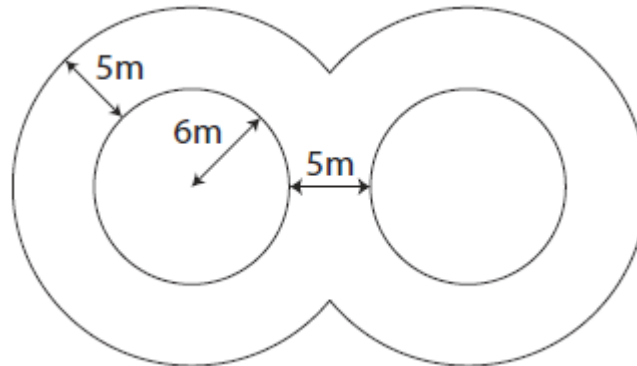


Figure 7-1 Figure-8 Course Layout

7.9.B Stability at Speed: Solar cars must be able to stay within a 3.5 m lane for at least 250 m. Cars must be able to achieve this regardless of crosswinds or gusting conditions. If a car cannot do this at 104.6 km/h (65 mph), the car speed will be limited to where it can stay within a 3.5 m lane for the entire event.

7.9.C Slalom Test: Solar cars must be able to negotiate a slalom course in 11.5 seconds. The slalom course shall be 126 m long, with cones equally spaced every 18 m as in Figure 7-2.

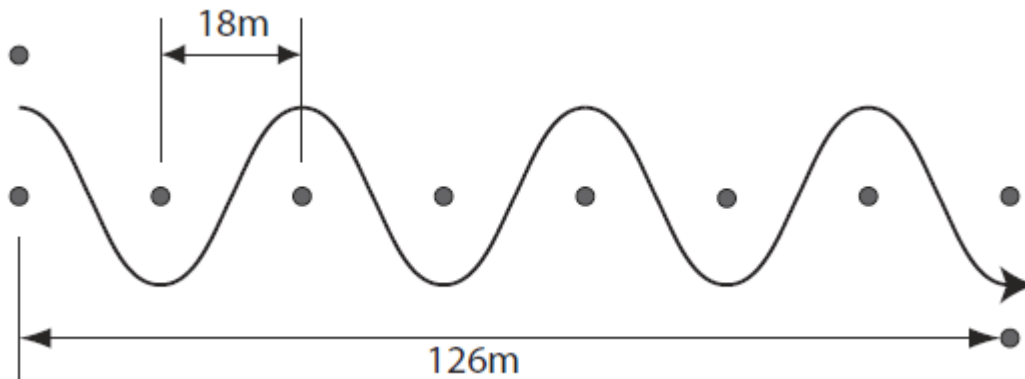


Figure 7-2 Slalom Course Layout

7.9.D Brake Test: Solar cars will be tested to verify compliance with Reg. 7.5.B (Braking Performance). The time interval over which the deceleration is averaged shall be from the first indication that the driver should stop until the solar car comes to a complete halt. When braking, the solar car must not veer excessively to the left or right, or exhibit structural instability. The tire pressure and mechanical systems settings used in this test will be considered driving configuration.

7.9.D.1 Solar cars may be required to demonstrate the brake performance a minimum of two out of three times.

7.9.E Disqualification of a driver: Should it become apparent to the FSGP Officials that the solar car is capable of passing the required dynamic stability requirements, but driver is not able to proficiently handle the solar car during one or more of the required components, the solar car driver may be disqualified at the discretion of the FSGP Officials.

8. Driver Requirements

8.1 Driver Registration

Only registered solar car drivers will be allowed to drive in solar cars during the Event. Each team shall have a minimum of two drivers available at all times and may register at most four drivers. Solar car drivers must be 18 years old or older and must present a valid driver's license. All drivers will submit an informational form and a copy of their driver's license before Scrutineering.

8.2 Driver Weight:

8.2.A The official weight of each driver, including driving clothes (including shoes, excluding helmet, with empty pockets), will be 80 kg. If a driver weighs less than 80 kg, ballast will be added to make up the difference. If a driver weighs more than 80 kg, no credit will be given.

8.3 Drivers

Only one person, the authorized driver, may ride in the solar car at any time. Drivers must be registered and have appropriate ballast per Reg. 8.2

8.3.A Driver Helmets: Drivers must wear a helmet while operating the solar car. The helmet must meet or exceed the Snell 2010 or Snell 2015, DOT, or ISO motorcycle standards and will be inspected during Scrutineering.

8.3.B Driver Shoes: Drivers must wear closed-toe shoes with a solid sole that will protect the driver from debris that may be found on the track in the event of an accident in the solar car. Shoes with individually enclosed toes will not be permitted. Shoes that are securely fastened to a driver's foot are preferred to avoid unintentional removal when driving or egressing the solar car. Driver's shoes shall be approved at the Inspectors discretion.

8.3.C Driver Ballast: Drivers and their corresponding ballast will be identified with unique identification tags. The tags on the ballast carried by the solar car must match the tags on the solar car driver at all times. Drivers must supply their own ballast material.

8.3.D Driving Time: Each individual driver may not drive more than a total of six hours in a given Track Event Day. If the solar car is stopped on the side of the track or in the pit such that the driver is allowed to exit the vehicle for an extended period of time, this stopped time is not counted towards the 6 hours driving time.

8.3.E Water/Fluids: Each driver must have sufficient quantities of water/fluids in the cockpit area to stay properly hydrated. A minimum of one liter for each driver must be provided.

8.4 Driver Communication

8.4.A Driver Communications: All communications by the solar car driver must be verbal and hands-free at all times. Hands-free operation for the solar car driver is defined as operation where the driver can activate the radio without removing his/her hands from the steering wheel.

8.4.B Cell Phone Use: Cell phones are permitted within the solar car. Any use of a cell phone in the car will need to be on a hands-free basis. Any cell phone must be fixed in position (i.e. not loose within the driver compartment).

