

FORMULA STUDENT INSPECTION SHEET

DRIVERLESS – copy for Formula Student Germany



UNIVERSITY: Metropolis TU
VEHICLE NUMBER: 696
INSPECTION ORDER: X01

SES PASSED: ✓
IADR PASSED: ✓
ASF PASSED: -
ESF PASSED: -
TS VOLTAGE: 604.8 V
BODY PROTECTION R: 15 kΩ

Used Symbols:

- Information
- ▶ Action
- △ Check in responsibility of the team
- Check
- ⦿ Check optional, if Mechanical, Electrical, or Accumulator Inspection at FSA, FSCH, FSN, FSPL, or FSPT is passed

NOTES:

- This form must stay with the push bar at all times!
- Technical inspection approval voids if inspection sheet is lost.
- If there is a conflict between this form and the rules, the rules prevail.

Present the vehicle for inspection in the following order:

- Pre-Inspection
Accumulator Inspection* Mon 04:00-05:45
1. Electrical Inspection* } Mon 06:00-07:40
Driverless Inspection* }
Mechanical Inspection* Mon 08:00-09:15
Driver Egress Mon 09:30-10:00
2. Rain Test*
3. Brake Test*
4. Emergency Brake System Test*

* the vehicle is marked with a sticker if this part has been passed successfully.

PART I: COMMENTS FROM DOCUMENT REVIEW

ACCUMULATOR

- Accu Ok
-

ELECTRICAL

- ESF to be checked

DRIVERLESS

- Driverless Ok

MECHANICAL

- Mech Ok
- SES to be checked

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PART II: PRE-INSPECTION

☐ TIS STATUS UPDATE

► Set online TIS status to *Present*

► Write down inspector names legibly, sign only when passed

☐ TIRES

1 ☐ **DRY TIRES** - Make:

2 ☐ **DRY TIRES** - Size:

3 ☐ **DRY TIRES** - Compound:

4 ☐ **DRY TIRES** - Dry tires marked.

5 ☐ **RAIN TIRES** - Make:

6 ☐ **RAIN TIRES** - Size:

7 ☐ **RAIN TIRES** - Compound:

8 ☐ **RAIN TIRES** - 2,4 mm min. tread depth molded by tire manufacturer

9 ☐ **RAIN TIRES** - Rain tires marked.

☐ RIMS

10 ☐ **DRY TIRE RIM** - Made/Bought:

11 ☐ **DRY TIRE RIM** - Material:

12 ☐ **RAIN TIRE RIM** - Made/Bought:

13 ☐ **RAIN TIRE RIM** - Material:

☐ TIS STATUS UPDATE

► Set online TIS status to *Passed* or *Failed*

NON-COMPLIANCE / COMMENTS

Item #	Non-compliance / Comment	Inspector Name

APPROVAL

Inspector Names

Date, Time

Signatures when passed

1. _____ / _____

PART III: EGRESS TEST

☐ DRIVER POSITION

- 14 ☐ **ARM RESTRAINTS**- Must be installed so the driver can release them and exit unassisted regardless of vehicle's position.
- 15 ☐ **HEAD RESTRAINT**- Near vertical. Max. 25 mm from helmet.
- 16 ☐ **MAIN HOOP & FRONT HOOP HEIGHTS** - Helmet of driver to be 50 mm below line between top of front and main roll hoop AND between top of main hoop to rear attachment point of main hoop bracing.
- 17 ☐ **SHOULDER HARNESS MOUNTING** - Angle from shoulder between 10 deg. up and 20 deg. down to horizontal.

☐ DRIVER EGRESS TEST

- All drivers must be able to exit the vehicle in less than 5s.
- Driver must be seated in ready to race condition.
- Communication equipment installed, if intended to use at any dynamic discipline.

☐ EGRESS PROCEDURE

- ▶ Both hands on the steering wheel. (in all possible steering positions)
- ▶ Pressing cockpit-mounted shutdown button.
- The egress time will stop when the driver has both feet on the ground

☐ DRIVER GEAR & SAFETY

- 18 ☐ **HELMETS** - Snell SA2020, SA2025, EA2016 or newer. SFI 31.1/2015, 31.1/2020 or newer. FIA 8860-2010, FIA 8860-2018, FIA 8859-2015, FIA 8859-2024 or newer. Closed face, no open face, must have integrated shield (no dirtbike helmets). No camera mounts. Communication equipment only allowed, if compliant with FIA regulations (International Sporting Code - Appendix L). Helmet must not be modified in any way.
- 19 ☐ **COMMUNICATION EQUIPMENT** - Must be securely attached to the vehicle or to the driver. Communication equipment except microphone and headphones (e.g. mobile phone), must be rigidly mounted to the chassis OR to the driver (e.g. carried in a belt under the suit). It must not interfere with the driver harness. It must be worn during egress test, if used at any discipline.

DRIVER APPROVAL & RUN DOCUMENTATION

Driver's Name	Wristband ID	Signature Inspector - when passed	Valid driver license	Helmet marked	Comm. equip. used?	Acc	Skid Pad	AutoX	Endurance
1. _____	_____	_____	☐	☐	☐	☐ ☐	☐ ☐	☐ ☐	☐
2. _____	_____	_____	☐	☐	☐	☐ ☐	☐ ☐	☐ ☐	☐
3. _____	_____	_____	☐	☐	☐	☐ ☐	☐ ☐	☐ ☐	☐
4. _____	_____	_____	☐	☐	☐	☐ ☐	☐ ☐	☐ ☐	☐

Checked during egress test

Checked by officials only after a dynamic run!

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PART IV: ACCUMULATOR INSPECTION

The time limit for this part of the inspection is 105 minutes. Continuation of the inspection is possible after requeuing. During technical inspection all work carried out on the accumulator must be approved by a technical inspector.

INSPECTOR NAMES

_____/_____
_____/_____

☐ TIS STATUS UPDATE

- Set online TIS status to *Present*

☐ COMMENTS

- Check comments from first page

☐ REQUIRED RESSOURCES

- 20 ☐ An ESO must attend.
 - All accumulator containers to be used during the event.
- 21 ☐ No spare TS accumulator containers.
 - Accumulator Container Hand Cart.
 - Charger.
 - Tools needed for (dis-)assembly of Accumulator Container.
 - PDF or print-out of rule questions, if necessary.
 - Pictures of accumulator internals, if necessary.
- Datasheets for used wiring, insulation materials, and TS components. (printed or properly sorted on one laptop, not on a cell phone)
- Samples of all wire types used inside the accumulator container.
- Samples of all used accumulator container material.
- Fully assembled spare boards of all inaccessible TS boards inside the accumulator
- Laptop and cables to display data of the AMS

☐ SAFETY BRIEFING

- no jewellery, no rings
- no cell phone
- no batch / no necklace
- no sources of distraction
- do not wear synthetic clothes
- wear safety glasses
- wear safety gloves

☐ BASIC SET OF HV-PROOF TOOLS

- 22 ☐ Insulated cable shear.
- 23 ☐ Insulated screw driver.
- 24 ☐ Insulated spanners (n/a if no screwed connections in TS).
- 25 ☐ Multimeter with protected probe tips
- 26 ☐ two 4 mm banana plug test leads (600 V CAT III)

☐ SAFETY EQUIPMENT

- 27 ☐ Face shield.
- 28 ☐ Safety glasses (minimum three).
- 29 ☐ HV insulating gloves (minimum two pairs).
- 30 ☐ HV insulating blankets (two) (min 1 m²) with label or serial number and datasheet.

☐ SELF DEVELOPED PCBs

- Ask for fully assembled spare PCB of self developed PCBs inside accumulator container.
- 31 ☐ Sufficient spacing regarding system voltage and implementation, mind new rules.
- 32 ☐ Sufficient insulation and temperature rating of coating if used, check datasheets.
- 33 ☐ Coating process according to datasheet. Check coating with UV lamp (Note: not all coatings contain fluorescent markers!).

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☐ HAND CART

- 34 ☐ Hand cart present with four wheels. Max. floor space dimensions 1200 mm x 800 mm.
- 35 ☐ Hand cart has always on type brake system.
- 36 ☐ Hand cart can be easily moved if brake is released.
- 37 ☐ The accumulator must be mechanically fixed to the handcart while on the handcart.
- 38 ☐ The accumulator must be protected from vibrations and shocks.
- 39 ☐ Firewall (same width as hand cart, from lowest point to 30 cm above TSAC/handle) must protect operator.
- 40 ☐ Label according to EV5.3.7 on hand cart firewall, max 1.3 m above ground.

☐ ACCUMULATOR CONTAINER LABELING

- 41 ☐ Vehicle number, university name and ESO phone number(s) written on a high contrast background.
- 42 ☐ Roman Sans-Serif characters of at least 20 mm high are used.
- 43 ☐ Warning stickers with side length of ≥ 100 mm and text "Always Energized" and "High Voltage" (if TS > 60 V) installed. (triangle with black lightning bolt on yellow background)
- 44 ☐ If spare cells are present, their container must be labeled as specified in EV5.3.7. If this container is placed within another container, the outer container must also be labeled.

