



FSA Competition Handbook 2026

Revision 1.1.1

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AT 1 Administrative Regulations

AT 1.1 Formula Student Austria

Formula Student Austria (FSA) is part of the Formula SAE Competition Series and is open to entries with the following powertrains, competing in two classes:

Abbreviation	Description	Ruleset	Class
EV	(Battery-) Electric Vehicle	FS Rules	EV
FCEV	Hydrogen Fuel-Cell Electric Vehicle	FS Rules + Hydrogen Rules	
CV	Internal Combustion Engine Vehicle	FS Rules	CV
HY	Combustion Hybrid Vehicle	FS Rules	
H2CV	Hydrogen Combustion Vehicle	FS Rules + Hydrogen Rules	
H2HY	Hydrogen Combustion Hybrid Vehicle	FS Rules + Hydrogen Rules	

This document contains the event-specific rules and procedures for the Formula Student Austria Competition.

If you have any questions regarding the Rules 2026:

- If you are registered for FSG, please use the FSG issue tracker <https://www.formulastudent.de/fsg/rules/faq/> - FSA officials are monitoring this as well
- If you have any questions regarding the FSA rules or are not registered at FSG, feel free to contact the rules committee at rules@fsaustria.at

AT 1.1.1 Inquiries regarding FS Austria

Inquiries must be raised via rules@fsaustria.at (regarding FSA rules) or info@fsaustria.at (regarding the FSA competition and anything related).

Only information from rules@fsaustria.at or info@fsaustria.at is to be considered as an official response from FS Austria.

AT 1.2 Formula Student Austria 2026 Rules

The Formula Student Austria (FSA) competition will comply with the ruleset known as “Rules 2026” which is published on the FSG homepage. Changes and additions specific to FSA are located within this document and supersede the respective sections of the published “Rules 2026” document. In case of any contradictions, the FSA rules are to be considered valid.

The Formula Student Austria Competition Handbook is to be considered part of the rules.

Additionally, any team can either run a standard vehicle according to the FS Rules or run a hydrogen powertrain according to the Hydrogen Rules 2026, published on the FSA homepage.

AT 1.3 Competition Language

The competition language is English.

AT 1.4 Competition Date and Location

Formula Student Austria 2026 takes place from Sunday, 2026-07-26, to Thursday, 2026-07-30, at the Red Bull Ring in Spielberg/Austria.

AT 1.5 Competition Time

The Formula Student Austria official time is:

From	Till	Time
2025-10-26	2026-03-28	CET
2026-03-29	2026-10-24	CEST

All dates are in the YYYY-MM-DD (ISO 8601) format.

AT 1.6 Vehicle Classes and Scoring System

The competition will be run with two classes, CV and EV (see [AT 1.1](#)), with all static and dynamic disciplines being run together but scored separately. There will be no driverless (FSD) class and no Driverless Cup (see also [AT 1.8](#)).

AT 1.7 Distribution of Points (change of Rules 2026/A1.2.5)

Static Disciplines	Maximum Points
Business Plan Presentation	75
Cost and Manufacturing	100
Engineering Design	150
Dynamic Disciplines	
Skid Pad	75
Acceleration	75
Autocross	100
Endurance	325
Efficiency	100
Overall	1000

AT 1.8 No Driverless Cup

There will be no Driverless Cup at FSA 2026.

AT 1.8.1 No Autonomous System Required

No autonomous system is required for any part of the competition. Autonomous system components may be removed from the car or left in the car at the team's discretion.

If autonomous system components are present, the following applies:

- the ASMS must be switched off at all times
- the ASB must be deactivated/discharged
- Rules 2026/T14.5 apply and will be enforced in the Technical Inspection.

AT 1.8.2 Number of Drivers (Change of Rules 2026/D1.2.1)

In total, a minimum of four and a maximum of six drivers are allowed for each team.

AT 1.8.3 No exceptions granted for DV (Change of Rules 2026/A2.2.3)

Since FS Austria does not offer any Driverless disciplines, the implementation of an autonomous system by itself does not lead to an exception according to FS Rule A2.2.3 for FS Austria.

AT 1.9 Protests

Protests as per Rules 2026/A3.7 have to be submitted in writing to info@fsaustria.at within 48 hours of the announcement of the rule interpretation, score, or official action that is the subject of the protest. Teams are encouraged to first submit a written inquiry to info@fsaustria.at before submitting a formal protest, which includes the 25-point protest bond.