9. Track Operations

9.1 Track Event Format

The Track Event is comprised of three on-track days around a closed-course track.

9.2 Determination of Winner

Official FSGP Lap Count will be calculated for each entry based on laps that are completed during Track Event hours. The summation of these laps will yield an Official Total FSGP Lap Count for the entry. Overall placing for the FSGP event will be determined based on the highest Official Total FSGP Lap Count. In the event of a tie associated with the Official Total FSGP Lap Count, the tie breaker will be the team with the lowest lap time.

9.3 Solar Car Configuration

Solar cars must drive in the same configuration as approved during Scrutineering.

9.4 Support Vehicles

No support vehicles will be allowed on the track without prior consent by FSGP officials

9.5 Radios / Communication

The team must be in two-way radio communication with the solar car driver at all times. Communications should be maintained between the solar car, the pit area, and the timing area at all times.

9.6 Safety Vehicles

Designated safety vehicles will be driven by an FSGP Official(s). If a track safety vehicle is needed, it will attempt to stay in the slow lane of the track. The same rules that apply to passing solar cars also apply to passing the safety vehicle. Teams may pass a static safety vehicle during an active yellow as well as any solar car not moving given the conditions are safe to pass.

9.7 Safety Equipment

9.7.A Teams are required to have the following safety equipment readily available: stocked first aid kit, ABC fire extinguisher (10 kg or larger), safety vest (1 per person in the pit area), battery MSDS, battery spill kit and method of containment of battery fires / 40 kg of sand, shovel to be able to distribute the sand.

9.7.B Their battery spill kit must be available in the pit area at all times. Teams shall have first aid supplies in their pit area at all times. Any team member in the hot pit or going on the track to assist with a broken down vehicle must be wearing a safety vest.

9.8 Team Uniforms

On Track Event Days from 7:00 am to 8:00 pm, team members shall wear uniforms representing their Institution(s). The uniforms are required to have the Institution name, car number, and FSGP logo. If team sponsors are displayed, the event sponsor(s) must also appear in a similar manner on the team uniform. Artwork for the FSGP logo and for the event sponsor(s) may be obtained from FSGP Headquarters.

9.8.A Solar Car Drivers Attire: Solar Car Drivers, while driving, are exempted from the above requirement. Clothing worn by Solar Car Drivers must provide suitable cover and be non-offensive.

9.9 Briefings

A Briefing will be held at the start of each Event day. A special meeting may be called in cases of emergency. Attendance at meetings by a team representative and driver(s) is required. Briefing notes and other daily updates will be available at ASC/FSGP Headquarters and posted to the ASC/FSGP Event website. All official statements, rule interpretations, and special instructions will be contained in these postings.

9.10 Timing

9.10.A Timing and distance determinations for the Event will be the responsibility of FSGP

Timing Officials. FSGP Headquarters will recognize no other timing or distance information.

9.10.B Timers: Each team must provide a team member to serve as a timer. This team member must be in radio contact with both the solar car driver and the pit crew. The timer will be paired with a timer from another team, and the two will work together to ensure that every lap is properly recorded. Timing Officials will review all timing data for consistency and accuracy. The timer must report 15 minutes prior to the start of the event. Any laps conducted by the solar car without a timer in place will not be counted.

9.10.C Official Time: A master clock providing the "Official Time" will be located near the starting line and timing area. A solar car must cross over the start line to begin and end an official lap. All timers must record lap start/finish times based on the official time displayed.

9.10.D Track Hours: The track will be open for racing from 9:00 am – 5:00 pm local time each of the three days.

9.11 Starts

9.11.A Group Start: Teams are released from the Start Line in a group start. The movement of all vehicles in the Start Line area will be under the control of the Start Line Officials.

9.11.B Starting Order: For the first day of the Track Event, the starting order will be determined based on performance during Scrutineering. On subsequent days the start order will be determined based on the total number of Official FSGP Laps completed thus far.

9.11.C Start Line: Solar cars will be released simultaneously from the starting line at the beginning of each day. Teams must report to their starting position 15 minutes prior to the beginning of the start time. Control of solar cars in the start-line area is under the direction of the FSGP Officials. Teams not ready or who are returning to the track from the cold pit area must wait for a FSGP Official to clear them for the starting line and be sequenced into traffic.

9.11.D Delayed Start: The start of the Track Event may be delayed if inclement weather or other hazardous conditions appear likely to pose a threat to the solar cars or their drivers. If the start of the Track Event day is delayed, then the assigned start time for that day will be adjusted accordingly. The end of the day will not be adjusted.

9.12 End of Day:

9.12.A End of Day: At 5:00:00 pm the Checkered Flag will be flown at the Start/Finish line. A team currently on a lap started in advance of the End of Day time will be given the opportunity to complete that lap, provided that the lap time for that final lap is no more than 20% greater than the time for the preceding lap.

9.13 Charging and Impound

All battery enclosures per Reg. 5.5 must be removed from the solar car and kept overnight in an impound box/container that will be secured by the Observer. Headquarters should be apprised of special issues for impound.

9.13.A Charging: All solar cars may begin the Track Event with a fully charged battery pack. Once the Track Event begins, charging may only occur using the solar car's array in designated charging areas.

9.13.A.1 Charging from other sources will result in a penalty associated with Official FSGP laps completed to that point, ref Reg.10.2.J.8.

9.13.A.2 All charging of solar car batteries shall be monitored by a team member. Unattended charging of the solar car batteries is strictly prohibited.

9.13.A.3 A charging area will be provided for the teams. Internal combustion generators will not be permitted within the charging area. Only solar car charging may occur within this designated area.

9.13.B Impounding: All registered and sealed batteries must be removed from the solar car and kept overnight in impound boxes/containers that will be secured by FSGP Headquarters. Batteries must be impounded by 8:00 pm each evening and will be released from impound at 7:00 am the following morning.