☐ CHARGER ASSEMBLY

- 45 ☐ Completely closed. Check opening in HV/TS enclosures, try to reach HV/TS potentials with insulated test probe (100 mm length, 6 mm diameter).
- 46 ☐ The TS charging leads are securely anchored to withstand at least 200 N.
- 47 ☐ Interlock integrated.
- 48 ☐ TSMP integrated
- 49 ☐ Emergency shutdown button integrated.
- 50 ☐ Emergency shutdown button ≥ 24 mm diameter.
- 51 ☐ TSAL green light indicator integrated. Must be hard-wired electronics.
- 52 ☐ TS wiring is orange, marked with gauge, temperature rating > 85 °C and voltage rating.
- 53 ☐ Conductive parts of charging equipment and accumulator are connected to protective earth (PE) while charging. Mind new grounding rules, see EV3.1
- 54 ☐ Switches, plugs and indicators must be labeled.

☐ DIS-CHARGE CIRCUIT AND BODY PROTECTION RESISTORS

- ☐ Switch off Charger. Measure resistance between TS+ and TS- measuring points.
- ☐ Resistance is $30 \text{ k}\Omega$ ¹ + discharge resistor
- ☐ Press shut down button
- ☐ Measured resistance remain same.
- ☐ Body protection resistor power rating is $> 6.1 \text{ W}$ ²

¹ 2 x Body Protection Resistor (BPR)

² sufficient to short circuit TS+ and TS-

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☐ OPEN ACCUMULATOR CONTAINER

- ▶ Open container housing, remove maintenance plugs.
- ▶ Check if no voltage is present.
- ▶ Get mechanical inspector for ASES checks.
- ▶ A stack selected by the scrutineer shall be removed from the TSAC.

☐ ASSEMBLY - ELECTRICAL

- 58 ○ All components and parts of the accumulator container need to be properly fixed.
- 59 ○ If spare cells are present, they also must be stored securely fixed in an electrically insulated container made of fire retardant material (see T1.2.1).
- 60 ○ TS potentials are insulated against inner wall of accumulator container if container made from conductive material.
- 61 ○ A minimum of 30 % of cells are monitored with temperature sensors.
 - ▶ If the accumulator is constructed in accordance with EV5.8 of FSG 2025 v1.1 Rules:
- 62 ○ Every temperature sensor placed on negative terminal of monitored cell or in <10 mm distance on busbar.
 - ▶ Else if accumulator is constructed in accordance with EV5.8 of FSG 2026 v1.1 Rules:
- 63 ○ All temperature sensors must be in direct contact with the conductive surface of the cell on the spot presented in the ESF.
- 64 ○ No cells are damaged or can be damaged by the segment structures.
- 65 ○ No soldering in high current path
- 66 ○ Every container contains at least one appropriately sized and rated fuse (max. current <500 A).
- 67 ○ Every container contains at least two appropriately sized and rated isolation relays (current and voltage).
- 68 ○ Pre-charge relay is of mechanical type with appropriate voltage and switching power rating.

☐ ASSEMBLY - MECHANICAL

- 69 ○ Isolation relays and fuses are separated from cells by barrier according UL94-V0 or equivalent.
- 70 ○ Maintenance plugs are located at both poles of each stack (including first and last stack).
- 71 ○ Maintenance plugs removable without tools.
- 72 ○ Maintenance plugs have positive locking mechanism.
- 73 ○ Maintenance plugs must not be able to unintentionally create circuits or short circuits.
- 74 ○ Stacks separated by Maintenance plugs ≤ 120 V DC.
- 75 ○ Stacks separated by Maintenance plugs ≤ 6 MJ.
- 76 ○ Stacks are insulated and separated by a fire resistant barrier according to UL94-V0 for min. used thickness or equivalent.
 - ▶ Check opening in TS enclosures, try to reach TS potentials with insulated test probe (100 mm length, 6 mm diameter).
- 77 ○ If fully closed, equalizing valve implemented.

☐ WIRING

- 78 ○ All TS wires have proper overcurrent protection.
- 79 ○ No other wires than TS wires are orange.
- 80 ○ Securely anchored to withstand at least 200 N, if outside of enclosure.
- 81 ○ Located out of the way of possible snagging or damage.
- 82 ○ TS and LV wires separated (not valid for Interlock).
- 83 ○ Every wire used in the Accumulator container (TS and LV) is rated for ≥ 604.8 V³.
- 84 ○ Possible to clearly assign and prove gauge, temperature and voltage rating of TS wires.
- 85 ○ Positive locking mechanism or if no positive locking possible, automotive certified components.
 - ▶ Check if insulated tools needed for the assembly of certified components are available
- 86 ○ Insulation is not only insulating tape or rubber-like paint.
- 87 ○ IMD is integrated into the charging system
- 88 ○ One IMD ground line is connected to the accumulator container and one ground line is connected to the charger casing by a separate wired connection

☐ ACCUMULATOR MANAGEMENT SYSTEM

- ▶ Disconnect AMS current sensor connector
- 89 ○ The AMS must open the shutdown circuit within 0.5 s.
 - ▶ Disconnect any other AMS internal connector
- 90 ○ The AMS must open the shutdown circuit within 1 s.
 - ▶ Disconnect one SINGLE voltage sense signal on a stack selected by the scrutineer.
- 91 ○ The AMS must open the shutdown circuit within 0.5 s.
 - ▶ Disconnect one SINGLE temperature sense signal on a stack selected by the scrutineer.
- 92 ○ The AMS must open the shutdown circuit within 1 s.
 - ▶ Ask the team to connect their laptop to the AMS.
 - ▶ Connect charger to battery/batteries, start charging process.
- 93 ○ Cell voltages can be displayed. The lowest and highest value can be identified easily on one screen.
- 94 ○ Cell temperatures can be displayed. The lowest and highest value can be identified easily on one screen.
- 95 ○ Plausible accumulator current can be displayed.

☐ INDICATOR LIGHT OR VOLTMETER AND TSAL GREEN LIGHT INDICATOR

- 96 ○ Red indicator light or voltmeter installed
- 97 ○ Marked with "Voltage Indicator"
- 98 ○ Visible while opening the battery connector.
- 99 ○ Hard wired electronics, supplied by TS
 - ▶ Activate LVS
- 100 ○ TSAL green light indicator on.
- 101 ○ Green and easily visible.
- ▶ Connect power supply with 60 V DC⁴ to accumulator TS connector. Use proper plugs, no measuring probes.
- 102 ○ Indicator light on or voltmeter showing present TS voltage.
- 103 ○ Indicator light continuously illuminates at its full brightness independent of the TS voltage.
- 104 ○ Visible in bright sunlight.
- 105 ○ TSAL green light indicator off.

³max. TS voltage

⁴60 V or half the nominal tractive system voltage, whichever is lower

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☐ CLOSE ACCUMULATOR CONTAINER

- 106 ☐ All ASES checks have been performed
 ► Install maintenance plugs, close container housing
- 107 ☐ Seal accumulator container. Choose also positions where seals can be checked when TSAC is installed in vehicle.

☐ INSULATION MEASUREMENT TEST

- Check low resistance connection between LV ground MP and PE/casing
 ► Choose test voltage to 500 V. ⁵
 ► Connect insulation tester to charger TS+ and LV ground.
 ► Connect charger (do not activate charger) to accumulator, keep AIRs opened.
 ► If Bender ISO 165C or ISO 175 is used, turn on LV.
- Measure resistance: $R_{iso+} =$ MΩ
- 108 ☐ Resistance is much higher than 315 kΩ ⁶.
 ► Connect insulation tester to TS- and LV ground.
 ► Measure resistance: $R_{iso-} =$ MΩ
- 109 ☐ Resistance is much higher than 315 kΩ ⁶.
 110 ☐ Resistances are nearly equal.

☐ CHARGER SHUTDOWN CIRCUIT

- Connect charger to battery/batteries, start charging process
- 111 ☐ Voltage indicator shows that HV is present
 ► Press shutdown button
- 112 ☐ AIRs open
- 113 ☐ Voltage indicator shows voltage <60 V
- Start charging, unplug TS accumulator connector
- 114 ☐ AIRs open.
- 115 ☐ Charger disabled, no voltage at charger connector
 ► Reconnect TS accumulator connector
- 116 ☐ Charger stays off, no voltage at TSMPs, AIRs remain open

☐ INSULATION MONITORING DEVICE

- $R_{Test} = 120 \text{ k}\Omega$ ⁷
 ► Activate charger output, connect R_{Test} between TS+ and LV GND.
- 117 ☐ Shutdown circuits opens within 30 s.
- 118 ☐ TS voltage decreases below 60 V DC within 5 s after shutdown circuit opens.
- 119 ☐ Reactivation of charger output is not possible.
- Push the reset button, if any.
- 120 ☐ Reactivation of charger output is not possible.
 ► Remove R_{Test} . Wait 40 s until IMD resets status output.
- 121 ☐ Reactivation of charger output is not possible.
 ► Activate TS, connect R_{Test} between TS- and LV GND.
- 122 ☐ Shutdown circuits opens within 30 s.