AT 1.10 Rules 2026/A4.2.1 is void

Requirements for personal insurance are waived; see <https://fsaustria.at/fsa-2026/hic-dl/> for details.

AT 1.11 Visitors

AT 1.11.1 Visitor Definition

Any person at the competition affiliated with a team that does not conform to FS Rules section A 4.2 (e.g.: alumni, faculty advisor) is considered to be a visitor in regard to these rules.

AT 1.11.2 Restricted Areas for Visitors

Visitors must refrain from participating in or entering the areas of: Statics, Dynamics, Tech Inspection, and Practice Area.

AT 1.12 Personal Transport

Use of small vehicles on-site is allowed, but teams are reminded to use them responsibly, especially regarding pedestrian safety and loud noise. Vehicles must not drive faster than 15 km/h on the event site or campsite and must be equipped with lights and reflectors if used in the dark.

AT 1.13 Unofficial Timing and Telemetry Equipment

No unofficial timing and telemetry equipment (e.g. IR Transmitters, radio extenders, etc.) is allowed inside the dynamic area. Exempt from this rule is the driver change/preparation area, where team members with dynamic passes are allowed to remain during the course of the dynamic disciplines if the equipment does not interfere with the conduct of the event.

AT 1.14 Teams using Third-Party Shipping

If a team is unable to ship the car and necessary equipment by road themselves, the team is required to find a local Formula Student Team, company, or comparable organization that is able and willing to function as an intermediary for the logistics operations. FSA is unable to provide any help with logistics before and after the competition.

AT 1.15 Working on the Campsite

AT 1.15.1 Pit Definition and Possible Activities for the First Day of Competition

FSA officially starts on Sunday 2026-07-26, the campsite is considered the official Event Site on this day. The team's camping area is considered to be the pits on this day and this day only, meaning that the same activities are allowed as in the actual pits.

Using power tools on the campsite is possible. Cranking engines is allowed as per Rules 2026/A 6.7.3.

There will not be an engine test or dynamic area on the campsite, so engine running is not possible on Sunday.

AT 1.15.2 Environmental Protection on the Campsite

Activities on the campsite must not cause unnecessary fire hazards and other people must not be negatively affected by them. A watertight protection layer (e.g.: tarpaulin) must be placed on top of the grass of the campsite under the working area so that debris or liquids cannot enter the environment.

AT 1.15.3 Working on TSACs

As per FS Rule A6.10, opening or working on TSACs is only allowed in the provided workplaces in the charging area, which is situated in the main event tent on the campsite on Sunday and will be transferred to the Red Bull Ring from Monday onwards. Opening or working on TSACs on the campsite before or after the competition is considered a violation of FS Rule A 6.3.3

AT 1.16 Clearing the Team's Box Areas

Teams must clear their designated box area 2 hours after the team has finished the Endurance (or forfeited its chance to participate in the Endurance) at the latest. Failure to leave the box area in a timely and clean manner may result in disciplinary action.

AT 1.17 Hazardous Waste Disposal as per Rules A6.8.3

Hazardous waste has to be disposed of safely. If in doubt, please contact officials at the tilt table. There are blue containers in the pit building for waste oil, labeled with "Altöl". Damaged batteries or battery cells have to be brought to the Electrical Inspection tent immediately.

AT 2 Registration & Eligibility

AT 2.1 Registration Date

The registration quiz for FSA 2026 starts on Friday, 2026-01-30, at 1900 CET.
Keep in mind to register on fsaustria.at at least one day before the quiz starts.
Refer to the FSA website for details.

AT 2.2 Registration Fee

The registration fee for Formula Student Austria 2026 is EUR 4730 incl. VAT. This includes:

Item	Net	incl. VAT
Handling Fee	600	720
Registration Fee (incl. 20 Team Members)	2300	2760
Camping Fee (x10)	only possible incl. VAT	1250

Payment is accepted only by bank transfer. Bank details will be sent to every successfully registered team by email. Every team has to send a confirmation of the money transfer by email. Payment is due within 3 working days after the team has received the invoice. Failure to do so will result in the loss of your slot and your team being placed on the waiting list.