9.13.B.1 Failure to impound batteries will result a penalty associated with Official FSGP laps completed to that point, ref Reg.10.2.J.10.

9.13.C Impound Box: Teams are required to provide an impound box that fully contains the battery enclosure per Reg. 5.5 and meets the following requirements.

9.13.C.1 The box must have provisions such that an FSGP Official can secure it with a maximum of two locks/seals.

9.13.C.2 The impound box must be constructed such that it does not contain external hardware that can removed to gain access to the battery box without breaking the seal(s).

9.14 Driving Procedures

All solar cars will proceed around the course in the prescribed direction at all times. Passing and lane information will be presented at the pre-Track Event team meeting.

9.14.A Speed Limit: No solar car shall exceed the maximum speed of 104.2 km/h (65 mph), unless restricted by the FSGP Officials per Reg.7.9.B. anywhere on the track. All teams entering the pit area must slow down. A walking pace must be observed at all times in the cold pit area. While in the cold pit area a team member shall walk directly in front of the solar car to ensure that the path is clear and to warn others in the area

9.14.B Drafting / Following Too Closely: Drafting by a solar car is prohibited. A solar car will be considered to be drafting if it continuously follows behind another vehicle at less than a 3-second interval. The only exception to this is in congested traffic at speeds of 40 km/h (25 mph) or less.

9.14.C Pushing: Except for the following situations, solar cars may not be pushed or pulled from the time they are moved into their starting position for the Daily Start until they reach the finish line except in the cold pit areas. In no case shall regenerative braking be engaged while pushing or pulling the solar car.

9.14.C.1 **Garage Area:** Solar cars may be pushed within the confined area of the Cold Pit or Garage Area.

9.14.C.2 **Emergency:** In an emergency or breakdown situation, the solar car must be removed from the track as quickly as is prudent. In this circumstance, the car may be pushed or lifted off the track. Upon resuming racing, the solar car may then be pushed or lifted back onto the track to the same location where it left the track.

9.15 Breakdowns

Any solar car that stops on the track because of mechanical problems, lack of power, or an accident must be moved off the track as soon as possible and prior to any repairs being performed. All teams must carry a tow strap in their solar car at all times. This tow strap will be used to facilitate a tow to the pit area by the safety vehicle, if required. No team support vehicles will be permitted on the track at any time. Team members may not run across the track to their solar car unless permission is granted by a track official. All team members attending to a broken down car on the track must be wearing a safety vest. At the discretion of the inspectors, any car having a breakdown may be required to be re-inspected for safety and rules compliance.

9.16 Track Operation

9.16.A Flags: Flags will be used to provide trackside instruction to solar car drivers.

9.16.B Master Flag Position: The Master Flag Position will be near the starting line and display flag(s) to represent the overall condition of the track. Corner workers will be located at various Flag Positions around the course to display "local" flag conditions.

9.16.B.1 **Green Flag:** Track clear; proceed at your chosen speed. This flag will be displayed at the starting line only.

9.16.B.2 **Static Yellow Flag:** Caution ahead, proceed at your chosen speed, passing is allowed. This flag will be displayed at corners to alert drivers to unusual conditions ahead that do not immediately interfere with the track (such as a car stopped off of the track). The corner worker will be holding the flag in a stationary position.

9.16.B.3 **Active Yellow Flag:** Caution, obstruction on or near track. An active yellow flag means that cars are to slow down and no passing is allowed unless waved around by a track official. The corner worker will be actively waving the flag. The no passing rule will continue to apply until the solar car reaches a Flag Position where no flag is displayed. Whenever an active yellow flag is somewhere on the track, the Master Flag Position will display both the green and yellow flags.

9.16.B.4 **Black Flag:** Return to the pit area immediately. A black flag is given to an individual car at which point the driver must return to the pit area. The black flag will appear at the last corner before pit entry.

9.16.B.5 **Red Flag:** Total stoppage due to major accident or some other reason. All cars must pull to the side and stop where they are on the track without passing. Proceed only when instructed to do so by track officials.

9.16.B.6 **White Flag:** This flag will be displayed at the starting line only at five (5) minutes before the end of day time and signifies that there is less than 5 minutes remaining in the Track Event day.

9.16.B.7 **Checkered Flag:** This flag will be displayed at the starting line only at the end of day time and signifies that the race day is over, save an except for the stipulation in Reg. 1.1.A.1.

10. Penalties

Any team failing to comply with these Regulations during Scrutineering or the Track Event will be penalized. Penalties range from official warnings to disqualification from the Track Event. It is the responsibility of the Chief Inspector and/or Track Steward, with input from the other Inspectors and the track personal, to determine whether an infraction occurred, the severity of the incident, and the appropriate penalty. All time penalties will be submitted by the Chief Inspector and/or Track Steward to FSGP Headquarters for subsequent posting. Disqualification of a team from the Track Event requires concurrence of the Event Director. Penalties will generally be applied to total number of official laps

10.1 Authority

FSGP Headquarters reserves the right to cancel the track activity at any time for the event as a whole or for any particular team.

10.2 Penalty Administration

10.2.A Penalty Laps: All penalty laps listed are suggested minimums. If the Chief Inspector and/or Track Steward believe the teams are deliberately violating driving regulations for strategic advantage, they may impose more severe penalties. Penalty Laps may be subtracted from the Official FSGP Lap Count.

10.2.B Scrutineering Issues: Scrutineering issues may result in a pre-loss of laps as determined by the Inspectors prior to the beginning of the Track Event. Examples of scrutineering issues include but are not limited to: car size exceeds limits. Typically these issues are the result of receiving a blue status in any inspection area. Issues within the dynamics area may also result in a reduced speed limit for the solar car on the track.