⁵ $\begin{matrix} U_{max} \leq 250 \text{ V}_{DC} & U_{max} > 250 \text{ V}_{DC} \\ U_{Test} = 250 \text{ V}_{DC} & U_{Test} = 500 \text{ V}_{DC} \end{matrix}$

⁶ Minimal Resistance = $500 \Omega / \text{V} \cdot V_{max} + \text{BPR}$

⁷ $R_{Test} = (\text{max. TS voltage} \cdot 250 \Omega / \text{V}) - \text{BPR}$

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125 ○ Holes in container only for wiring harness, ventilation, cooling or fasteners, if mechanical properties are not influenced and max 25 %. AIRs and main fuse separated from cells, no holes in separation.

- 131 ○ All used fasteners must be secured by the use of positive locking, except non-conductive and non-structural fasteners.

Signatures when passed

-

► Set online TIS status to *Passed* or *Failed*

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Item #	Non-compliance / Comment	Inspector Name
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Item #	Non-compliance / Comment	Inspector Name

Inspector Names		Date, Time	Signatures when passed
1.	_____ / _____	_____	_____
2.	_____ / _____	_____	_____
3.	_____ / _____	_____	_____
4.	_____ / _____	_____	_____
5.	_____ / _____	_____	_____
6.	_____ / _____	_____	_____
7.	_____ / _____	_____	_____

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PART V: ELECTRICAL INSPECTION

The time limit for this part of the inspection is 105 minutes. Continuation of the inspection is possible after requeueing. During technical inspection all work carried out on the vehicle must be approved by a technical inspector.

INSPECTOR NAMES

☐ TIS STATUS UPDATE (E-INSPECTION)

- Set online TIS status (E-Inspection) to *Present*

☐ COMMENTS

- Check comments (Electrical) from first page

☐ REQUIRED RESSOURCES

- 132 ○ An ESO must attend
- 133 ○ An ASR must attend (for D-inspection)
 - RES remote control
 - Tools/equipment needed to arm the brake system
 - LV battery or cell datasheet
 - For self-developed LV battery packs: an opened battery pack, laptop, and cables to display data of the AMS
 - Laptop and cables to display data of the TS accumulator AMS
 - Datasheets for used wiring, insulation materials, and TS components. (printed or properly sorted on one laptop, not on a cell phone)
 - At least all non-passed parts of the ESF. (printed or properly sorted on one laptop, not on a cell phone)
- At least all non-passed parts of the ASF. (printed or properly sorted on one laptop, not on a cell phone)
- Samples of all wire types used for the tractive system
- Fully assembled spare boards of all inaccessible TS boards outside the accumulator
- The connector to safely close the SDC while the HVD is removed
- The connector to safely supply the TS using shrouded receptacles when the TS accumulator is unconnected
- Photographs of all inaccessible TS connections
- "TSAL green" sign

☐ TS VOLTAGE

- Measure voltage at TS measuring points
- 134 ○ Equal or less than 60 V DC

☐ LV BATTERY

- 135 ○ Voltage ≤ 60 V DC
- 136 ○ Rigid and sturdy casing
- 137 ○ Li-Ion: UL94-V0 or equivalent casing
- 138 ○ Short circuit protection (e.g. fused)
- 139 ○ Li-Ion: Over current protection
- 140 ○ Proper insulation of internal electrical connections
- 141 ○ Proper mounting of cells
- 142 ○ Li-Ion: Temperature sensors for at least 30 % of the cells

☐ SELF DEVELOPED PCBS

- Fully assembled spare PCB of self-developed PCBs
- 143 ○ Body protection resistor power rating is > 6.1 W⁸
- 144 ○ Dis-charge power rating is sufficient for continuous dis-charge
- 145 ○ Sufficient spacing regarding system voltage and implementation, mind new rules
- 146 ○ Sufficient rating of isolators regarding system voltage, check datasheets
- 147 ○ Sufficient insulation and temperature rating of coating if used, datasheet available
- 148 ○ Coating process according to datasheet
- 149 ○ BSPD PCBs are standalone with only minimum interface
- 150 ○ BSPD PCBs are directly supplied from the LVMS
- 151 ○ Ends of a BSPD current transducer's auxiliary winding must be insulated

☐ MASTER SWITCHES

- 152 ○ TSMS, ASMS & LVMS installed easily accessible on the right side of the vehicle and located next to each other
- 153 △ All master switches are located above 80 % of shoulder height of Percy
- 154 ○ Rigidly mounted and no need to be removed during maintenance
- 155 ○ Rotary type with removable handle
- 156 △ Handle length ≥ 50 mm
- 157 ○ "ON" position in horizontal
- 158 ○ "ON" and "OFF" positions marked
- 159 ○ TSMS and ASMS with locking mechanism for "OFF" position
- 160 ○ LVMS marked with "LV" and a symbol showing a red spark in a white-edged blue triangle
- 161 ○ LVMS mounted on a red circular area on high contrast background
- 162 △ Circular area diameter ≥ 50 mm
- 163 ○ TSMS marked with "TS" and triangle with black lightning bolt on yellow background
- 164 ○ TSMS mounted on an orange circular area on high contrast background
- 165 △ Circular area diameter ≥ 50 mm
- 166 ○ ASMS marked with "AS"
- 167 ○ ASMS mounted on a blue circular area on high contrast background
- 168 △ Circular area diameter ≥ 50 mm

⁸sufficient to short circuit TS+ and TS-

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☐ MEASURING POINTS

- 169 ○ Two TS measuring points on exclusive orange background
- 170 ○ A black LVS ground measuring point installed
 - An additional LVS ground measuring point may be installed for 4-wired grounding checks
- 171 ○ Next to the master switches
- 172 ○ 4 mm shrouded banana jacks
- 173 ○ Non conductive cover
- 174 ○ Cover removable without tools
- 175 ○ Correctly marked ("TS+", "TS-", "GND")

☐ TS SHUTDOWN DEVICES

- 176 ○ Two red latching shutdown buttons installed next to the main hoop, right and left on the vehicle at approx. height of the driver's head
- 177 ○ Marked with red sparked sticker
- 178 △ Diameter ≥ 39 mm
- 179 ○ One red latching shutdown button installed inside the cockpit
- 180 ○ Marked with red sparked sticker
- 181 ○ Easy actuation by the driver
- 182 △ Diameter ≥ 24 mm
- 183 ○ Inertia switch upright and rigidly mounted to the chassis and can be demounted for functionality test

☐ HIGH VOLTAGE DISCONNECT

- 184 ○ Clearly marked with "HVD"
- 185 △ Distance to ground greater than 350 mm
- 186 ○ No remote actuation (e.g. through wires)
- 187 ○ Integrated interlock
- ▶ Let ESO remove the HVD
- 188 ○ Removed within 10 s without tools
- 189 ○ TS protection still given (insulated test probe). If a dummy connector is used, it must be stored at the push bar.

☐ ACCELERATOR PEDAL POSITION SENSOR

- 190 ○ Returns to the original position if not actuated
- 191 ○ At least two sensors with different, non-intersecting transfer functions, with either different gradients and/or offsets to the others are installed. (For digital sensors, a checksum is necessary)
- 192 ○ Sensors are protected from being mechanically overstressed (positive stop of the pedal)
- 193 ○ Minimum two springs installed to return pedal
- 194 ○ Each spring still returns pedal with the second one disconnected (springs in the torque encoders not counted)

☐ BRAKE LIGHT

- 195 ○ Only one brake light in red color
- 196 ○ Located on vehicle centerline, height between wheel centerline and drivers shoulder
- 197 ○ Round, triangle, or rectangular on black background
- 198 △ 15 cm^2 minimum illuminated area OR LED strips with a total length greater than 150 mm with elements < 20 mm apart

☐ ACCUMULATOR MANAGEMENT SYSTEM

- ▶ Install TS accumulator, activate LVS, and connect laptop to the AMS
- 199 ○ TS accumulator's AMS data can be displayed
- 200 ○ If Li-Ion LV battery: LV battery's AMS data can be displayed
- ▶ Disconnect TS accumulator
- AMS indicator light ...
- 201 ○ ... is illuminated red
- 202 ○ ... is inside the cockpit and marked with "AMS"
- 203 ○ ... is visible in bright sunlight, even from outside
- 204 ○ ... is visible for the driver