Note: Faculty Advisors that attend the competition have to be registered as visitors.

AT 2.2.1 Cancellation and Refunds

In case a team withdraws or is deregistered from the competition, the "camping fee" share (and applicable taxes) of the registration fee will be rewarded.

If Formula Student Austria is canceled, all fees except for the handling fee (and applicable taxes) will be refunded.

AT 2.2.2 Additional Team Members

Additional team members can be registered for EUR 50 incl. VAT each until the TMD (AT 3.2).

After the TMD, the fee increases to EUR 100 incl. VAT.

Camping costs EUR 125 incl. VAT (only possible incl. VAT) per person for the whole duration of the event. Payment is possible in cash at the on-site registration; please be sure to have the exact amount ready."

AT 2.2.3 Visitor Registration

Any visitor participating in the award ceremonies must be registered at our website on the "Add Team Member" page with the corresponding "visitor" status. If this visitor plans to stay at the campsite, the "book camping ticket" has to be check-marked as well.

Visitors may freely enter non-restricted event areas at the Red Bull Ring without any registration.

AT 2.3 Registration Capacity and Waiting List

Registrations will be given out in the order of the quiz results and afterward in the order of submission. FSA will limit the number of slots to 58 (40 EV / 18 CV). After this limit is reached, additional entries will be placed on the waiting list and will eventually move to a slot if another registered team withdraws or is removed. Slots may be moved between classes at a later time (i.e., if a waiting list "runs out")

AT 2.3.1 Slots

A certain number of slots at FSA 2026 are reserved. If a team fits more than one reserved slot, it will take up the one listed higher up in this document.

Reserved slots will automatically be assigned to the respective teams. To allow for this, the team needs to be registered on the FSA website by the time the quiz starts. After this time, the reservation expires.

AT 2.3.2 2025 Top Finishers

Three (3) slots in each class are reserved for the top finishers of FSA 2026:

Electric

- Fachhochschule Joanneum Graz (Joanneum Racing Graz)
- Universität Stuttgart (Rennteam Uni Stuttgart)
- Politecnico di Milano (Dynamis PRC)

Combustion

- Universitat Politècnica de València (FSUPV Team)
- University of Modena and Reggio Emilia [MoRe Modena Racing]
- Aristotle University of Thessaloniki (Aristotle Racing Team)

AT 2.3.3 Austrian Teams

Seven (7) slots are reserved for Austrian entries

- Fachhochschule Joanneum Graz (Joanneum Racing Graz)
- Hochschule Campus Wien (OS.car Racing Team)
- Johannes Kepler Universität Linz (JKU Racing)
- Leopold-Franzens-Universität Innsbruck (Campus Tirol Motorsport)
- FH Oberösterreich (FHOÖE Racing Team)
- Technische Universität Graz (TU Graz Racing Team)
- Technische Universität Wien (TU Wien Racing)

AT 2.3.4 Wildcard & Hydrogen slots

Independent of class, a total of up to three (3) slots will be available as "Wildcard" slots, and up to three (3) slots will be available for vehicles with Hydrogen powertrains. Wildcard & Hydrogen slots will be assigned by FSA based on the "Wildcard & Hydrogen Application" which has to be completed before the registration starts. See the FSA website for details.

AT 3 Dates & Documents

Note: Some of these details might be subject to change to react to changes and requirements by other competitions in the FSAE series. Check fsaustria.at/fsa-2026/rules-2 regularly for updates

AT 3.1 Required Documents (Change of Rules 2026/A5.1.1)

ASF, ASRQ, and SESA are not required for FSA 2026. Accordingly, the following rule does not apply:
A5.7. The SES will be checked and must be approved by the officials before the competition.