10.2.C Posting of Penalties: Posting of Penalties: Penalties will be publicly posted by 8:30 pm each evening. On the last day of the Track Event, penalties will be posted no later than 30 minutes after the finish of the Track Event.

10.2.D Protests: Any team desiring to file a protest must do so by submitting an official protest (signed by the team leader) to FSGP Headquarters. Protests may be filed for any reason, including disputing a penalty levied against any team, correcting timing errors, or protesting the actions of another team. A "filing fee" of 5 laps will be assessed against the team's Official FSGP Lap Count for the day on which the protest is filed. The Jury will hear all protests.

10.2.E Opportunity to Be Heard: Protests will normally be heard by the jury at the earliest possible jury sitting. It may be necessary in some instances for the jury to postpone the hearing on a protest.

10.2.F Time Limit: Except for the last day, all protests must be filed by 8:00 am the following day the penalty is posted. On the last day of the Track Event, protests for any purpose must be filed within 60 minutes after the finish of the Track Event.

10.2.G Protest Judgments: The decision of the Jury is final and no further appeals are allowed. The Jury will notify FSGP Headquarters of their decision, and the Chief Inspector and/or Track Steward or delegate will then inform the affected teams. The Jury may refund some or the entire filing fee, which will be credited to the day the filing fee, was assessed.

10.2.H Conduct: Penalties, including disqualification from the Event, may be imposed for improper conduct or the use of alcohol or illegal substances. Improper conduct may include, but is not limited to, improper language, unsportsmanlike conduct, unsafe behavior, or cheating. Teams are responsible for the conduct of all persons associated with the team, whether or not they are officially registered.

10.2.I Track Operation Violations: Any solar car committing a track operation violation may be penalized, up to disqualification. Any solar car driver who commits three traffic violations (including speeding) over the course of the Track Event may be individually disqualified from the Event.

10.2.J Lap / Time Penalties: All penalty laps listed are suggested minimums. Driving conduct

penalties may double with each subsequent infraction. Mathematical / Scrutineering penalties (will normally be the same for each infraction. If the Inspectors believe the teams are deliberately violating driving regulations for strategic advantage, they may impose more severe penalties up to and including potential disqualification.

- 10.2.J.1 **Speeding:** Any solar car found to be speeding shall be penalized. Speeding penalties may be assessed based on the following factors: (1) velocity over speed limit, (2) length of time of speeding infraction. Penalties will be assessed with a loss of a lap multiplied by the infraction count for that specific instance. Speeding infractions including a rate of speed of 112.6 km/h (70 mph) or greater will result in a 12 lap penalty.
- 10.2.J.2 **Track Operation Violations:** Any solar car committing a track operation violation may be penalized, up to disqualification. Any solar car driver who commits three traffic violations (including speeding) over the course of the Track Event may be individually disqualified from the Event.
- 10.2.J.3 **Failure to Allow Other Solar Cars to Pass:** Any team failing to properly facilitate passing of other solar cars may be penalized 2 laps.
- 10.2.J.4 **Following Too Closely:** A 2 lap penalty may be assessed as a result of a solar car following too close to another car.
- 10.2.J.5 **Pushing:** a loss of the current lap will result each time a team pushes or pulls their solar car in order to advance along the track. (Except in an emergency as in Reg. 9.14.C)
- 10.2.J.6 **Improper Ballast:** A 6 lap penalty may be assessed each time a team operates their solar car with ballast that does not match the solar car driver.
- 10.2.J.7 **Unauthorized Drivers:** Any solar car that is driven on the track with an unauthorized driver will forfeit double the amount of laps driven with said driver
- 10.2.J.8 **Non-Solar Charging of Batteries:** After the start of the Track Event until the official finish, teams charging their solar car's storage batteries from any source other than those allowed by Reg. 5.1, without specific written instruction from FSGP Officials will constitute a full replacement of their battery pack and are subject to Reg. 10.2.J.9.
- 10.2.J.9 **Replacement of Batteries:** Decisions to exchange (or externally recharge – see Reg. 9.13.A.1) all or part of a battery must be communicated formally to an Inspector. The penalty applied will be computed as follows:

$$\text{Lap penalty} = 96 \times (n+S) / N$$
 where:
 n = number of replacement modules
 S = sum of all modules previously replaced (previous iterations of external recharge)
 N = total number of modules in solar car battery pack
- 10.2.J.10 **Failure to Impound:** A 1 lap penalty may be assessed for every minute between 8:00 pm and 7:00 am that a solar car's batteries are not in Impound.
- 10.2.J.11 **Exceeding Size Specifications:** Oversized solar arrays will be penalized 2 laps per Event day per excess 1000 cm² beyond the allowed size specification. Oversized solarcars will be penalized 1 lap per Event Day per excess 1000 cm². If both the array and car are oversized, both penalties will be applied. Each penalty will be prorated if the oversize area for body or array is less than 1000 cm² with a minimum of 2 laps per day for oversized solar arrays, and a minimum of 1 lap per day for oversize solarcars.
- 10.2.J.12 **Securing of Fasteners:** Failure to comply to Reg. 7.4.B Securing of Fasteners will result in a penalty of 1 lap per Track Event day per instance where proper securing is not applied. The head mechanical inspector shall determine which non-compliant fasteners **must** be brought into compliance with Reg. 7.4.B.
- 10.2.J.13 **Parking Brake Penalty:** A penalty of 2 laps per Track Event day will be applied for a non-functioning parking brake based on Reg. 7.6.
- 10.2.J.14 **Roll Cage Clearance Penalty:** A penalty of 2 laps per Track Event day per centimeter of clearance lacking between the roll cage padding and a driver's