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☐ TS WIRING

- 205 ☐ TS wiring channels are orange
- 206 ☐ No other wires than TS wires are orange
- 207 ☐ TS wiring outside electrical enclosures in separate non-conductive conduit or orange shielded cable
- 208 ☐ Securely anchored to withstand at least 200 N, if outside of enclosure
- 209 ☐ Located out of the way of possible snagging or damage
- 210 ☐ Shielded against rotating/moving parts
- 211 ☐ TS and LV wires separated (n/a for interlock)
- 212 ☐ Possible to clearly assign and prove gauge, temperature, and voltage rating of TS wires
- 213 ☐ All TS wires and connectors have proper overcurrent protection
- 214 ☐ Suitable temperature rating for used position
- 215 ☐ Positive locking mechanism on every screwed connection. (Photographs for all inaccessible TS connections)
- 216 ☐ TSMPs: positive locking mechanism on every connection. (Photographs for all inaccessible TS connections)
- 217 ☐ All connectors are manufactured properly, e.g. crimped connections inside the enclosure. (Photographs for all inaccessible TS connections)
- 218 ☐ Insulation is not insulating tape or rubber-like paint
- 219 ☐ All energy from accumulator flows through the data logger
- 220 ☐ TS wires of outboard wheel motors must not be able to reach the cockpit opening in case of a wire break. The wiring outside of the impact structure is the shortest possible distance.
 - Check interlocks on ...
- 221 ☐ ... TS accumulator container(s)
- 222 ☐ ... Inverters
- 223 ☐ ... Power distribution boxes
- 224 ☐ ... Data logger enclosure
- 225 ☐ ... Outboard wheel motors have a dedicated interlock wire routed along the TS wiring, must act before the TS wiring or its clamping fails
- 226 ☐ ... Outboard wheel motors have a dedicated interlock wire routed along a suspension member, must act if the suspension fails
- 227 ☐ Interlocks can be opened for demonstration

☐ TS ENCLOSURES

- Check for each TS enclosures ...
- 228 ☐ ... Not possible to reach any TS potentials with insulated test probe (100 mm length, 6 mm diameter)
- 229 ☐ ... Protected from moisture
- 230 ☐ ... HV warning stickers placed (triangle with a black lightning bolt on yellow background)
- 231 ☐ Data logger is fully enclosed in a housing
- 232 ☐ Data logger is rigidly mounted by only using the two pre-applied 3M™ Dual Lock™ strips on the bottom
- 233 ☐ Check data logger functionality and connectivity
- 234 ☐ Seal data logger enclosure

☐ STATIC DV TESTS

- Suggestion to start the static DV tests on page 15 (items 307–321) in parallel.

☐ GROUNDING CHECKS

- A conductive part is grounded when having $\leq 100 \text{ m}\Omega$ measured at 1 A to LVS ground and being able to continuously carry $\geq 10\%$ of the TS main fuse.
- It is possible to join two TS enclosures, one following EV3.1.1 point 1 and the other one following point 2, if each individual is fully closed.
- Check for each TS enclosure ...
- 235 ☐ ... all materials used to build a TS enclosure have a resistance $\geq 2 \text{ M}\Omega @ 500 \text{ V} \Rightarrow$ fully isolated TS enclosure, no grounded layer needed
- 236 ☐ ... expect e.g. screws, (shielded) connectors, backing plates isolating materials used $\Rightarrow$ fully isolated TS enclosure, no grounded layer needed but protruding elements must be properly grounded (max. $100 \text{ m}\Omega @ 1 \text{ A}$)
- 237 ☐ ... at least one material has $< 2 \text{ M}\Omega \Rightarrow \geq 0.5 \text{ mm}$ thick solid grounded layer made of aluminium or better (TSAC: $\geq 0.9 \text{ mm}$ thick steel layer) required and properly grounded
- Measure resistance of conductive parts to LVS ground (max. $100 \text{ m}\Omega @ 1 \text{ A}$) ...
- Use second LVS ground measurement point for 4-wire connection if available.
- 238 ☐ ... main hoop
- 239 ☐ ... seat mounting points
- 240 ☐ ... driver harness mounting points
- 241 ☐ ... firewall mounting points
- 242 ☐ ... TS firewall
- 243 ☐ ... TS accumulator container
- 244 ☐ ... TS motors
- 245 ☐ ... TS enclosures if applicable
- 246 ☐ ... TS enclosure protruding parts if applicable
- 247 ☐ Each grounding is able to carry $\geq 10\%$ of TS main fuse
- 248 ☐ Conductive parts within 10 cm around TS part are $\leq 100 \Omega$ to LVS ground

☐ DIS-CHARGE CIRCUIT AND BODY PROTECTION RESISTORS

- Switch off LV. Measure resistance between TS+ and TS- measuring points
- 249 ☐ Resistance is $30 \text{ k}\Omega^9 +$ discharge resistor

☐ INSULATION MEASUREMENT TEST

- Choose test voltage to 500 V^{10}
- Connect insulation tester to TS+ and GND
- Measure resistance: $R_{\text{iso}+} =$ M Ω
- 250 ☐ Resistance is much higher than $315 \text{ k}\Omega^{11}$
- Connect insulation tester to TS- and GND
- Measure resistance: $R_{\text{iso}-} =$ M Ω
- 251 ☐ Resistance is much higher than $315 \text{ k}\Omega^{11}$
- 252 ☐ Resistances are nearly equal

⁹ 2 x Body Protection Resistor (BPR)

¹⁰ $U_{\text{max}} \leq 250 \text{ V}_{\text{DC}}$ $U_{\text{max}} > 250 \text{ V}_{\text{DC}}$
 $U_{\text{Test}} = 250 \text{ V}_{\text{DC}}$ $U_{\text{Test}} = 500 \text{ V}_{\text{DC}}$

¹¹ Minimal Resistance = $500 \Omega / \text{V} \cdot V_{\text{max}} + \text{BPR}$

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!! TEST AT HIGH VOLTAGE !!

☐ TRACTIVE SYSTEM POWER-UP

- ▶ All driven wheels are off the ground, driven wheels removed
- ▶ Connect multimeter between TS+ and TS-
- ▶ Switch on TSMS with LVMS deactivated
- 253 ○ Voltage at TS measurement points ≤ 60 V DC
- ▶ Switch on LVMS with TSMS deactivated
- 254 ○ IMD and AMS indicator illuminate for 1 s to 3 s for visible check
- 255 ○ Voltage at TS measurement points ≤ 60 V DC
- ▶ ASMS deactivated, select mission "Manual driving"
- ▶ Switch on TSMS and all shutdown buttons
- ▶ Reset any IMD or AMS errors
- 256 ○ TS still deactivated
- ▶ Press external activation button next to the TSMS
- 257 ○ TS still deactivated
- ▶ Activate TS, measure TS voltage during TS power-up. Use the team's multimeter and test leads. Set multimeter into manual range
- 258 ○ System is precharged before second AIR closes
- ▶ Switch off TSMS
- 259 ○ TS voltage decreases below 60 V DC within 5 s
- ▶ Try to power-up TS with switched off TSMS
- 260 ○ TS still deactivated
- ▶ Switch on TSMS
- 261 ○ TS still deactivated

☐ TRACTIVE SYSTEM SHUTDOWN

- ▶ Connect multimeter between TS+ and TS-
- ▶ Check first and two more of the following switches, deactivation leads to TS shutdown, the voltage decreases below 60 V DC within 5 s
- 262 ○ Cockpit shutdown button
- 263 ○ Shutdown button left
- 264 ○ Shutdown button right
- 265 ○ Inertia switch
- 266 ○ Break-over-travel-switch
- 267 ○ Interlocks

☐ TRACTIVE SYSTEM ACTIVE LIGHT

- 268 ○ Max. 75 mm below the highest point of the main hoop and within the roll-over protected envelope (including mounting)
- 269 △ Full illuminated surface visible by a person standing 3 m away from TSAL (1.6 m eye height)
- 270 △ $\leq 10^\circ$ blocked by main hoop
- ▶ Activate LVS
- 271 ○ TSAL is green only
- TS off indicator light ...
- 272 ○ ... is illuminated green
- 273 ○ ... is inside the cockpit and marked with "TS off"
- 274 ○ ... is visible in bright sunlight
- 275 ○ ... is visible for the driver
- ▶ Activate TS
- 276 ○ TSAL flashes red with frequency 2 Hz to 5 Hz, and CI is off
- 277 ○ TSAL is clearly visible (horizontal position, entire illuminated surface)
- ▶ Deactivate TS, disconnect TSAC state detection circuitry connector if applicable¹², activate LVS and TS
- 278 ○ TSAL flashes red and CI is off
- ▶ Deactivate TS, reconnect TSAC state detection, disconnect TS from TSAC, connect power supply > 60 V DC¹³ to vehicle TS¹⁴, activate LVS
- 279 ○ TSAL is both green and red flashing simultaneously and CI is on
- ▶ Disconnect power supply, reconnect TS to TSAC, remove HVD, override HVD interlock (!! cover TS potentials !!), activate LVS and TS
- 280 ○ TSAL and CI is off
- ▶ Reinstall HVD