AT 3.2 Submission Dates Summary

Document	Group A	Group B	Date	Document Template	submission tool
Powertrain type	•		at Registration	FSA website team profile	FSA page
SES/SE3D ASES [EV only]	•		2026-03-13 13:00	FSG / Rules 2026	FSG page
IAD	•		2026-03-13 13:00	FSG	FSG page
HSF [HY only]	•		2026-03-13 13:00	FSA page rules & documents	hybrid@ fs-world.org
H2SF [H2 only]	•		2026-03-13 13:00	FSA page rules & documents	hydrogen@ fs-world.org
ESF [EV only]	•		2026-03-27 13:00	FSG online submission	FSG page
Business Pitch Video		•	2026-5-15 13:00	see AT 5.3 & AT 5.4	FSA page
Event Program Team Page			2026-5-22 13:00	FSA page rules & documents	FSA page
TVSD		•	2026-05-29 13:00	FS Rules 2026	FSA page
Team Member Designation			2026-5-29 13:00	FSA website team profile	FSA page
Vehicle Status Video	•		2026-6-26 13:00	Rules 2026	FSA page
ESOQ [EV only]	•		2026-6-26 13:00	single (merged) PDF file	FSA page

Cost Report Documents		•	2026-7-21 13:00	FSG online tool → zip export	FSA page
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Documents not listed in this table are not required.

AT 3.3 Late Submission or Non-Submission

Documents marked as “group A” in [AT 3.2](#) are subject to penalties as per Rules 2026/A5

Documents marked as “group B” in [AT 3.2](#) are subject to the following penalties: Submissions later than the respective deadline will be penalized with ten points for each overdue 24 hours. These will be deducted from the team’s respective static discipline score for each deadline independently until it reaches 0 points.

AT 3.4 FSG Online Submissions

For certain documents, the use of online tools provided by FSG (Formula Student Germany) is required.

To use these tools, a team has to be registered for the current FSG competition. For teams not attending both FSA and FSG, registration for the end of the FSG waiting list is sufficient, and no payment to FSG is required.

AT 3.5 Cost Report Documents

The BOM & CCBOM are to be created using the FSG CR tool. The whole CR is then to be exported using the corresponding “PDF Export” function in the CR tool.

The exported PDF shall be zipped together with the Cost and Emissions Explanation File (CEEF) and Supporting Material (SM) (e.g. drawings) and then uploaded to the FSA homepage.

There are no rules regarding the style of the CEEF other than it should be a comprehensive explanation of the assumptions and calculations that were used to derive the part/process costs and the corresponding greenhouse gas emissions and the linked costs used in the CCBOM.

The file format of the CEEF, CCBOM, and Supporting Material shall be PDF.

The ZIP archive containing all documents must be uploaded no later than the deadline listed in [AT 3.2](#).

All uploaded documents shall contain the car number in the filename (e.g. <car_number>_CCBOM.pdf).

The submission shall look like this:

```
[ZIP archive]
├ [car_number_CC_BOM.pdf] PDF exported from FSG
├ [car_number_CEEF.pdf] Cost and Emissions Explanation File, PDF
└ [car_number_SM.pdf] Supporting Material, PDF
```

AT 3.5.1 CCBOM

The CCBOM must be created for the same “system” as defined in the FSG 2026 competition handbook.

AT 3.6 ESF

The ESF has to be completed using the FSG online ESF tool. The upload of the ESF will not be possible on the FSA platform. Accordingly, any ESF checks, feedback, and upload dates for possible upload penalties and de-registration will be handled via the FSG platform only.

AT 3.7 SES, SE3D & IAD

The SES, SE3D, and IAD documents must only be submitted using the FSG platform. The upload of these documents will not be possible on the FSA website. Accordingly, any document checks and feedback will be handled via the FSG platform only. For possible upload penalties or de-registration for these documents, only the upload date(s) at the FSG platform will be considered.

AT 3.8 Document Templates

For each document, the template according to [AT 3.2](#) has to be used. Failure to do so results in 10 penalty points, which will be deducted from the overall score for “group A” documents and the respective static discipline score for “group B” documents.

AT 4 Technical Requirements and Inspections

AT 4.1 Technical Inspection Sticker

The sticker will be 150x100 mm (WxH). A suitable spot shall be reserved on the upward-facing bodywork between the front bulkhead and the front roll hoop.