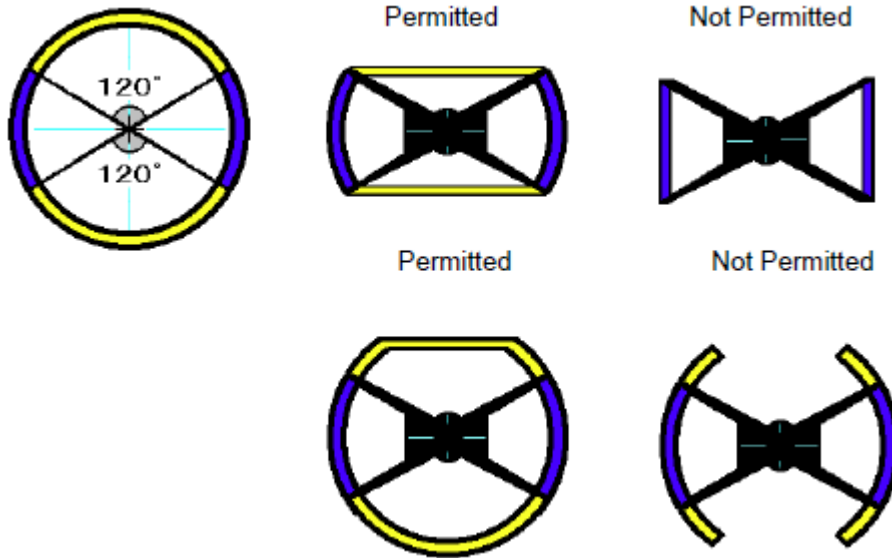
helmet based on Reg. 7.3.F.6. It will be at the discretion of the inspectors whether less clearance will be allowed with the penalty.

Appendix A: ISF Steering Wheel Specifications

© 2006/08 ISF with acknowledgement to Japanese Automobile Federation

To reduce the possibilities of driver injury in the event of collision and to minimize impediments to emergency egress, the steering system must be controlled by a steering wheel which has a continuous perimeter.

A circular shape is preferred, however the upper part above 2/3 and/or the lower part below 2/3 of the circumference of the steering wheel may be flat as depicted in the diagram below).

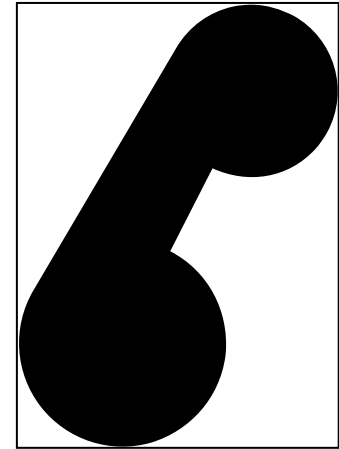


Appendix B: ISF Standard Measurement of Seating Angle

© 2006 ISF with acknowledgement to Japanese Automobile Federation

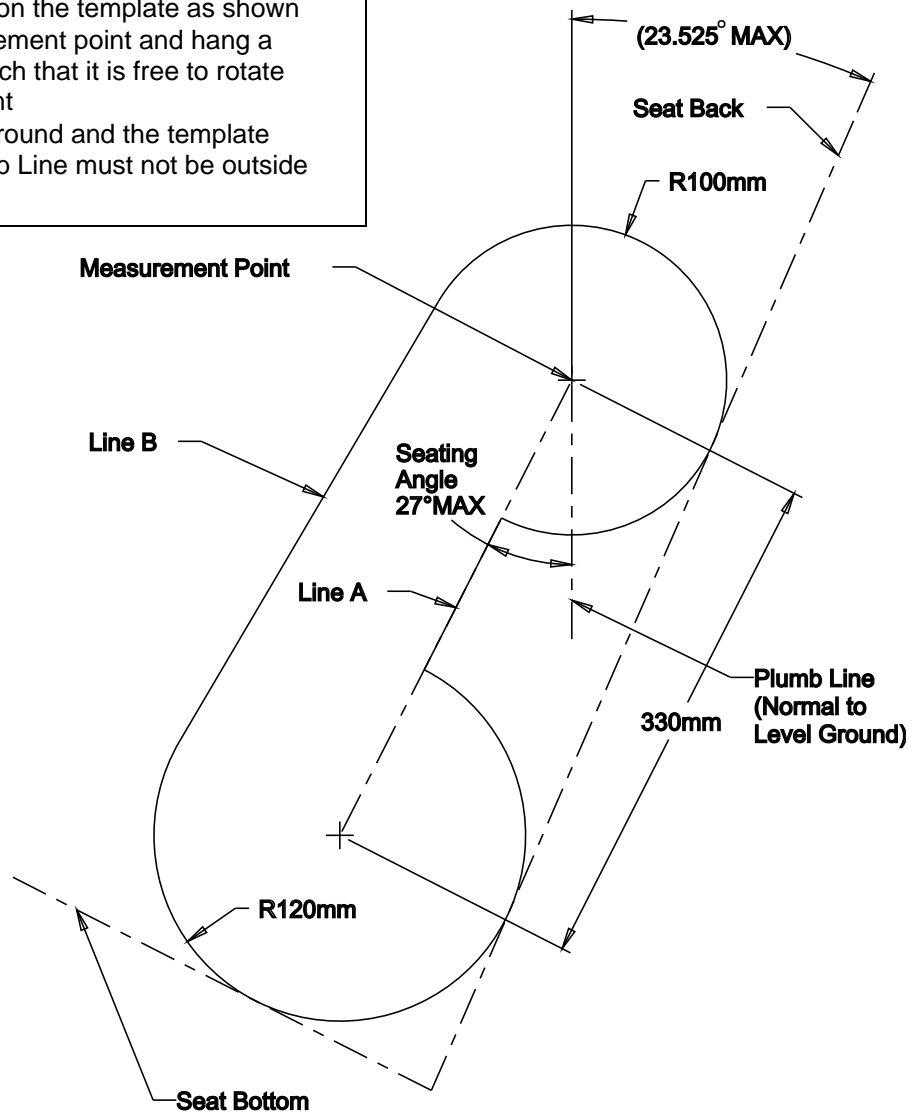
For ISF scrutineering purposes, measurement is performed using a template based on the hip and shoulders of a two-dimensional form.