☐ INSULATION MONITORING DEVICE

- 281 ○ One IMD ground line is connected to the accumulator container¹⁵ and one ground line is connected to the main hoop by a separate wired connection
- ▶ $R_{\text{Test}} = 135 \text{ k}\Omega$ ¹⁶
- ▶ Activate TS, connect R_{Test} between TS+ and GND
- 282 ○ Shutdown circuits opens within 30 s
- 283 ○ TS voltage decreases below 60 V DC within 5 s after shutdown circuit opens
- IMD indicator light ...
- 284 ○ ... is illuminated red
- 285 ○ ... is inside the cockpit and marked with "IMD"
- 286 ○ ... is visible in bright sunlight, even from outside
- 287 ○ ... is visible for the driver
- ▶ Try to activate the TS by the required additional action (EV4.11.7)
- 288 ○ Reactivation of TS is not possible
- ▶ Push the reset button which is not accessible to the driver, if any and/or restart LVMS
- 289 ○ Reactivation of TS is not possible
- ▶ Remove R_{Test} . Wait for 40 s until IMD resets status output
- 290 ○ Reactivation of TS is not possible
- ▶ Push all reset buttons in the cockpit, if any
- 291 ○ Reactivation of TS is not possible
- ▶ Push the IMD reset button which is not accessible to the driver, if any
- 292 ○ Reactivation of TS is possible
- ▶ Push *and hold* the reset button which is not accessible to the driver, if any
- ▶ Connect R_{Test} between TS- and GND
- 293 ○ Shutdown circuits opens within 30 s
- 294 ○ IMD indicator light illuminates

¹²Skip test if disconnecting the connector also opens the interlock and/or stops LVS supply

¹³25 V AC RMS equal 42.5 V DC when the signal is sinusoidal

¹⁴Do not use measuring points. The team needs to provide a method of connection that

uses the same receptacles as used for TSMP or the IMD's enclosure

¹⁶ $R_{\text{Test}} = (\text{max. TS voltage} \cdot 250 \Omega/\text{V}) - \text{BPR}$

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☐ READY TO DRIVE ACTIVATION SEQUENCE

- ▶ Activate TS, press torque pedal
- 295 ☐ No turning of motors
- ▶ Let the team set the vehicle to ready-to-drive mode
- 296 ☐ Pressing brake pedal WHILE activating is necessary
- ▶ Repeat the activation sequence, but push the brake pedal only once before finally pushing the activation button
- 297 ☐ No ready-to-drive mode possible
- ▶ Disconnect the brake sensor
- 298 ☐ No ready-to-drive mode possible
- 299 ☐ Ready to drive sound duration is 1 s to 3 s continuously
- 300 ☐ Ready to drive sound is min 80 dBA (2 m around the vehicle)
- 301 ☐ Ready to drive sound is easily recognizable and no animal sound or song part

☐ APPS AND BSPD

- ▶ Set vehicle to ready to drive state
- ▶ Disconnect $\geq 50\%$ of APPS
- ▶ Move the accelerator pedal over the entire pedal travel
- 302 ☐ Motors do not turn
- ▶ Disconnect all APPS
- ▶ Move the accelerator pedal over the entire pedal travel
- 303 ☐ Motors do not turn
- ▶ Team simulates 5 kW power (complete BSPD circuitry must be used), press brake representing hard braking (>0.5 s)
- 304 ☐ TS shuts down
- 305 ☐ Reactivation of TS is only possible after 10 s without implausibility
- ▶ Reactivate TS. Disconnect the current sensor, press brake representing hard braking (>0.5 s)
- 306 ☐ TS shuts down

☐ TIS STATUS UPDATE (E-INSPECTION)

- ▶ Set online TIS status (E-Inspection) to *Passed* or *Failed*

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☐ TIS STATUS UPDATE (D-INSPECTION)

- Set online TIS status (D-Inspection) to *Present*

☐ COMMENTS

- Check comments (Driverless) from first page

☐ AUTONOMOUS SYSTEM STATUS INDICATORS (ASSI)

- 307 ☐ Both side ASSIs are mounted behind the driver's compartment, min 160 mm below the top of the main hoop and 600 mm above ground.
- 308 ☐ The rear ASSI is mounted on vehicle centerline, min 160 mm below the top of the main hoop and 100 mm above the brake light.
- 309 ☐ Round, triangle, or rectangular on dark background
- 310 ☐ 15 cm^2 minimum illuminated area *OR* LED strips with a total length $>150 \text{ mm}$ with elements $<20 \text{ mm}$ apart

☐ REMOTE EMERGENCY SYSTEM (RES)

- 311 ☐ Remote Emergency System installed (as per ASF-Form "Actuator Power Supply")
- 312 ☐ Rigidly mounted
- 313 ☐ RES bypass is implemented as described in the ASF
- Check, if RES bypass is implemented correctly
- 314 ☐ Correct safety relay (manufacturer and type) is used

☐ AUTONOMOUS SYSTEM BRAKE (ASB)

- Compare implementation in vehicle to ASF (Forms: "EBS Concept Overview" OR "EBS Mechanical System")
- 315 ☐ Autonomous System Brake is identical to the system described in the ASF
- 316 ☐ Exactly two release points are used
- 317 ☐ The release points are protected against unintended actuation, e.g. by design, additional separator or frame
- 318 ☐ All release points are in proximity to each other and are either mounted in proximity to the ASMS or on the top side of the vehicle between front bulkhead and front hoop close to the vehicles center line
- 319 ☐ The release points are operable by two simple push/pull and/or turning actions, the order and direction of these actions are shown next to the deactivation points
- 320 ☐ The release points have red handles
- 321 ☐ The release points are marked with "Brake release"

☐ AUTONOMOUS SYSTEM TEST

- Switch on the LVMS and select the inspection mission
- Disable Race E-Key frequency of RES (Set race mode switch next to AMI to position opposite to "R")
- 322 ☐ The ASSIs remains off
- Switch on the ASMS and the TSMS
- 323 ☐ Activating the TS using the cockpit activation button is not possible
- Activate the TS via the external activation button
- 324 ☐ The ASSIs light up in yellow continuously after a self check ("AS Ready")
- Press RES "Go" button within 5 s after "AS Ready"
- 325 ☐ "AS Driving" (ASSIs flashing yellow) has not been entered
- 326 ☐ Vehicle is still not in R2D
- 327 ☐ Autonomous Mission Indicator (AMI) is easily readable and shows the correct mission
- 328 ☐ All 3 (yellow) ASSIs are clearly visible in very bright sunlight. At least one ASSI is visible from any angle of the vehicle
- 329 ☐ Brakes are closed at least on one axle (check brake light)
- Press the RES "Go" button.
- !! CAUTION WHEELS AND STEERING SYSTEM ARE MOVING !!**
- 330 ☐ The ASSIs start flashing yellow ("AS Driving")
- 331 ☐ No part of the vehicle is moving within 3 seconds after pressing the RES "Go" button
- 332 ☐ The Drivetrain is slowly (!! **LIMIT RPM** !!) spinning and steering system is moving
- Wait for the transition from "AS Driving" to "AS Finished"
- 333 ☐ The ASSIs light up in blue continuously within 25 s to 30 s and brakes are engaged ("AS Finishes"). ASSIs must not start flashing
- 334 ☐ All 3 (blue) ASSIs are clearly visible in very bright sunlight
- 335 ☐ TS is deactivated
- Turn off the ASMS and release the Brakes via the deactivation points
- 336 ☐ Brakes are disengaged, manual steering is possible, ASSI is off
- Re-enter "AS Ready" state
- Press one shutdown button
- 337 ☐ ASSIs start flashing blue ("AS Emergency")
- 338 ☐ Brakes are closed
- 339 ☐ Intermittent sound for 8 s to 10 s (1 Hz to 5 Hz, 50 % duty cycle)
- 340 ☐ Sound level is min 80 dBA (2 m around the vehicle)
- 341 ☐ TS is deactivated
- Turn off ASMS and release brakes (manual actions may be required)
- Re-enter "AS Driving" state with inspection mission selected, before each of the following tests
- 1. Press RES 2. Switch off the ASMS
- 342 ☐ TS is deactivated
- 343 ☐ Transition to "AS Emergency", ASSI is blue flashing, brakes are closed and intermittent sound for 8 s to 10 s
- Test all operating errors (e. g. manual valves) and some (choose randomly 1 to 3) ASB failure modes (e.g. disconnect sensors/energy supply/pneumatics/hydraulics...)
- 344 ☐ System has detected a failure
- 345 ☐ When ASSI is "AS Ready" or "AS Driving" state, the system enters "AS Emergency"
- 346 ☐ Race mode switch is installed in proximity to AMI
- Enter "AS Ready" state
- Enable Race E-Key frequency (Set race mode switch to position "R")
- 347 ☐ ASSIs start flashing blue ("AS Emergency")

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☐ TIS STATUS UPDATE (D-INSPECTION)

- If **ALL driverless checks** from **mechanical inspection** (page 20) are passed as well: Set online TIS status (D-Inspection) to *Passed* or *Failed*

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Item #	Non-compliance / Comment	Inspector Name
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APPROVAL

4b8e7f9 | 2026_FSG_v1.0 | Metropolis TU | Vehicle 696 | Pit 0

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PART VI: MECHANICAL INSPECTION

The time limit for this part of the inspection is 75 minutes. Continuation of the inspection is possible after requeueing. During technical inspection all work carried out on the vehicle must be approved by a technical inspector.