AT 4.2 Good engineering practice (addition to Rules 2026/T2.1.1)

Examples of bad engineering practices which result in not being able to pass the Technical Inspection are:

- Bad manufacturing quality of primary structure components (e.g.: delamination, welds)
- Excessive flex or bad load path of safety-critical components (e.g.: brake pedal, steering column)
- Parts of the steering, braking, and suspension systems which are designed and manufactured in a way that makes them very likely to fail during the dynamic disciplines

AT 4.3 Ready-to-Drive Sound (Change of Rules 2026/EV4.12.3)

Sound-type requirement waived

AT 4.4 [EV only] Accumulator Temperature Monitoring (Change of Rules 2026/EV5.8.6, IN3.1.2)

The logging device will not be installed at FSA

AT 4.5 [EV only] Charging Requirements

AT 4.5.1 [EV only] Charging Connector (Supplement to Rules 2026/EV7)

The power supply connector of the charger must be according to IEC 60309 (CEE-form plug) rated for 16A. Adapters are permitted.

AT 4.5.2 [EV only] Supervision after Charging (Supplement to Rules 2026/EV7)

After the charging of TSACs, they must remain under the supervision of the officials in the charging area for at least 30 minutes after the end of the charging process.

NOTE: LV batteries, including HSC, can be charged without supervision at the team's discretion

AT 4.6 [EV only] Data Logger

EV class Vehicles are required to install an FSA-provided data logger. The device is identical to the one provided by FSG – Specifications can be found on both the FSA and FSG homepage.

AT 4.6.1 Removal of Data Logger (Change to Rules 2026/IN12.1.10)

If the data logger has not been removed from the car by the officials directly after the Endurance, it must be returned to the Event Control 30 minutes after the team has finished the Endurance (or forfeited its chance to participate in the Endurance) at the latest. Failure to do so will result in disqualification for the Efficiency discipline.

AT 4.7 Transponder and Timekeeping

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

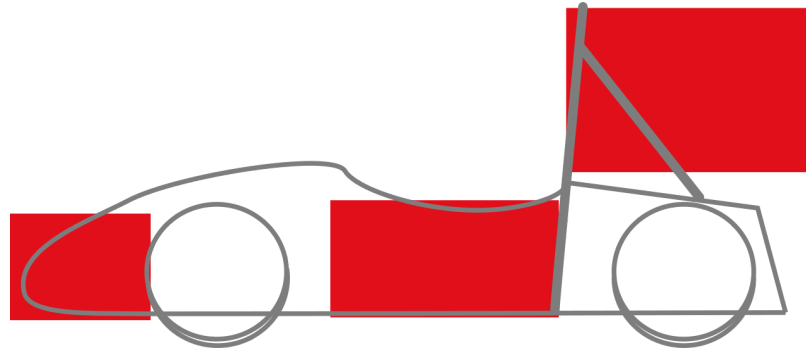


Figure 1: RFID Tag Placement Areas

AT 4.7.1

The location of the tags is decided by the officials. Areas where the driver will touch to get in or out, and any sponsorship stickers, will be avoided if possible.

AT 4.7.2

The area on the car will be cleaned (regular window cleaner) to apply Velcro tape to mount RFID tags.

AT 4.7.3

If an RFID tag gets damaged, please contact Event Control. This will not result in a penalty.

AT 4.7.4

The RFID tags must not be fixed in any other way than done by the officials initially. This especially includes safety wiring or tape, as both interfere with the detection of the tags. In the unlikely event that a tag loosens from its mounting, this will never be treated as the team's fault.

AT 4.7.5

The RFID tags must be returned to the Event Control 2 hours after the team has finished the Endurance (or forfeited its chance to participate in the Endurance) at the latest.

AT 4.7.6

Live timing is provided at "link to be announced". The data shown is unofficial.

AT 4.8 Fans and Turbines (addition to Rules 2026/T11.11)

The intent of this rule is to ban power ground effect systems and other powered devices which are designed to move air, while at the same time not restricting the placement of normal cooling fans. It has to be easily possible to check the maximum total power of cooling fans, for example by providing data sheets.

The maximum sound level for cooling fans running at their maximum speed is 106 dB(C), fast weighing, measurement method analog to the CV noise test, see Rules/IN10.

AT 4.9 Fire extinguishers (addition to Rules 2026/T13.4)

Additionally, to the two foam-type extinguishers prescribed by the rules, teams may bring any number and type of fire extinguishers to the Event Site and use them in emergencies. This includes most notably CO₂-type extinguishers and those specially designed for battery fires. We encourage fire safety schooling.

Note: AFFF and Halon-type extinguishers are illegal in all of Europe, so it is no longer necessary to explicitly ban them in the FS Rules.