The driver seating angle must not exceed 27° as measured between the Plumb Line and Line A on the measurement template defined below.



Making a Seating Angle Measurement Template

- Draw a circle with a 120 mm radius
- At a point 330 mm from the center of the circle, draw another circle with a 100 mm radius
- Draw a line connecting the center of the two circles (Line A)
- Draw a tangent line connecting the circumference of the two circles (Line B)
- Cut the shape out of a suitable rigid material like plywood
- Mark a line 27° from Line A on the template as shown
- Attach a post to the measurement point and hang a Plumb Line from the post such that it is free to rotate about the measurement point
- With the solar car on level ground and the template placed in the seat, the Plumb Line must not be outside the 27° angle



Appendix C: Reference Standard for Lighting

Reference Reg. 6.3.

The reference standard lights are:

TruFLEX

20 LED (Length 85 mm (3.35 in))

Item TF20 from Custom Dynamics

Red lights are Red LED with Red lens

Amber lights are Amber LED with Amber lens

(www.CustomDynamics.com 1-800-382-1388)

White lights are TF18WC for the BPS Fault Indicator Light

The reference standard lights will be used in the following manner:

Lights shall be powered by a 12 volt power source

Light shall be centered on a flat surface with a matte white finish of 280 mm (11") x 216 mm (8.5").

Separate light boards shall be used for each color type as the standard reference.

Reference standard light boards shall be set aside of car to compare during inspections.

Appendix D: Mechanical Report Instructions

It is the intent of the Event to maintain the safest entries possible while encouraging a wide variety of designs and materials for solar-powered vehicles. The purpose of the structural report is to require each team to document, by calculation or testing, the structural integrity of their vehicle and the protection provided to their drivers. Note that each team is responsible for the safety of its members, and any minimum criteria specified by the Event should not be construed as design specifications for the construction of a “safe” solar vehicle.

The structural report shall be presented in the format described in this document. Reports that do not meet this format will not be read and could jeopardize a team’s chances for competing in the event. The report should be written to be as concise as possible and should only present information relevant to the requirements of the report. The report is limited to a total of 50 pages, including appendices and submitted in PDF format.

E.1 Introduction

A brief summary of your project and the overall design of your vehicle. This should include overall dimensions, component location and layout, and driver position. Teams should describe the vehicle both in its normal racing configuration, and in its stationary charging configuration.

E.2 Mechanical Systems Analysis

The mechanical systems analysis section must include the following seven sub-sections:

- Front suspension
- Rear suspension
- Brakes
- Steering
- Wheels & Tires
- Battery Enclosure
- Seat Belts

Each sub-section must contain all of the following information:

E.2.1 Material Specifications: Describe the materials utilized, their important dimensions (e.g., tubing diameter and thickness), and material properties (in the “as welded” or “as fabricated” condition).

E.2.2 Loading Conditions: Describe the specific loading conditions used in the analysis of the component. Teams should consider road and traffic conditions when determining loading criteria and potential failure modes. For suspension and steering systems, analysis needs to include at least a 1G turn, a 2G bump, and 1G braking case. These loads are to be applied at the wheel patch where the tire makes contact with the ground. Loads should be provided in dimensional units. Include any relevant assumptions used in the analysis.

E.2.3 Drawings: Include component drawings or photographs and mechanical system assembly drawings or photographs. All drawings must be identified by number and must include a description. In the case of purchased or procured components, include the manufacturer and part numbers.

E.2.4 System Analysis: Mechanical components and systems must be analyzed to show that they will not fail due to fatigue and possess a reasonable factor of safety for strength and stress. Provide a summary of both the analytical methods used and the analytical results for each mechanical component or system. Analyzes may be in the form of calculations, computer modeling (such as finite-element analysis), free body diagrams accompanied with static equations of equilibrium, or empirical testing of the actual vehicle or its components. If testing is not completed at the time the report is submitted, detailed plans of the scheduled testing must be included in the report. The results from the described tests must be submitted once they have been completed. All teams must include the expected static weight on each tire.

Teams must show how they intend to build and secure battery enclosures to meet the requirements of Reg. 5.5. Include a description of how the enclosure will be ventilated and how the cells will be secured within the battery enclosure. Provide a discussion of your findings and how the results impacted your design.

Teams must show how and where they intend on attaching the seat belt harness to the structural chassis of the solar car.

E.3 Vehicle Impact Analysis

The vehicle impact analysis section must include the following topics:

E.3.1 Specifications: The report must describe the vehicle frame and construction techniques (aluminum space frame, composite monocoque, etc.), including the materials utilized, their important dimensions (e.g., tubing diameters and thicknesses, number and types of plies in composite constructions), and their properties (in the "as welded" or "as fabricated" condition). The report must also list the specific impact criteria that are assumed for each case, as well as sample calculations and computer output as applicable. Other relevant assumptions used in the analysis should be listed.