☐ TIS STATUS UPDATE (M-INSPECTION)

► Set online TIS status (M-Inspection) to *Present*

► Write down inspector names legibly, sign only when passed

☐ COMMENTS

► Check comments from first page

☐ VEHICLE WITH TALLEST DRIVER READY TO RACE

- 348 ○ **PUSH BAR (red color)** - Securely attached to vehicle, detachable, push & pull function for 2 people. University must be written on. Two pair of HV gloves in protecting case and multimeter must be installed. The inspection sheet must always stay with the push bar.
- 349 ○ **AUTONOMOUS SYSTEM SENSORS** - Sensors may not come into contact with the driver's helmet when normally seated.
- 350 △ **VISIBILITY** - Minimum 100° field of view each side. Head rotation or mirrors allowed; mirrors firmly installed and adjusted.
- 351 △ **VEHICLE CONTROLS** - All controls, including shifter, must be inside cockpit. No arms or elbows outside the SIS plane.
- 352 ○ **DRIVER FLUID PROTECTION** - Rigidly mounted firewall (or heat resistant cover for cooling systems using plain water (except wheel motors and their cooling hoses)). For points less than 100 mm above the bottom of the tallest driver's helmet, the firewall must extend sufficiently far upwards and/or rearwards to prevent a direct line of sight to: cooling system and low voltage battery.
- 353 ○ **ROLL BAR PADDING** - Must cover areas that could be hit by the driver's helmet with 12 mm thick, SFI spec 45.1 or FIA 8857-2001 padding.
- 354 △ **OTHER SIDE TUBES** - Design must prevent driver's neck from hitting bracing or side tubes.
- 355 ○ **HEAD RESTRAINT** - Near vertical. Must take 890 N load. 40 mm thick, SFI 45.2 standard. Max. 25 mm from helmet.
- Helmet contact point 50 mm min. from any edge. May be changed for different drivers. Minimum 150x150 mm.
- 356 ○ **DRIVER RESTRAINT HARNESS** - SFI 16.1, SFI 16.5, SFI 16.6, FIA 8853/2016. 6- or 7-point system – Two-piece lap belt (min. width 50 mm), two shoulder straps (min. width 75 mm) and two leg or anti-submarine straps (min. width 50 mm). (7-point system must have three anti-submarine straps). Must be securely attached to prim. structure (25.4 x 2.4 mm or equal.).
- 357 ○ **LAP BELT MOUNTING** - Pivoting mounting with eye bolts or shoulder bolts attached securely to primary structure. Min. tab thickness 1.6 mm. Attachment brackets to the monocoque must be steel, see T4.5.5.
- 358 ○ **LAP BELT POSITIONING** - Must pass over pelvic area between 45 - 65 deg. to horizontal for upright driver, 60-80 deg. for reclined. The lap belts must not be routed over the sides of the seat.
- 359 ○ **SHOULDER HARNESS MOUNTING** - Mounting points 180 - 230 mm apart (measured center to center). Attached to primary structure - 25.4 x 2.4 mm or 25.0 x 2.5 mm steel tube min. NOT to put bending loads into main hoop bracing without extra bracing. Additional braces if not straight to main hoop. Cannot pass through a firewall. Attachment brackets to the monocoque must be steel.
- 360 △ **SUSPENSION** - Fully operational with dampers front and rear; 50 mm minimum wheel travel (minimum jounce of 25 mm) with driver in vehicle.

☐ VEHICLE WITHOUT DRIVER

- 361 △ **TECH STICKER SPACE** - 45 mm x 175 mm on centerline of front of vehicle in front of the cockpit opening
- 362 △ **SCHOOL NAME & OTHER DECALS** - University name, or recognized initials - min. 50 mm tall (all letters). in front of the mainhoop on both sides in roman letters. Top of each character not more than 50 mm below top of the bodywork
- 363 △ **VEHICLE NUMBERS** - On front & both sides of vehicle, minimum 150 mm tall, 20 mm stroke & spacing, 25 mm min. between number and background edge, black on white, white on black only, specified background shapes. Must be clearly visible, font: Roman Sans-Serif characters.
- 364 △ **BODY & STYLING** - Open wheeled, open cockpit, formula style body. Vertical keepout zones 75 mm in front and behind tires (no aero exceptions), tires unobstructed from sides. In any side view in front of the cockpit opening no external concave radii (exception T8.2).
- 365 △ **BODYWORK EDGES** - Min. 38 mm radius on nose. All edges that could contact a pedestrian must have a minimum radius of 1.0 mm (safety requirement).
- 366 ○ **BODYWORK OPENINGS** - No large openings in bodywork into driver compartment in front of or alongside driver, (except cockpit opening).
- 367 ○ **AERODYNAMIC DEVICES** - Securely mounted. The deflection may not exceed 10 mm when a force of 200 N is applied over a surface of 225 cm² and not more than 25 mm when a point force of 50 N is applied.
- 368 △ **AERODYNAMICS** - ALL aerodynamic devices maximum 250 mm rearward of rear tires, maximum 700 mm forward of front tires. Devices lower than 500 mm from the ground rearward of the front axle must be no wider than vertical plane from the outside of the front and rear tires. Devices higher than 500 mm behind the front axle must not be wider than the inside of the rear tires.
- 369 △ **AERO VERTICAL HEIGHT** - Devices forward of a vertical plane through the rearmost portion of the front face of the driver head restraint support, excluding any padding, set to its most rearward position, must be lower than 500 mm from the ground. Rear device max 1.1 m above ground (incl. end plates); Front device max 250 mm above ground outside of the inside plane of the front tires inside this plane max 500 mm.
- 370 ○ **EDGES/RADII** - Edges that could contact a pedestrian must have a minimum radius of: forward facing edges min 3 mm; all other edges min. 1 mm.
- 371 ○ **COCKPIT INTERNAL CROSS SECTION** - Cockpit internal cross section template passes from the cockpit opening to 100 mm rear of rearmost pedal contact area (in most forward position). Only remove steering wheel and paddings that can be removed while the driver is seated. Other parts (including seat) cannot be removed.
- 372 △ **SEAT** - Insulated against heat conduction, convection and radiation. Lowest point no lower than top of of the upper surface of the lowest SIS member OR must have longitudinal, 25.4 x 1.65 mm steel tube underneath.
- 373 ○ **COCKPIT OPENING** Cockpit opening template passes down

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from above cockpit to below the upper side impact member, or until 320 mm above the lowest inside chassis point between front and main hoop if the SIS is made from alternative materials. Steering wheel, seat & padding can be removed. No

removing of firewall.

- 374 ○ **STEERING WHEEL** - Continuous perimeter, near round (no concave sections) with driver operable quick disconnect. 250 mm max from front hoop.

□ REMOVE BODY PANELS

- 375 ○ **JACKS** - Up to two devices that lift up all driven wheels min. 100 mm above the ground. In lifted position it is safe to enter and exit the vehicle and the devices must not extend out of the vehicles projected surface area. University name must be written on. Vehicle pickup points must be indicated by orange triangles.
- 376 ○ **DRIVER'S LEG PROTECTION** - Covers inside of cockpit over any sharp edges or moving suspension / steering components.
- 377 ○ **DRIVER'S FOOT PROTECTION** - Feet must be rearward of the front bulkhead. The front bulkhead, together with the AIP, must cover the driver's feet in front view. No part of shoes or legs above or outside the primary structure (25x1.2 or equivalent) in side or front views when touching the pedals.
- 378 ○ **PERCY** - Helmet of 95th percentile male (PERCY) including 50 mm clearance must be below the lines between top of front and main roll hoops and between top of main hoop to rear attachment point of main hoop bracing. Center of bottom circle placed minimum 915 mm from the rearmost pedal actuation face (pedals in frontmost position).
- 379 ○ **BRAKES** - Dual hydraulic system & reservoirs, operating on all four wheels, (one brake on limited slip differential is OK). System must be protected by structure or shields from drivetrain failure or minor collisions. No plastic brake lines. No

brake-by-wire. No parts below chassis in side view. Brake pedal capable of 2000 N, no failures if official exerts max force (seated normally in vehicle).