AT 4.10 Clarification of "Part" for Rules 2026/IN12.1.6

This rule will generally not be applied to "parts" such as minor amounts of tapes and adhesive film as well as insignificant parts that broke off due to collisions with cones or the track. (e.g., small part of a front wing endplate)

AT 4.11 [EV only] Allow Rule EV5.8 from 2025 v1.1

All accumulators must either comply with the 2025 v1.1 or the 2026 v1.1 version of EV5.8

AT 4.12 [EV only] Working on Vehicle (Change of Rules 2026/A6.9)

- Working on any car is only allowed when the ESO declares the car safe and the car is locked according to EV6.2.2.
- “Safe car” is defined as all requirements for a green TSAL are met.
- The ESO is not allowed to leave the vehicle when the car is not safe. The only exception is when the car is in the dynamic area and a driver is in the car, or the car is retired and not accessible for the ESO.

AT 5 Business Plan Presentation

AT 5.1 Applicable Rules (Change of Rules 2026/S2)

Rules 2026/S2 is void and replaced by AT5

AT 5.2 Business Plan Presentation Objective

- The objective of the BPP is to assess the team’s ability to develop and present a comprehensive business model.
- The judges should be treated as if they were potential investors or partners for the presented business model. If the judges should obtain any other role, they must be informed at the start of the presentation.
- This business model must offer a product or service, based in essential parts on the team's specific prototype vehicle or a specific component (tangible and intangible) of it, providing a rewarding business opportunity that creates monetary profit. This relation must be mentioned and explained in all Business Plan materials.
- Violation of the above point results in zero points for the BPP.
- The quality of the actual prototype will not be considered as part of the BPP judging.

AT 5.3 Business Plan Presentation Procedure

Business Plan Presentation consists of two parts:

Part 1: Business Pitch Video

- This will be held virtually before the competition. The Business Pitch Video (AT 5.4) must be submitted beforehand according to the specifications in [AT 3.1](#)
- This will be handled as a drop-out stage. You need to convince the judges of your idea, to progress to the second part. Teams that fail to do so, will not be eligible for points from or participation in the second part.

Part 2: 10-minute Business Plan Presentation:

- This will occur during the on-site competition, as part of the static disciplines.

AT 5.4 Part 1: Business Pitch Video:

AT 5.4.1 Submission

The Business Pitch Video must be uploaded to a public video platform (e.g. YouTube, Vimeo,...), and the judges must be able to access the video at any time until after the competition, without additional software or logins. The link to the video must be submitted via the FS Austria website, dates see [AT 3.1](#).

AT 5.4.2 Content

Teams are not limited in the way they present the required content. Visual aids of any kind are allowed, but not required.

AT 5.4.3 Target and Length

The maximum length of the Business Pitch Video is 90 seconds, after that the judges will stop evaluating the content.

The Target of the Business Pitch Video is to showcase the required information and spark interest in the full 10-minute presentation. The Judges should be intrigued by the proposal but also convinced of profitability.

You can be as creative as possible. However, your video must include some mandatory components:

- General Content: the video must contain the Team Name, Car Number, Company Name, Company Structure, Business Model, Target Customer, and the USP (Unique Selling Proposition).
- Business model: the video should briefly answer the following three questions:
 - What is requested from the investors?
 - What is offered to the investors?
 - Why is the business proposal profitable?
 - What is the relation to the actual prototype vehicle?
- Delivery: regardless of the format itself, the video should have a cohesive storyline and be well-paced.

AT 5.4.4 Results

Two weeks after the submission deadline, teams will be informed if they have qualified for part 2

AT 5.5 Part 2: 10-Minute Business Plan Presentation

AT 5.5.1 Procedure

The 10-minute Business Plan Presentation will be part of the static disciplines on site of the competition, covering all areas of the business model.

AT 5.5.2 Time Limit

Presentations are limited to a maximum of ten minutes. The judges will stop the presentation after that.

AT 5.5.3 Q&A Session

The presentation will not be interrupted by questions. Immediately following the presentation, there will be a five-minute Q&A session.

AT 5.5.4 Deep Dive Topic

The purpose of the deep dive topic is to give the students the chance to enhance a certain aspect of their business model. In the best-case scenario, the topic is seamlessly integrated into the storyline. The Deep Dive Topic will be assigned to the teams together with the publication of the results of Part 1.