E.3.2 Drawings: The report must include structural drawings of the vehicle from five viewpoints: top, front, side, rear, and isometric. These drawings must illustrate the following:

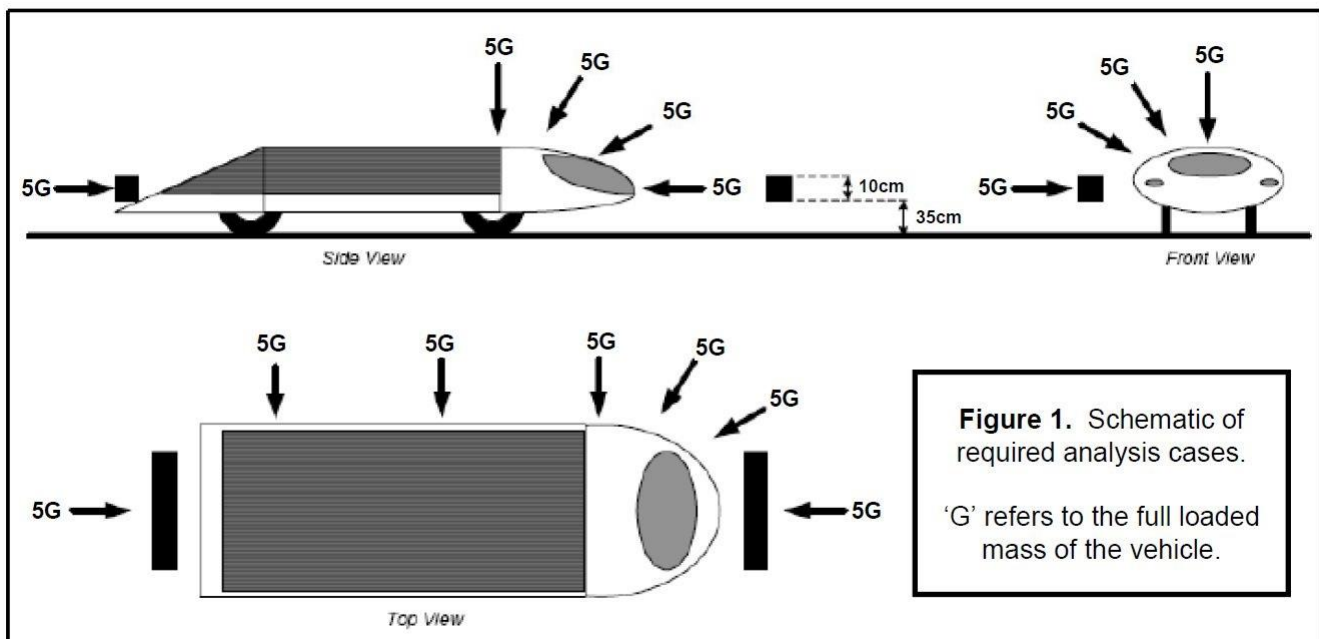
- Driver location and orientation
- All members considered "structural"
- Locations of ballast and batteries
- Locations of chassis hard points (points of attachment).
- Calculated center of mass

The report must contain structural drawings of the driver's compartment from three viewpoints: top, front, and side. These drawings must illustrate the following:

- Driver location
- Crush Zone
- Roll cage design and location
- Location of structural members
- Driver's harness attachment points

The report must contain an isometric drawing of the body and solar array. All drawings must be identified by number and must include a description.

E.3.3 Analysis: Analyses may be in the form of computer modeling (such as a finite-element analysis) or empirical testing of the actual vehicle or its components. The report must document the performance of the vehicle regarding front, rear, side, and rollover impact, using appropriate forms of analysis. Front, rear, and side impact with another vehicle assumes a bumper height of 100 mm and elevation off the ground of 350 mm as shown in Figure 1. Rollover analysis must address loads at a minimum vertical and two increments between horizontal and vertical.



The minimum criteria for these impacts are 5G loads, where the G is the total gross mass of the vehicle (including driver and ballast) as illustrated in Figure 1. Emphasis should be placed on how protection is provided for the driver under these conditions. All impact scenarios must take into account movement of body panels and the vehicle's solar array to ensure that these members do not penetrate the space occupied by the driver during the impact.

- **E3.4 Conclusions:** The report should contain a summary of the findings for each impact case and a brief discussion of the results. Raw data should be attached as an appendix to the report.

E.4 Appendix

The appendix should only include relevant information that is referenced from the main body of the report. Appendix items should be organized into two appendices. Examples of what could possibly be included in the appendices are: detailed calculations and results, empirical testing data, details on construction techniques, and component specifications that are particularly relevant to the analysis.

- **Appendix A** - Mechanical Systems Analysis Supporting Documentation
- **Appendix B** - Vehicle Impact Analysis Supporting Documentation

Appendix E: Electrical System Report Instructions

It is the intent of the Event to maintain the safest entries possible while encouraging a wide variety of designs and materials for solar-powered vehicles. The purpose of the electrical system report is to require each team to document, the design of the electrical system of the solar car.

The report shall be presented in the format described in this document. Reports that do not meet this format will not be read and could jeopardize a team's chances for competing in the event. The report should be written to be as concise as possible and should only present information relevant to the requirements of the report.

The following sections shall be provided:

Introductory paragraph telling the Inspectors about the solar car: new design, carryover from prior event, etc...

If the solar car design is not to the state of describing these functions, submit your "PLANS" and describe that aspect in the Introductory Statement.

High Voltage Schematic – Minimum of ALL propulsion wiring

Descriptive understanding of the ALL high voltage functions during a Battery Event – Paragraph and possibly schematics

Descriptive understanding of Battery Fan function – schematic may be used here as well

Who to contact if an issue is found in this document:

Team Electrical Contact

Team Battery Contact

Appendix F: Battery Approval Form



FSGP2017 Battery Form

NOTE: The manufacturer's specification sheet, the battery's MSDS sheet with accident protocol, and a description of the protection circuitry (protection circuitry schematic, high level description, list of items protected) must also be submitted to FSGP HQ prior to approval. Battery approval is subject to verification at Scrutineering. If the manufacturer changes the battery's specifications, the new specifications must be submitted for re-approval. Teams should bring unmodified cells for weight verification.