- 380 ○ **PEDAL BOX** - Adjustable pedals must have a positive stop to prevent loosening from the chassis.
- 381 △ **BRAKE OVER TRAVEL SWITCH** - In the event of a failure in one or both of the brake circuits the brake pedal over travel will result in the shutdown circuit being opened.
- 382 ○ **WHEELS** - 203.2 mm (8") min. diam. No aluminium or hollow wheel bolts. Single retaining nut must incorporate a device to retain the nut. Aluminium wheel nuts must be hard anodized.
- 383 ○ **RIM CLEARANCE** - The radial clearance between any non-rotating part and the inside of the rim must be at least 5 mm in static condition at any steering angle and any ride height.
- 384 ○ **FIREWALL** - Fire resistant material; must separate driver compartment from cooling, oil system & LV battery. Pass-throughs OK with grommets. Multiple panels OK if gaps sealed. No gaps at sides or bottom. Must be rigidly mounted to the chassis. Material must meet UL94-V0, FAR25 or equivalent. On tractive side min. 0.5 mm aluminium plate grounded, on the driver side a rigid insulating layer (no CFRP) UL94-V0 or equivalent should be installed that can withstand a 250 N 4 mm screwdriver penetrating test.

□ SES, IAD & REQUIRED TESTS PRESENTED

- 385 ○ **SES TUBING & MATERIALS** - Team must show an APPROVED SES. No magnesium tubes in primary structure.
- 386 ○ **SES TEST SPECIMEN** - Team must show all relevant test specimen. Labeled (non-removable) with structure acronym and date. Specimen width, skin & core thickness according to SES.
- 387 ○ **INSPECTION HOLES** - 4.5 mm inspection holes required in non-critical areas of front & main hoops. Must be accessible with standard calliper. Inspectors may ask for holes in other tubes and/or structures.
- 388 ○ **SES DIMENSIONS & THICKNESSES** - All chassis dimensions according to SES: tube diameter and wall thickness; laminate skin thickness, core thickness, panel height.
- 389 ○ **HOLES & CUTOUTS** - All holes/cut-outs in primary structure < 60 mm² or deducted from panel height. No opening larger than 625 cm² (total) in front hoop bracing or a front bulkhead support.
- 390 ○ **LAMINATE ORIENTATION** - Tested structures must be correctly oriented or quasi-isotropic (T3.6.5, especially MHBS). No UD fibers allowed in outermost primary laminate layers.
- 391 ○ **BOLTED JOINTS/ATTACHMENTS** in primary structure - Distance hole centerline to the nearest free edge > 1.5 x hole diameter. Steel backing plates (≥2 mm thick) with perimeter near circular or oval used at attachment points (must be fully supported). According to SES (T3.16.6) if two panels are bolted together.
- 392 ○ **HARNESS ATTACHMENTS** for shoulder harness, lap belt and anti-submarine belt according to SES calculation, simulation and/or physical test. Test/calculation conducted according to realistic belt angle.
- 393 ○ **MAIN HOOP** - Must be made of one piece and extend to lowest frame member. Above major structure, must be within 10 deg. of vertical plane. Smooth bends without wrinkles, not oval after bending.
- 394 ○ **MAIN HOOP BRACING** - Same material as main hoop (both (non) magnetic). One straight brace on each side. Attached within 160 mm from the top. Min. 30 deg. included angle with main hoop. No bends. No rod-ends. Proper design for

removable braces (capping etc.) on both ends.

- 395 ○ **FRONT HOOP** - Must be closed section metal tube. Can be multi-piece with gussets or additional attachments to the monocoque. Must extend down to lowest frame member. No lower than top of steering wheel. Max. 20 deg. to vertical.
- 396 ○ **FRONT HOOP BRACING** - Two straight forward facing braces, attached within 50 mm of top. Extra rearward bracing required if front hoop leans backwards more than 10 deg.
- 397 ○ **FRONT BULKHEAD SUPPORT** - Upper tube connecting within 50 mm of top of bulkhead, and connecting within 100 mm above and 50 mm below upper SIS tube.
- 398 ○ **SIDE IMPACT PROTECTION** - Upper tube between 240 - 320 mm above lowest inside chassis point between FH and MH.
- 399 ○ **SUSPENSION PICK-UP POINTS** - Inspected thoroughly for integrity. No crushed core, no skin detached from core (tap test).
- 400 ○ **FRONT IMPACT PROTECTION** - Team must show an APPROVED IAD and test piece (if applicable), which both must reflect status on the car. IMPACT ATTENUATOR forward of bulkhead. IA must be securely fastened directly to AIP capable of taking transverse & vertical loads (no tape, etc.). Aerodynamic devices and/or sensors in front of the front bulkhead must follow T3.19.4 & T3.20.2.
- 401 ○ **IAD DIMENSIONS** - IA min. 200 mm long x 200 mm wide x 100 mm high. AIP solid sheet metal, min. 1.5 mm steel or 4.0 mm aluminium; alternative design accepted, if approved in SES/IAD. Standard IA: Requires diagonal or X-brace if FBH dimensions larger than 400 mm width and/or 350 mm height.
- 402 △ **IA POSITION** - The minimum volume dimensions cannot not be more than 350 mm above ground (measured with driver seated).
- 403 ○ **AIP ATTACHMENT** - Standard: must be welded (full perimeter, size: min. to centerlines) or min. 8 screws M8 grade 8.8 (critical fasteners T10) (size: min. outside dimensions). Non-standard: Must follow T3.16.6.

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☐ VEHICLE LIFTED AND WHEELS REMOVED

- 404 ○ **FASTENERS** - Steering, braking, harness and suspension systems must use steel - metric grade M8.8 or higher specs with visible positive locking mechanisms, no adhesive or lock washers. Minimum of 2 exposed threads with lock nuts. Rod ends in single shear are captured by a washer larger than the ball diameter. Adjustable tie-rod ends must have jam nuts to prevent loosening. No nylon lock nuts for brake calipers or brake discs. No button head cap, pan head or round head screws in critical locations, e.g. cage structure or harness mount. Primary structure $e/D > 1.5$. Snap or retaining rings must not bear any load in non-OEM application (e.g. not for brake disc floaters).
- 405 ○ **STEERING** - All steerable wheels must have positive stops placed on the rack to prevent linkage lock up or tires from contacting any part of the vehicle. Stationary parts within rollover protection envelope. 7 degrees max. free play at the steering wheel. NO STEER-BY-WIRE on front wheels. Rear wheel steering, max. 6 deg. and mechanical stops installed. Bonded joints in accordance with T3.2.8.
- 406 ○ **STEERING OPERATION** - The steering system has to be fully operational by a driver when ASMS is in "OFF"-Position.
- 407 ○ **ADDITIVE MANUFACTURING** - No additive manufactured parts with anisotropic strength in steering, braking or suspension systems.
- 408 △ **FLOOR CLOSEOUT PANEL** - Required from foot area to firewall; solid, non-brittle material; multiple panels are OK if gaps less than 3 mm.
- 409 ○ **GAS CYLINDERS LOCATION** - Axis not pointed at driver, within the rollover protection envelope, insulated from any heat source, must be shielded from the driver. The shields must be steel or aluminum with a minimum thickness of 1 mm.
- 410 ○ **GAS CYLINDERS** - Proprietary manufacture & labeled (π , DOT, TC), securely mounted, appropriate lines & fittings. Positively retained, 40 g longitudinal & lateral, 20 g vertical. Working gas air or pure nitrogen N_2 . Maximum of 10 bar allowed, except cylinders/tanks with directly mounted pressure regulator (> 10 bar).
- 411 ○ **SCATTERSHIELDS INCL. MOUNTING** - Required for final drivetrain parts (i.e. clutches, chains, belts, etc.) No holes. 6 mm diam. grade 8.8 minimum. End parallel to lowest part of the sprocket/pulley in front and rear.
- 412 △ **SCATTERSHIELD MATERIALS** - Non-perforated 2 mm steel OR 3 mm Al 6061-T6 for rotating final drivetrain parts. Min. 3 x chain/belt width, centered on centerline. Finger guards: cover all parts spinning while vehicle stationary. No holes > 12 mm dia.
- 413 ○ **LV BATTERY** - Attached securely to frame or chassis.
- 414 ○ **HIGH PRESSURE HYDRAULICS** - Pumps and lines must be within rollover protection envelope and have 1 mm steel or aluminium shields protecting driver and workers.
- 415 ○ Including all autonomous system high pressure hydraulics like the ASB.
- 416 △ **COOLANT** - 100% water. NO ADDITIVES WHATSOEVER or oil for electric motors.
- 417 ○ **CATCH TANKS** - Any coolant overflow or lube system vents must have separate catch tanks. 0.9 l minimum each, 100 deg. C material, behind firewall, below shoulder level. 3 mm min. dia. vent away from driver down to the bottom level of frame. Cooling systems using plain water, unless sealed, require 100 ml catch tanks.
- 418 △ **FLUID LEAKS** - Oil, grease, coolant, Brake fluid -> none permitted
- 419 ○ **BELLYPANS** - In total minimum of two venting holes of at least 25 mm diameter in the lowest part of the structure to prevent accumulation of liquids. One in each enclosed chassis structure. Additional holes are required when multiple local lowest parts exist in the structure.
- 420 ○ **ROTATING PARTS** - Finger guards are required to cover any parts (e.g. fans) that spin while the vehicle is stationary. No holes > 12 mm dia.
- 421 ○ **FANS** - The total rated power of all active devices designed to move air is max. 500W in total.
- 422 ○ **ACCUMULATOR CONTAINER POSITION** - All TSACs must lie within and be attached to the primary structure lower than the top of the SIS. Surrounding structure must protect from side, rear & front impacts; bolted attachments follow T3.16. Min. 25 mm air gap between the TSAC, motor(s) and their mountings and the rearmost impact structure; TSAC must not be attached directly to it (non-structural components such as cooling ducts are permitted). (T3.15.3). (EV5.5.1, EV5.5.2)
- 423 ○ **ACCUMULATOR CONTAINER ATTACHMENT** - Accumulator container must be attached to the primary structure with fasteners min. grade 8.8. Fasteners have to follow T10. Mounting as designed in SES. Brackets 1.6 mm steel or 4 mm aluminium with gussets to withstand bending loads. Monocoque needs 2 mm steel backing plates with perimeter near circular or oval. Equivalent attachment may be according to SES.
- 424 ○ **POSITION OF TRACTIVE SYSTEM PARTS** - All parts belonging to the tractive system must be located within the rollover protection envelope, excluding outboard motors (EV4.4.3).
- 425 ○ **PROTECTION OF TRACTIVE SYSTEM PARTS** - If tractive system parts are mounted in a position where damage could occur from a rear or side impact (below 350 mm from the ground), they have to be protected by a fully triangulated structure with tubes of a minimum outer diameter of 25.4 mm and a minimum wall thickness of 1.25 mm or equivalent.
- 426 ○ **MOTOR CASING** - Min. 2 mm aluminium 6061-T6. May be split into two equal sections. If motor casing is rotating around the stator or is perforated an additional 1 mm aluminium 6061-T6 scatter shield around the motor should be installed.