AT 5.5.5 Team Member Limit

A maximum of three team members may present the business plan at the competition. Teams can choose if they want to compete in person at the Event Site, virtually, or in any hybrid combination.

All team members that join the presentation virtually, must present their student and team member credentials before Business Plan Presentation, if requested by competition officials.

AT 5.5.6 Team Member Introduction

All team members involved in the BPP must be introduced to the judges at the beginning of the presentation. Only team members who have been introduced may answer the judges' questions, even if they were not actively presenting.

AT 5.5.7 Presentation Equipment

The presentation equipment provided will be either a large-screen TV or a data projector with HDMI connector. The presentation rooms will be made available for inspection and testing before the BPP. The Teams are responsible for the performance of their equipment and connectivity.

AT 5.6 Business Plan Presentation Finals

Up to six teams may be chosen to participate in the BPP Finals to determine the BPP winner. The BPP Finals will be held at the beginning of Award Ceremony 1 and teams will be informed about their participation the day before. The BPP Finals will be live-streamed.

AT 5.7 Feedback

After Part 2 is concluded, all teams can receive feedback. During the event, all teams will have the possibility to register for feedback slots.

There will be a special finalist feedback on the day of the BPP Finals at 9 am.

Details will be communicated during the event.

AT 5.8 Business Plan Presentation Scoring

AT 5.8.1

The maximum score for the BPP is 75 points and will be evaluated according to the following categories:

Stage	Category	Percent
Part 1	General Content	5
	Business Model	10
	Delivery	5
Part 2	Content	10
	Finances	10
	Demonstration	10
	Delivery	10
	Structure	10
	Questions	10
	Deep Dive Topic	10
	General Impression	10
	Total	100%

AT 5.8.2

The scoring for the non-finalist is calculated as follows:

$$\text{PRESENTATION SCORE} = 71 \cdot \frac{P_{\text{your}}}{P_{\text{min-F}}}$$

Where:

"P_{your}" is the score awarded to your team by the Business Judges in the initial judging.

“ $P_{\min-F}$ ” is the lowest score awarded to any team participating in the BPP Finals in the initial judging.

AT 5.8.3

The scoring of the finalists will vary from 75 to the highest non-finalist score, and will be scored immediately after the BPP Finals by all judges.

AT 6 Cost and Manufacturing

AT 6.1 Cost Report Rule Changes and Clarifications

AT 6.1.1 No Real Case (Change of Rules 2026/S3.2.5)

There is no “real case” at the Cost and Manufacturing at FS Austria

AT 6.1.2 Changes relevant for Cost Report Documents (Addition to Rules 2026/S3.3.2)

Changes to the vehicle that were made as a result of direct requests from officials at the Tech Inspection do not have to be documented in the changelog. Instead, the Inspection Sheet can be shown as proof.

AT 6.1.3 Costed Carbonized Bill of Material (Addition to Rules 2026/S3.5.10)

The cost calculations must be completed as realistically as possible and exclude research, development, and capital expenditures for real estate (e.g. plant or development hours of the team). *Space requirements for machines may be included*

AT 6.1.4 Cost and Manufacturing Vehicle Condition (Addition to Rules 2026/S1.1.1)

Vehicles must be presented for judging in finished condition, fully assembled, complete, and ready-to-race. *Note: If dry tires are not mounted to the car, they must be presented during judging.*

AT 6.2 Cost and Manufacturing Scoring

AT 6.2.1 Scoring Table (Change of Rules 2026/S3.8.2 and S3.8.3)

Cost and Manufacturing will be evaluated on the categories specified in the table below. If items are missing from the BOM, a maximum of 10 points can be deducted from the score.

Category	Points
Format and Accuracy of Documents	4
Knowledge of Documents and Vehicle	6
BOM discussion	40
Cost understanding	50
Total	100

AT 6.2.2 Cost Finals Scoring

An unlimited number of top teams may be chosen to participate in the Cost and Manufacturing Finals to determine the Cost and Manufacturing winner. The Cost and Manufacturing Finals will be held separately from the initial judging. Teams will be informed about their participation during the event.

Rule 2026/S3.8.5 is void. The best non-finalist will be the lower threshold for the scores of the finalists, with 100 points being the upper threshold.