CONTACT INFORMATION

Date: _____ Team Number: _____
 Organization: _____ Team Battery Contact: _____
 Email: _____ Phone: _____

MANUFACTURER INFORMATION

Manufacturer: _____ Type (lead acid, LION, etc): _____
 Battery Name: _____ Model Number: _____
 Battery Capacity (Ah): _____ Rate (C/3, C/20, etc): _____
 Battery Mass (kg): _____ Battery Voltage: _____
 Battery Cost (US\$): _____ Max Current per Cell: _____

VEHICLE BATTERY PACK SPECIFICATIONS

Number of batteries in the vehicle battery pack : _____
 Pack Mass (kg): _____ Pack Voltage: _____
 Pack Configuration: _____

SUPPLIER INFORMATION

Information for the company that is supplying the batteries to the team. This may be the original manufacturer or a reseller. If the supplier uses a different model name or number than the manufacturer, please provide that information.

Supplier: _____ Contact: _____
 Email: _____ Phone: _____
 Supplier Battery Name: _____ Supplier Model #: _____

Note: For this form, the term "battery" refers to the smallest single unit produced by the manufacturer. A lithium ion battery usually contains one cell. A typical 12v lead acid battery contains six cells. Teams or suppliers may group batteries together to form "modules". The term "battery pack" refers to the full vehicle battery system made up of multiple batteries.

Appendix G: Solar Cell Report

Your report will be based on the type of solar array you intend to use in the FSGP 2017 event based on Reg.5.2. The following are instructions on preparing your team's report. Prepare your report using the instruction set that matches your solar car entry's style of array.

Your report should contain the following:

1. Team Name
2. Team Number
3. Array type (Silicon only, Ga/As only, or mixture) based on Reg. 5.2.B
4. Complete list of cells used on your solar array. List should indicate (Reg. 3.4.F) for each unique type of cell used:
 - Cell manufacturer's name and contact info
 - Stock number, type, or description
 - Manufacturer's quote for cell area (square centimeters)
 - Manufacturer's quote for performance
 - Cost (US\$) per cell
 - Cell area (square centimeters)Include a copy of the manufacturer's data sheets in the appendix of your report for each type of cell.
NOTE: you are only allowed a maximum of 6 types of cells. Any change in any of the cell characteristics would dictate a new cell type being used.
5. A detailed breakdown of the size and dimensions of each type of cell listed in #4 after trimming or cutting as placed on the solar car. Show your calculations on how you determined cell area. Cell area should be in square centimeters (Reg. 3.4.F.6).
6. A detailed drawing showing the specific layout of your solar array including how the array is broken into sub arrays and the layout for each solar cell indicating which type of cell is used where on the array (Reg. 3.4.F.7).
7. Calculations determining the total cell area for your whole solar array. Show your calculations and use square centimeters (Reg. 3.4.F.7).
8. Indicate all other non-photovoltaic/ photovoltaic technology used as defined in Reg. 5.1. Report how these technologies will be used during driving and charging times. Indicate how these technologies will fit into the car volume allowed per Reg 6.1.

All calculations should be reproducible by inspectors.

The purpose of these reports is to pre-scrutineer your car's solar array. Inspectors will compare your report to your car at Scrutineering. Be sure to remember to bring a sample raw solar cell (Reg. 5.2.D) of each type used to Scrutineering for validation purposes.

Appendix H: Solar Cell Approval Form



FSGP2017 Solar Cell Approval Form

Email completed form to ascteams@americansolarchallenge.org. The manufacturer's specification sheet also needs to be submitted.

Team Information	Date Submitted	
	Team Number	
	Organization/School	
Team Array Contact	Name	
	Phone	
	Email	
Manufacturer's Specifications	Manufacturer	
	Manufacturer Contact POC, Phone, & Email	
	Type	
	Cell Name	
	Cell Model Number	
	Area of Single Cell (cm ²)	
Complete at Least Three of the Following Spaces Based on Manufacturer's Specifications	Vmp (Volts)	
	Imp (Amperes)	
	Pmp (Watt)	
	Efficiency (Percent)	
Vehicle Array Specifications	Cell Area After Trimming For Placement on Car (cm ²)	
	Number of Cells in Array	
	Total Array Photovoltaic Area (m ²)	
	Additional Comments	
Supplier Information	Supplier	
	Contact Person	
	Phone	
	Email	
	Supplier Cell Name	
	Supplier Cell Model Number	
	Pre-Encapsulated Price Per Cell (USD)	
	Pre-Encapsulated Cost Per Watt (USD)	

Appendix I: Recommendations

These are not binding parts of the regulations, as they are impractical to enforce fairly, but the FSGP officials believe they are essential to creating a good, safe solar car. All teams should meet these recommendations on their own.

- **Driver Training** Driver Training is essential to ensuring your car can be driven safely. Solar vehicles have substantially different controls, field of vision, and feedback from regular vehicles. We recommend that every team trains all drivers in a gradual and controlled manner. This means that a driver will begin learning to handle the vehicle in a very controlled setting (such as a large closed parking lot or track) and progress to more challenging situations as he/she gains experience. Prior to any driving, the vehicle should always be given a safety check and the driver should have properly functioning safety equipment. As training progresses, the driver (and all team members in the caravan) should practice handling the following situations:
 1. Blow-outs and run flats, especially of the single rear wheel on a three wheel vehicle
 2. Loss of power
 3. Primary brake partial and complete failure
 4. Passing protocols
 5. Merging protocols
 6. Road hazard avoidance
 7. Moving to shoulder from operational speed
 8. Caravan communication and protocols for possible emergencies
 9. Emergency stop and egress
- **Vehicle Stability and CG** CG location has an important influence on vehicle stability. Your CG location should be a design requirement, not something you find after you build the car. Information about recommended CG location, and its influence, will be posted on the ASC/FSGP website.
- **Wheel Base / Width Ratio** - It is recommended that the wheel base to width ratio be greater than 1.5.

Appendix J: Revision Table

Rev	Description	Date
A	Initial Release of Document	August 5, 2016
B	Reg 3.1.A – increase in Initial Entry Fee Reg 3.1.F - new Reg 3.2.A – increase in Initial Entry Fee	November 15, 2016