☐ TIS STATUS UPDATE (M-INSPECTION)

- Set online TIS status (M-Inspection) to *Passed* or *Failed*

☐ SENSORS FOR AUTONOMOUS SYSTEM

- 427 ○ **CHECK SENSORS** - Check if all Sensors are fulfilling the legal requirements (mainly radar and laser, e.g. Class 1 Laser Product acc. to IEC 60825-1). The teams must provide the according certifications.
- 428 ○ **MOUNTING** - Sensors must be securely and rigidly mounted to the vehicle's structure.
- 429 ○ **REPOSITIONING** - Check if the team uses a repositioning mechanism for the sensors.
- 430 ○ **POSITION** - Sensors must be positioned within the surface envelope or the envelope for aerodynamic devices. Check rules compliance in all possible positions.
- 431 ○ **PART REMOVAL** - parts including bolts, clips, etc. must not be removed for disconnection i.e. they must never lose the physical during repositioning. No tether lines.
- 432 ○ **COVERS** - Optional covers must be securely mounted to the vehicle's structure.

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☐ ACTUATORS FOR AUTONOMOUS SYSTEM

- 433 ○ **DECOUPLING** - Check if the team uses a decoupling mechanism for the brake/steering actuators.
- 434 ○ **PART REMOVAL** - parts like including bolts, clips, etc. must not be removed for disconnection i.e. they must never lose the physical contact to the disconnection mechanism. No tether lines.
- 435 ○ **MANUAL OPERATION** - the disconnection mechanism must not block manual operation of steering/ braking in any position.
- 436 ○ **LOCKING** - the disconnection mechanism must be securely locked in both positions.

☐ AUTONOMOUS SYSTEM BRAKE (ASB)

- 437 ○ **MOUNTING** - All parts are properly mounted. No lateral forces acting on the pistons of pneumatic/hydraulic actuators.
- 438 △ **LEAKS** - No leaks in pneumatic/hydraulic circuit
- 439 ○ **OVERPRESSURE PROTECTION** - Must have non-adjustable overpressure protection in ASB function critical pneumatic circuits.

☐ TIS STATUS UPDATE (D-INSPECTION)

- If **ALL driverless checks from electrical inspection** (page 15) are passed as well: Set online TIS status (D-Inspection) to *Passed* or *Failed*

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Item #	Non-compliance / Comment	Inspector Name

440 ○ Photo of the car is taken after M-Inspection is *Passed*. Take photos from all angles (front, left, right, rear).

Inspector Names		Date, Time	Signatures when passed
1.	_____ / _____	_____	_____
2.	_____ / _____	_____	_____

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PART VII: RAIN TEST

☐ TIS STATUS UPDATE

► Set online TIS status to *Present*

► Write down inspector names legibly, sign only when passed

☐ COMMENTS

► Check comments from first page

☐ RAIN TEST

► Apply seal sticker to all additional sealing material, that can be removed (e.g. tape, as not mentioned in *IN1.5.1*).

► The vehicle is lifted off the ground. Tractive system has to be active (TSAL ON)

► All active cooling fans must be switched on

441 ☐ Tractive system voltage is present at TSMPs

► **RAIN PROOF** - No driver is allowed to sit in the vehicle during the test. Water like rain will be sprayed at the vehicle for 120 sec. Another 120 sec. of waiting without water spray.

442 ☐ The Insulation Monitoring Device does not react and no shut down of the tractive system for any reason.

► Connect R_{Test} between any TSMP and LVS GND.

443 ☐ Shutdown circuits opens within 30 s.

☐ TIS STATUS UPDATE

► Set online TIS status to *Passed* or *Failed*

NON-COMPLIANCE / COMMENTS

Item #	Non-compliance / Comment	Inspector Name

APPROVAL

Inspector Names

Date, Time

Signatures when passed

1. _____ / _____

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PART VIII: BRAKE TEST

☐ TIS STATUS UPDATE

- Set online TIS status to *Present*
- Check if driver has a wristband and is securely fastened
- Write down inspector names legibly, sign only when passed

☐ COMMENTS

- Check comments from first page

☐ BRAKE TEST

- 444 ○ **BRAKING PERFORMANCE** - Must lock all four wheels and stop the vehicle in a straight line at the end of an acceleration run specified by the officials without electrical braking from motors. The tractive system has to be shut down by the driver before braking. The Tractive System Active Light has to be Green during breaking or shortly after the vehicle stopped (may take up to 5 sec. after shut down).
- 445 ○ **BRAKE LIGHT** - has to be clearly visible even in bright sunlight.
- 446 ○ **DRIVABILITY** - Vehicle must be able to continue driving after braking under its own power without external assistance.
- 447 ○ **LEAKS** - Check brake calipers, brake master cylinders (pedal) and connections for leaks.

☐ TIS STATUS UPDATE

- Set online TIS status to *Passed* or *Failed*

NON-COMPLIANCE / COMMENTS

Item #	Non-compliance / Comment	Inspector Name

☐ TIRE PRESSURE

- 448 ○ **FRONT LEFT** - Pressure [bar]: _____
- 450 ○ **FRONT RIGHT** - Pressure [bar]: _____
- 449 ○ **REAR LEFT** - Pressure [bar]: _____
- 451 ○ **REAR RIGHT** - Pressure [bar]: _____

☐ WEIGHT

- 452 ○ **WEIGHT** - Vehicles weight is documented directly after the brake test is *Passed*. No changes to the vehicle. Tire change only allowed for identical tire - rim combination.

APPROVAL

Inspector Names _____ Date, Time _____ Signatures when passed _____

1. _____ / _____

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PART IX: EMERGENCY BRAKE SYSTEM TEST

☐ TIS STATUS UPDATE

► Set online TIS status to *Present*

► Write down legibly inspector name

☐ COMMENTS

► Check comments from first page

☐ DBC FILE

► Check review status of team's DBC file

► **If failed, do not execute EBS test sequence!**

453 ☐ DBC file check passed

☐ EMERGENCY BRAKE SYSTEM TEST

► Use the RES dongle.

► Apply EBS adapter device to team's RES sender, if available.

► Switch on LVMS and select mission "EBS test".

454 ☐ AMI shows the correct mission.

► Switch on ASMS.

► Activate TS

455 ☐ ASSI is yellow continuous.

456 ☐ TSAL is red flashing.

► Press RES "Go" button.

457 ☐ ASSI is yellow flashing and vehicle accelerates.

► EBS gets automatically triggered by the EBS adapter device at the brake point. If the EBS adapter device is not available press RES "stop button" when vehicle is at brake point.

458 ☐ Vehicle has to stop within 10m and has to stay stable.

459 ☐ Speed at brake point has to be around 40 km/h.

460 ☐ ASSI is blue flashing, intermittent sound is clearly noticeable for 8 - 10 s.

461 ☐ TSAL is green continuous.

☐ TIS STATUS UPDATE

► Set online TIS status to *Passed* or *Failed*

NON-COMPLIANCE / COMMENTS

Item #	Non-compliance / Comment	Inspector Name

APPROVAL

Inspector Names

Date, Time

Signatures when passed

1. _____ / _____