AT 7 Engineering Design

AT 7.1 Engineering Design Scoring Criteria (change of Rules 2026/S4.5)

Rules 2026/Table7 is void. The Judging Criteria for FS Austria are:

- | | | |
|--|---------------------------|---|
| <ul style="list-style-type: none">• Design Approach• Knowledge/Understanding• Execution/Build• Use of Resources• Creativity/Innovation• Presentation• Documentation & Management | in the engineering fields | <ul style="list-style-type: none">• Suspension• Frame & Body• Aero• Drivetrain (EV/IC)• Electronic Systems• Ergonomics |
|--|---------------------------|---|

for a maximum of 10 (intermediate) points each. The final Engineering Design score will be calculated from the intermediate score through weighting and normalization to give the best team in each class 140 points. A maximum of 10 additional points can be gathered from the Technical Vehicle System Documentation (TVSD), which will be evaluated separately. Questions regarding Vehicle Performance and Overall Vehicle Concept will be asked in all engineering fields, as those are common topics every team member should understand.

AT 7.2 Engineering Design Procedure

Engineering Design at FS Austria will take 40 minutes, with sharp start and end times according to the separately published schedule.

The best teams in the EV and CV classes will get the chance to participate in the Design Finals.

AT 8 Dynamic Disciplines

AT 8.1 Skid Pad & Acceleration

Skid Pad and Acceleration will be held in manual mode only

AT 8.1.1 Priority (Change of Rules 2026/D1.1.8)

Only the teams on their first run with their first driver will be given priority.

AT 8.1.2 Number of Runs (Change of Rules 2026/D1.3)

Each team has four runs for Skid Pad in manual mode only, driven by two drivers with two runs each.

Each team has four runs for Acceleration in manual mode only, driven by two drivers with two runs each.

AT 8.1.3 Acceleration Staging (Change of Rules 2026/D5.2.3)

The vehicle will be staged so that it breaks the timing beam after 0.30m of travel.

AT 8.2 Endurance Running Order (Addition to Rules2026/D7.3)

AT 8.2.1 Running Order Goal

The running order creation can deviate from a speed-based approach to accommodate organizational needs. Officials may allow or require cars to run out of order if needed to finish the Endurance within the given time limits.

AT 8.2.2 Ready-by Time

Each team will be assigned a “ready-by” time in the published running order document. This is the earliest time the team may be required to run (i.e. enter the track).

AT 8.2.3 Out-of-Order Running (OOO)

Running out of order occurs when (1) all teams ranked before the team in the running order either ran or forfeited their run, and (2) the teams’ Ready-By time has passed. Running OOO will be penalized according to Rules 2026/D9.2.1

AT 8.2.4 Running at a Later Slot

All teams running out of order are required to inform the officials of their intent to run at a later time before the last car in the running order has entered the track. Failure to do so will result in a DNA for the run. There is no guarantee that a later slot will be available within the given time constraints.

AT 8.2.5 OOO Running Order

After the last car of the running order finishes the Endurance, all teams registered to run out of order are required to be in the Endurance queue. Failure to do so will result in a DNA for the run. Teams will start according to the original running order.

AT 8.3 Data Logger

AT 8.3.1

A Data Logger (DL) according to EV 4.6 and T 14.2, described in the additionally published document “Data Logger Specification”, will be mounted to the vehicle.

AT 8.3.2

At the competition, one or more Data Logger Download Stations (DLDS) will be provided as self-service terminals.

AT 8.3.3

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

AT 8.3.4

Failure to make the data available within the specified time period, due to the team’s fault, is a violation according to D 10.4.4.

AT 8.3.5

Missing or corrupted DL data due to excessive electromagnetic emission by the vehicle is a violation according to D 10.4.4.

AT 8.4 Power and Voltage Violation Penalties (Change of Rules 2026/D 10.4.2)

A violation will lead to penalties according to Rules 2026/IN 12.1.4. Depending on the individual violation, a group A or group B penalty will be imposed respectively.

If data is not fully available for the Endurance, this will result in disqualification for the Efficiency discipline.

AT 9 Document History

Version Changes

Date	Version	comments/changes
2025-12-23	1.0.0	initial version
2026-01-03	1.1.0	Updated document deadlines added the price table for registration and additional team members.